

AGENDA

**Regional Transportation Council
Thursday, June 8, 2017
North Central Texas Council of Governments**

- 11:30 am** **Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee
(Transportation Council Room)**
- 12:30 pm** **Federal Certification Review Meetings (Metroplex Conference Room)**
- 1:00 pm** **Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:05** 1. **Approval of May 11, 2017, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Ron Jensen, RTC Chair
Item Summary: Approval of the May 11, 2017, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A
- 1:05 – 1:05** 2. **Consent Agenda (There are no items on the Consent Agenda)**
 Action Possible Action Information Minutes: 0
- 1:05 – 1:20** 3. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG
1. Recognition of Members for Years of Service on the Regional Transportation Council (RTC)
 - Matthew Marchant, City of Carrollton, 9 years
 - Maher Maso, City of Frisco, 9 years
 - Bruce Arfsten, Town of Addison, 5 years
 2. Recognition of Carrie Rogers, Former Assistant Director of Government Affairs, North Texas Tollway Authority
 3. RTC Member Representation at Events
 - RTC Chair Ron Jensen, Grand Prairie ISD Board Meeting, May 11, 2017, Presentation of Awards to the Winners of the Progress North Texas Art Contest
 4. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.1](#))
 5. Traffic Signal Data Sharing Program ([Electronic Item 3.2.1](#)) and Waze/511DFW Data Sharing Program ([Electronic Item 3.2.2](#)) Funding Opportunities
 6. Ozone Season Update ([Electronic Item 3.3](#))
 7. Clean Air Action Day Reminder, June 23, 2017 ([Electronic Item 3.4](#))
 8. Southern Transportation and Air Quality Summit Reminder, August 29-30, 2017 ([Electronic Item 3.5](#))
 9. May Public Meeting Minutes ([Electronic Item 3.6](#))
 10. June Public Meeting Notice ([Electronic Item 3.7](#))
 11. Progress North Texas ([Electronic Item 3.8](#) and Handout)

- 12. Recent Correspondence ([Electronic Item 3.9](#))
- 13. Recent News Articles ([Electronic Item 3.10](#))
- 14. Recent Press Releases ([Electronic Item 3.11](#))
- 15. Recent News Coverage of Regional Transportation Progress (May 1-21) ([Electronic Item 3.12](#))
 - WFAA Channel 8-Week of May 1
 - NBC 5 Gridlocked Series-Week of May 15
- 16. Transportation Partners Progress Reports

1:20 – 1:30

4. **Transportation Alternatives Set-Aside Program Project Selection**
 Action Possible Action Information Minutes: 10
 Presenter: Kevin Kokes, NCTCOG
 Item Summary: Staff will provide information regarding the Transportation Alternatives Set-Aside Program (TA Set-Aside) applications received and evaluation process. A recommendation of projects to select for funding will also be provided and Regional Transportation Council (RTC) action requested.
 Background: The North Central Texas Council of Governments (NCTCOG) opened a Call for Projects on December 12, 2016, with the option of additional funds to be added. Applications were due on February 24, 2017. Projects eligible for funding included active transportation (pedestrian and bicycle) and Safe Routes to Schools projects that will substantially improve safety and the ability for students to walk and bicycle to school. The RTC previously approved the eligible and ineligible project types and a methodology for project evaluation screens and scoring. [Electronic Item 4.1](#) provides additional information on project scoring. [Reference Item 4.2](#) reflects NCTCOG staff's project recommendations. [Electronic Item 4.3](#) contains public comments on the Dallas Road Transit-Oriented Development Corridor/Cotton Belt Trail Extension project.

1:30 – 1:40

5. **Metropolitan Transportation Plan Policy Bundles, Transportation Development Credits, and Early Partnerships**
 Action Possible Action Information Minutes: 10
 Presenters: Michael Morris and Adam Beckom, NCTCOG
 Item Summary: Staff will brief the Council on results from the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs). The Council will also be asked to take action on a proposed partnership with the City of Dallas involving use of the City's TDC allocation for construction of the IH 35E deck plaza.
 Background: Recommendations in Mobility 2040, the region's current MTP, consist of policies, programs, and projects that reflect regional priorities and support Mobility 2040 goals. As construction of infrastructure projects alone cannot achieve the goals of Mobility 2040, a voluntary list of policies available for adoption by local agencies was designed to encourage the development of alternative, strategic solutions. By voluntarily adopting 50 percent of these policies, participating agencies are slated to receive TDCs to offset local funds for federal transportation

projects. MTP Policy Bundle applications have been completed and reviewed, and staff will present a recommendation for distributing TDCs to successful entities.

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

In April 2017, the Texas Transportation Commission approved the best value proposer for the IH 35E reconstruction project. TxDOT intends to sign a contract with the proposer by July 2017. For the deck plaza, or portions of the deck plaza (e.g., foundations, abutments) to be included in the larger reconstruction project, the City of Dallas must commit funding to the project by June 2017. [Reference Item 5](#) includes a recommendation for TDC distribution for successful policy bundle participants and for a funding partnership to aid Dallas in responding to TxDOT regarding its local commitment to the deck plaza.

1:40 – 1:45

6. **Toll Cost Associated with IH 30 Closure Detour Route**

Action Possible Action Information Minutes: 5

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will seek approval to use Regional Transportation Council (RTC) local funds to pay the North Texas Tollway Authority (NTTA) toll costs associated with the Interstate Highway (IH) 30 closure detour route.

Background: Texas Department of Transportation (TxDOT), North Texas Tollway Authority, local cities, and North Central Texas Council of Governments (NCTCOG) staffs have been working to make arrangements for the IH 30 full closures anticipated to start in the fall of 2017. As part of this effort, NCTCOG staff has been working to identify a detour route, develop a plan to notify motorists to avoid the area, coordinate with cities to retime traffic signals, and determine how best to utilize parallel facilities. Based on the detour identified, a portion of NTTA's President George Bush Turnpike (PGBT) could be utilized. NCTCOG has reached out to NTTA to request a cost estimate to set the toll rate on PGBT to \$0 for the portion of the detour from IH 30 to State Highway 180/Division/Main. NTTA has estimated the cost to be approximately \$4,200 per weekend. TxDOT anticipates this closure will be needed for six weekends throughout the project. NCTCOG is proposing to seek RTC approval for

\$50,000 in RTC local funds to pay for this effort. The amount is more than anticipated due to the possibility of an increased usage of the toll roads or more weekend closures than expected. NCTCOG staff estimates the \$50,000 would cover ten closures at \$5,000 per weekend. After seeking RTC approval, NCTCOG will work on the development of an agreement between NTTA and NCTCOG to pay for this effort. More information is provided in [Reference Item 6](#).

1:45 – 1:55

7. **Legislative Update**

Action Possible Action Information Minutes: 10

Presenters: Amanda Wilson and Michael Morris, NCTCOG

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

Background: The first session of the 115th United States (US) Congress convened on January 3, 2017, and the Texas Legislature was in session from January 10, 2017, through May 29, 2017. Transportation and air quality issues are a focus for both the US Congress and Texas Legislature. Several topics will be highlighted, including possible inconsistencies between how the Texas Legislature wishes to fund transportation projects and how the Trump Administration intends to move forward.

1:55 – 2:05

8. **2045 Demographics/North Central Texas Council of Governments Population Estimates Follow Up**

Action Possible Action Information Minutes: 10

Presenters: Dan Kessler, NCTCOG and Tim Barbee, Research and Information Services, NCTCOG

Item Summary: North Central Texas Council of Governments (NCTCOG) staff will provide additional information regarding the recent development of the NCTCOG 2017 Population Estimates and the ongoing development of demographic forecasts for the year 2045.

Background: At the May 11, 2017, Regional Transportation Council (RTC) meeting, the RTC was provided an update regarding the recently released NCTCOG 2017 Population Estimates and the ongoing process to develop demographic forecasts for the year 2045 to be used in support of the Mobility 2045 transportation plan. A copy of the presentation from the May 11 RTC meeting is provided in [Electronic Item 8](#). As a result of the presentation, there was discussion regarding the methodology used to prepare the 2017 Population Estimates and how these estimates relate to other estimates done by the United States Census and other third parties. Staff will provide additional information regarding the current population estimate approach used by NCTCOG. In addition, RTC members requested clarification on other demographic-related items including how population estimates by various entities may have an impact on formula-based State and federal funding allocations to the region. Additional information on this issue will also be provided.

2:05 – 2:15 9. **Draft FY2018 and FY2019 Unified Planning Work Program, Including Studies Proposed for Funding through the 2017-2018 CMAQ/STBG Funding Program**

Action Possible Action Information Minutes: 10

Presenters: Vickie Alexander and Adam Beckom, NCTCOG

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

Background: North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, is currently developing the draft FY2018 and FY2019 UPWP. This document identifies NCTCOG staff work activities to be performed between October 1, 2017, and September 30, 2019. In coordination with the UPWP development, staff has identified studies proposed for funding under the Planning and Other Studies portion of the Regional Transportation Council's 2017-2018 CMAQ/STBG Funding Program. The list of individual projects proposed for funding under this Program are provided in [Electronic Item 9](#). Prior to the June RTC meeting, a draft copy of the UPWP document will be provided to the Texas Department of Transportation (TxDOT) for review and comment. Upon submittal to TxDOT, a copy of this draft will be available online for Regional Transportation Council (RTC) review at www.nctcog.org/trans/admin/upwp. RTC action on the UPWP and proposed studies under the 2017-2018 CMAQ/STBG Funding Program will be sought at the July meeting. The final document is due to the Texas Department of Transportation by August 1, 2017.

2:15 – 2:25 10. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program**

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

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

Background: In April 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. After coordination with partnering agencies, projects have been identified to fund through the Transit Program. Details of the proposed projects, funding, and timing will be presented at the meeting, and the presentation is provided in [Electronic Item 10.1](#). A draft list of transit projects and funding amounts received to date is provided in [Electronic Item 10.2](#).

2:25 – 2:40 11. Summary of the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Meeting

Action Possible Action Information Minutes: 15
Presenters: Rob Franke, Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Chair and Mayor, City of Cedar Hill
Michael Morris and Kevin Feldt, NCTCOG

Item Summary: An overview of the Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting held prior to the RTC meeting will be presented.

In addition, staff will provide an update on recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region, including staff efforts to advance the initiatives.

Staff will also provide recommendations from three station area planning efforts, and North Central Texas Council of Governments efforts to analyze potential alignment alternatives will be presented.

Background: [Electronic Item 11](#) is the Subcommittee's meeting agenda.

2:40 – 2:45 12. Election of Regional Transportation Council Officers

Action Possible Action Information Minutes: 5
Presenter: Jungus Jordan, Nominating Subcommittee Chair and Councilmember, City of Fort Worth

Item Summary: Approval of Regional Transportation Council (RTC) officers for the next 12-month period will be requested.

Background: According to the RTC Bylaws and Operating Procedures, the officers of RTC are elected to serve for a term of one year. The Nominating Subcommittee is charged with providing a slate of officers to the full Council for consideration in June of each year. The Nominating Subcommittee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. The Nominating Subcommittee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time.

13. Progress Reports

Action Possible Action Information

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

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

14. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
15. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.
16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, July 13, 2017, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
May 11, 2017**

The Regional Transportation Council (RTC) met on Thursday, May 11, 2017, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Douglas Athas, Sara Bagheri, Carol Bush, Loyl C. Bussell, Mike Cantrell, Jim Wilson (representing David L. Cook), Rudy Durham, Andy Eads, Charles Emery, Andy Nguyen (representing Gary Fickes), Robert Franke, Sandy Greyson, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, B. Adam McGough, Williams Meadows, Cary Moon, Stan Pickett, George Conley (representing Mark Riley), Kelly Selman, Gary Slagel, Mike Taylor, T. Oscar Trevino Jr., William Tsao, Oscar Ward, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh (representing W.B. "Zim" Zimmerman).

Others present at the meeting were: Vickie Alexander, Majed Al-Ghafry, David S. Arbuckle, Gustavo Baez, Melissa Baker, Tom Bamonte, Berrien Barks, Natalie Bettger, Jonathan Blackman, Alberta Blair, Cal Bostwick, Tanya Brooks, Bob Brown, Jason Brown, Ron Brown, John Brunk, Ken Bunkley, Marrk Callier, Jack Carr, Angie Carson, Maribel Chavez, Lori Clark, John Cordary, Hal Cranor, Mike Curtis, Clarence Daugherty, Shelley Davis, Brian Dell, Jerry Dittman, Chad Edwards, Traci Enna, Kevin Feldt, Brian Flood, Mark Folden, Alberto Gonzalez, Christie Gotti, Rick Grady, Tony Hartzel, Victor Henderson, Nick Hernandez, Axel Herrmann, Robert Hinkle, Jodi Hodges, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Garry Kraus, Dan Lamers, April Leger, Alonzo Linan, Paul Luedtke, Stanford Lynch, Mickey Marlow, Steve McCullough, Keith Melton, Laura Melton, Chandler Merritt, Michael Miles, Cliff Miller, John Minahan, Mindy Mize, Erin Moore, Jason Moore, Michael Morris, Jeff Neal, Mark Nelson, Markus Neubauer, Bruce Nipp, Mickey Nowell, Gabriella Pate, Johan Petterson, John Polster, Vercie Pruitt-Jenkins, Chris Reed, Bill Riley, Christina Roach, Carrie Rogers, Greg Royster, Jodi Saegesser, Russell Schaffner, Savannah Schallen, Lori Shelton, Walter Shumac, Randy Skinner, David Smith, Tom Stallings, Dean Stuller, Gerald Sturdivant, Vic Suhm, Jonathan Toffer, Christopher Tolar, Lauren Trimble, Sherry Unger, Luis Vazquez, Debra Wakeland, Karla Weaver, Sandy Wesch, Cheryl Williams, Amanda Wilson, Brian Wilson, Miles Wilson, Alicia Winkelblech, Ed Wueste, and Susan Young.

1. **Approval of April 13, 2017, Minutes:** The minutes of the April 13, 2017, meeting were approved as submitted in Reference Item 1. Oscar Ward (M); Duncan Webb (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Federal Functional Classification System Amendments:** Regional Transportation Council approval of two amendments to the currently approved Federal Functional Classification System, detailed in Reference Item 2.1, was requested.

A motion was made to approve the item included on the Consent Agenda. Robert Franke (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris expressed appreciation to members of the Regional Transportation Council (RTC) whose membership would be ending due to term limits or election results. Members viewed a video of comments

from Commissioner Laura Ryan to the Texas Transportation Commission regarding a summary of her meeting with RTC staff in April 2017. RTC Chair Ron Jensen announced members of the RTC Nominating Subcommittee: Chair Jungus Jordan, David Magness, B. Adam McGough, Mark Riley, Gary Slagel, Mike Taylor, Stephen Terrell, and Kathryn Wilemon. Mr. Morris noted that an RTC New Member Orientation meeting will be scheduled in the summer/fall. In addition, he noted staff will coordinate with Robert Franke, Chair of the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee to schedule a subcommittee meeting prior to the June 8, 2017, RTC meeting. Federal Certification Review of the Metropolitan Planning Organization is scheduled June 13-15. As part of the process, federal partners will meet with members of the RTC. Members will have an opportunity to either attend the subcommittee meeting or meet with federal partners as part of the Federal Certification Review process. A summary report of the review will be provided to members following conclusion of the process. April public meeting minutes were provided in Electronic Item 3.1, and a May public meeting notice was provided in Electronic Item 3.2. Air quality funding opportunities for vehicles were provided in Electronic Item 3.3. An ozone season update was provided in Electronic Item 3.4. Details regarding a June 1, 2017, Compressed Natural Gas Station Safety and Inspection training was provided in Electronic Item 3.5. Environmental Protection Agency 2017 SmartWay Affiliate Challenge Honoree Award information was provided in Electronic Item 3.6. Information on a new proposed rate structure for street lighting was provided in Electronic Item 3.7, and an east/west equity quarterly report was provided in Electronic Item 3.8. Recent correspondence was provided in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. Mr. Morris noted that included in recent correspondence was a letter from Congresswoman Eddie Bernice Johnson supporting a Medical District people mover.

4. **Traffic Signal Grants Selection Criteria and 511DFW/Waze Grants Selection Criteria:** Tom Bamonte presented proposed selection criteria for the Traffic Signal and 511DFW/Waze grant programs. Last month, the Regional Transportation Council (RTC) approved two grant programs to encourage regional partners to make their traffic signal data and highway/traffic condition data accessible to various software platforms. For each grant program, staff anticipates grants up to \$25,000 in order to encourage the broadest involvement throughout the region. Eligibility for the Traffic Signal Data Sharing Program was highlighted and includes public entities with jurisdiction over traffic signals and willing to make traffic signal data accessible consistent with regional policies/practices. Proposed evaluation criteria are heavily weighted on the quality of the proposed technical solution (60 percent) and also includes the amount requested (10 percent) and timely implementation (30 percent). Of particular interest is a project's connectivity with other data-sharing jurisdictions. Partnering with neighboring jurisdictions was encouraged. Details were provided in Reference Item 4.1. Mr. Bamonte also highlighted the long-term vision for the use of 511DFW as the common portal for sharing data with travel navigation services and the developer community. He noted details regarding what information to share, with whom to share the information, and how to share the information. Similar to Traffic Signal data sharing, eligibility for the 511DFW/Waze Data Sharing Program includes public entities with jurisdiction over highway/streets or transit systems and willing to make highway and traffic or transit conditions data accessible consistent with regional policies/practices. Proposed evaluation criteria are also heavily weighted on the quality of the proposed technical solution (60 percent) and includes the amount requested (10 percent) and timely implementation (30 percent). Positive proposal elements were highlighted: 1) joining the Waze Connected Citizens Program, 2) coordinating transportation data sharing with 911 operations, 3) utilizing .xml data feeds, and 4) partnering with neighboring jurisdictions in order to benefit the largest population of travelers. He noted the Surface Transportation Technical

Committee approved the criteria for each grant program at its April 28, 2017, meeting. Douglas Athas asked if staff has had an opportunity to review the bill in the Texas Legislature related to small cell technology deployment and how the bill would potentially impact Smart Cities efforts. Mr. Bamonte noted that staff will monitor the legislation. He added that much of the transportation infrastructure will rely upon small cell technology to prepare for 5G. The challenge will be finding the balance between local and State interests as this technology is pursued. A motion was made to approve the evaluation criteria for the Traffic Signal and 511DFW/Waze data sharing grant programs detailed in Reference Item 4.1 and Reference Item 4.2, respectively. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.

5. **Southern Dallas County Funding Partnership:** Karla Weaver provided background information for the Southern Dallas County funding partnership. From 2010-2012, the North Central Texas Council of Governments sponsored planning activities in southern Dallas County. The goal of the initiative was to support growth of a high-quality inland port area with integrated land use and transportation. An infrastructure analysis report was developed in order to address and reach the development that was envisioned. Ms. Weaver highlighted roadway recommendations identified through the initiative and noted that staff recommendations for the proposed partnership closely align with the study. Adam Beckom noted that as a result of the study, a partnership among Dallas County, the City of Lancaster, the City of Hutchins, and the Regional Transportation Council (RTC) to build Jefferson Street/Pleasant Run Road and improvements on Wintergreen Road was proposed. The projects provide regional benefits including connections to intermodal facilities, connection to IH 45, connection to Loop 9, and the backbone for future freight rail improvements and investments in the area. The total proposed funding for the partnership is approximately \$28 million, with \$18 million from the RTC and \$10 million from the City of Lancaster, City of Hutchins, and Dallas County. The projects are expected to begin construction in Fiscal Year 2019 using \$10.5 million for the Jefferson Avenue/Pleasant Run Road project and \$17.5 million for the Wintergreen Road project. The proposed projects are included as part of the Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding Program allocations through the Strategic Partnership Program. The partnership leverages local and federal funding, improves access to intermodal facilities, and improves access for Environmental Justice communities. The timeline for the initiative was highlighted. Matthew Marchant asked how staff arrived at the funding shares for each entity. Michael Morris noted the proposed projects are continuations of projects under construction. The County's standard procedure is to split funding with the cities at a rate of 50 percent, but staff believed the cities should be required to commit additional funds as a result of the investments already made in the area. Robert Franke and Clay Lewis Jenkins expressed their appreciation for efforts to complete the projects. A motion was made to approve the proposed Regional Transportation Council funding partnership with Dallas County, City of Lancaster, and the City of Hutchins for Jefferson Street/Pleasant Run Road and Wintergreen Road in southern Dallas County as detailed in Reference Item 5. The motion also included approval to administratively amend the 2017-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Clay Lewis Jenkins (M); Robert Franke (S). The motion passed unanimously.
6. **Legislative Update:** Amanda Wilson provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. There were no federal updates. Regarding the Texas Legislature, Senate Bill (SB) 1 has passed both chambers and Conference Committee members have been appointed. She noted an item discussed at the April 13 Regional Transportation Council (RTC) meeting

regarding the discrepancy between the Senate and the House versions of the bill related to the \$2.5 billion from Proposition 7 and whether it could be included in the current fiscal year and be appropriated or whether it would be delayed by one day into the next fiscal year. An Attorney General opinion was requested. The Attorney General sided with the Senate citing that the Constitution contradicts itself in that it requires a certification of net revenue. However, that cannot happen until the end of the fiscal year. Staff believes since this is a 10-year provision, the year 10 appropriation may still occur in year 11. Staff will continue to monitor related actions. Related to air quality, House Bill (HB) 2321 would modernize and add flexibility to the Low Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiative Projects (LIP) programs. The bill passed the House and the Senate companion bill was pending to determine if the Legislature should move the Senate bill or the House bill once it passes. HB 402 would expand the LIP projects for certain counties and has passed the House. HB 2568 is related to review of the motor vehicle emissions inspection program. The bill has been sent to the House calendar but is not expected to move forward unless it moves as an amendment to another bill. SB 26 would update and extend the Texas Emissions Reduction Plan (TERP) and the Senate and House Committee have approved the bill. Ms. Wilson noted that another topic being followed was high-speed rail. There are five bills that include acquisition of property, compatibility with train technology, and security/safety requirements. Of most concern was SB 981 related to compatibility of train technology. The bill was pending on the Senate calendar. Related to comprehensive development agreements (CDA), HB 2861 is the statewide CDA bill that includes the three projects in the region. The bill did not pass and there is no Senate companion bill. Ms. Wilson noted staff's concern was that the Administration was anticipated to soon release an infrastructure plan or proposal that may use public-private partnerships as a financing mechanism. If Texas were not able to take advantage of those innovative funding and financing proposals at the federal level those funds could go to other states. Staff proposed a draft letter, distributed at the meeting in Reference Item 6, to add a contingency provision to the Texas Department of Transportation (TxDOT) Sunset bill (SB 312) to allow TxDOT the ability to participate in federal initiatives to promote the general welfare through transportation or programs that occur during the interim session of the 85th Texas Legislature. This would allow flexibility to take advantage of any federal innovative funding programs while the Texas Legislature is not in Austin. Staff has also monitored SB 1143 that would prohibit converting a high-occupancy vehicle lane to a tolled managed lane. The bill passed the Senate and was received in the House. Additional topics of interest were also highlighted. SB 385 would require voter approval of each local government along a transit rail line before federal funds could be accepted. The bill has been on the Senate calendar for some time and has not been taken up by the Senate. SB 1588 would end the vehicle safety inspection program and has been referred to the House Transportation Committee. SB 2205 would add automated vehicles to the Texas statutes and set the framework for regulation through the State. The bill was passed by the Senate and referred to the House Transportation Committee. As previously noted, SB 312 is the TxDOT Sunset bill. The bill has passed the Senate and been reported out of the House Committee. The bill is primarily a transparency provision at this time, but the House could add additional requirements. Related to aviation and unmanned aircraft, HB 1643 would restrict the operation of unmanned aircraft over certain facilities. The bill has been amended to include HB 3238 language that would place regulations on how cities could pass an ordinance to regulate operations in cities. In addition, HB 106 would amend lawful uses of images and HB 1424 would prohibit operations of unmanned aircraft over certain venues. A motion was made to approve correspondence, distributed at the meeting in Reference Item 6, to the Texas Legislative Delegation requesting that the Legislature amend SB 312 by adding a contingency provision allowing the Texas Department of Transportation the ability

to participate in federal initiatives that occur in the interim session of the 85th Texas Legislature. Jungus Jordan (M); Kathryn Wilemon (S). Loyl Bussell and Kelly Selman abstained from voting. The motion passed.

7. **Comprehensive Development Agreements Update:** Michael Morris introduced Alberto Gonzalez of LBJ Express/NTE Express/NTE3 Express. Mr. Gonzalez presented an overview of TEXpress lanes performance data since the opening of the North Tarrant Express (NTE) and LBJ Express corridors. The NTE opened in October 2014 and the LBJ Express in September 2015. An overview of traffic behavior and performance data was provided. Benefits of the facilities include decreases in congestion and more reliable speeds. By adding capacity and relieving congestion with the use of the tolled lanes, conditions on the general purpose lanes for those who elect not to pay have also improved significantly. Even though no additional general purpose lanes have been added, improved pavement conditions are moving approximately 10 percent more traffic than during preconstruction. The relationship between the speeds and traffic on managed lanes was compared to those on the general purpose lanes. Use of the managed lanes are highest during peak hours. When speeds on the general purpose lanes are near or at the speed limit, drivers are still choosing the managed lanes for reliability and roadway condition. Managed lanes have not only relieved congestion but have allowed for more traffic to use the corridor in the peak hours. He noted that over 4 million different vehicles have used the facilities to date with 30 percent as new users each month. In addition, there is a broad customer base that includes a wide variety of vehicles of which only 15 percent represent luxury vehicles. Over 70 percent of users view the TEXpress lanes favorably. In closing, Mr. Gonzalez noted the combination of general purpose lanes and managed lanes accommodate over 500,000 trips per day on each facility. Approximately 98 percent choose the TEXpress lanes occasionally and less than 5 percent of commuters rely heavily on the lanes. In addition, most drivers who chose the TEXpress lanes have a bill between \$5-15 per month.

T. Oscar Trevino Jr. asked if there was an ability to determine the number of service vans using the facilities. Mr. Gonzalez noted the percentage of small commercial vehicles is higher than expected, which may mean the small commercial vehicle driver is using the facilities to reduce commute times. Matthew Marchant noted the data was good information that should be shared with state-level policy officials. Mr. Trevino added the information would also be beneficial for citizens in the region. Clay Lewis Jenkins noted his concern that current non-tolled roads are being converted into managed lanes, which is a different policy discussion than in the past regarding comprehensive development agreements for which the same amount of non-tolled lanes are maintained. He added that he was not opposed to new facilities with increased capacity and tolled components, but clarified it is a different policy discussion. Several members discussed the success of projects such as the North Tarrant Express, noting that tolled facilities are a choice for users and that increased public communication regarding the tolled projects is necessary.

Mr. Morris discussed the success of public and private partnerships on managed lanes and possible paths forward in the region. The IH 635/IH 35E Y Connection opens in May 2017. There is a revenue sharing component to the project. A portion of the revenue will continue to help fund IH 35E north of LBJ and also be shared with the private-sector concessionaire. The IH 635 East project has received environmental approval and can now proceed to construction as soon as full funding can be identified. Moving forward, the first step will be to learn what the Texas Transportation Commission decides regarding funding allocations to urban regions. Staff will transmit the approved correspondence to the Texas Legislative Delegation regarding innovative funding and continuing the welfare and safety of citizens,

provided in Reference Item 6, and will continue to monitor related bills in the Legislature. In addition, he noted that a \$300 million contingency was held back during the 10-year planning process and that staff will be working with Texas Department of Transportation districts in the region to determine how best to utilize the contingency as funding is pursued. He requested that staff be provided 60-90 days to monitor legislation, efforts of the Texas Transportation Commission, and initiatives from the United States Congress.

8. **2019-2022 Transportation Improvement Program Development:** Adam Beckom briefed the Council on upcoming development efforts for the 2019-2022 Transportation Improvement Program (TIP). The TIP is a federal and State mandated inventory of transportation projects funded with local, State, and federal funding sources and that covers four years of available funding. The document is modified on a quarterly basis, redeveloped every two years, and must be consistent with and fund the first four years of the 20-year Metropolitan Transportation Plan. The current effort will encompass the 2019-2022 timeframe. As the process begins, staff will review all existing projects and solicit additional information on needed adjustments to staging, funding, and scope in order to develop the revised project listings. Focus will be placed on projects that are included on the 10-Year Milestone Policy list, the Federal Highway Administration (FHWA) Inactive list, FHWA Preliminary Engineering Audit list, or funded with Transportation Alternative Program funds since these projects are at most risk of losing funding. In addition, staff will thoroughly review projects requesting to be placed in the first year of the new TIP. During development of each new TIP, agencies request to place projects in the first fiscal year and subsequently, a majority of the projects must be moved. Staff will scrutinize all projects to determine if they are ready to let, agreements are complete, and environmental documentation is complete. The anticipated schedule for development and details on the development efforts were provided in Electronic Item 8. Members were requested to reinforce to staff attending the TIP development meetings to be prepared with scheduling information by phase, status updates by phase, cost information, and status of agreements. Lack of preparation or appropriate attendees at the meeting will create significant follow-up efforts.

9. **2045 Demographics Update and Mobility 2045:** Dan Kessler presented information regarding development of the North Central Texas Council of Governments (NCTCOG) demographic forecast for the year 2045 and NCTCOG's 2017 Current Population Estimates. As a result of a new air quality conformity deadline of November 2018, federal guidelines requiring that a Metropolitan Planning Organization update its Mobility Plan every four years, and that the Mobility Plan must have a 20-year planning horizon, staff has determined that development of the Mobility 2045 transportation plan is appropriate at this time. New demographics for 2045 are being developed to support upcoming preparation of Mobility 2045 and the corresponding air quality conformity analysis. Development of the forecast is a joint effort between the NCTCOG Transportation Department and Research and Information Services Department. Mr. Kessler first reviewed the methodology used to recently develop the NCTCOG 2017 Current Population Estimates provided in Electronic Item 9. These estimates take into account residential structures in communities and include data from various resources. An overview of regional population change based on population estimates from 2010 to 2017 was provided. On average, population increases by approximately 120,000 persons per year in the region. Cities with the highest population growth include Dallas, Fort Worth, McKinney, and Frisco, and as of January 1, 2017, the regional population exceeded 7.2 million. Regarding the 2045 forecast, Mr. Kessler highlighted that the process includes first determining the regional 2045 control total for population and employment and then allocating this projected growth in each county. NCTCOG has estimated a population of approximately 11.2 million people in the region by 2045. He added local governments and agencies were now reviewing the draft 2045

forecast. The NCTCOG Executive Board will be asked to adopt the five-year extension in August 2017. The schedule for development of the 2045 demographic forecast was reviewed.

Duncan Webb noted he recently compared Collin County voter registration estimates from November 2016 to NCTCOG's population estimate for Collin County. Based on this data he was concerned with how NCTCOG arrived at the population estimates. He clarified his concern was primarily related to the modeling that is done by NCTCOG in which population estimates may have significant impacts to estimated future needs. Mr. Kessler noted NCTCOG does not currently use voter registration data and will review Collin County population estimates. He added that historically NCTCOG annual forecasts have tracked closely to the United States Census. Clay Lewis Jenkins also expressed concern that NCTCOG population estimates seemed significantly under the Census estimates for Dallas County and asked what effect this could have on funding to the region. Mr. Morris clarified that funding allocated to the region from gas tax revenue is based on the year 2000 Census. He added that staff would bring back this information at the June 8 Regional Transportation Council (RTC) meeting for additional discussion. Monica R. Alonzo asked that staff elaborate on details of the May 11 presentation when the information is brought back to the RTC. Jungus Jordan noted that there should be sensitivity to the transportation-related data.

Kevin Feldt provided an overview of work underway to develop Mobility 2045. The anticipated schedule was highlighted, with adoption by the Regional Transportation Council expected in June 2018. Mobility 2045 will include Fixing America's Surface Transportation Act requirements, new State requirements resulting from the 85th Texas Legislature, consistency with the Statewide Freight Plan, and the 10-Year Plan. Latest project development and planning initiatives will be included such as consistency with federal environmental documents, high-speed rail, modern people movers, and emerging technologies. Mobility 2045 will have a base year of 2018 and a horizon year of 2045. Staff will use this opportunity to restart the four-year requirement of the Mobility Plan. North Central Texas Council of Governments staff will begin coordinating with regional Texas Department of Transportation districts, transportation authorities, local governments, and the public. Mr. Feldt reviewed the proposed schedule. He noted Mobility 2045 and air quality conformity action in the May/June timeframe, which allows time for review prior to the air quality conformity determination deadline of November 2018. B. Glen Whitley asked how entities should proceed if they wish to see projects incorporated into the Plan. Members were asked to communicate requests to Kevin Feldt.

10. **Potential Transportation Alternatives Program Funds Lapse:** Ken Bunkley provided an update on Fiscal Year (FY) 2014 Transportation Alternatives Program (TAP) funds that are at risk of lapsing. He reminded members that last summer similar information was presented regarding the potential lapse of FY2013 TAP funds, but the region managed to obligate projects by the deadline and no funding lapsed. Federal regulations state that TAP funds apportioned shall remain available for obligation for the year of apportionment plus three years. Funds that lapse reduce the overall amount available for projects since the funds are not project specific but are placed into one pool of funds. This year, North Central Texas Council of Governments (NCTCOG) staff has coordinated with implementing agencies and the Texas Department of Transportation (TxDOT) to determine the current status and expected let dates for each project. Through this effort, risk levels were assigned to projects. Details regarding each of the projects and their assigned risk levels were provided in Electronic Item 10. Projects on schedule to let in FY2017 are at low risk. Projects scheduled to let in FY2017 but that have potential for delay are at medium risk. Projects not likely to let in FY2017 are considered at high risk. As of April 2017, \$600,000 in FY2014 funds have

obligated. This leaves approximately \$7.6 million in projects at risk of lapsing. However, based on the risk analysis, \$8.2 million are at low risk and scheduled to obligate prior to the end of FY2017, so obligation requirements are anticipated to be met. This would leave an overage of approximately \$600,000 to be applied to the FY2015 apportionment. NCTCOG staff will continue to work with TxDOT and agency staffs to monitor project progression. Surface Transportation Technical Committee members were asked at the March 2017 meeting to coordinate internally with agency staffs to ensure that projects remain on schedule to let or obligate by FY2017. Regional Transportation Council members were also asked to engage their staffs to ensure that the funds are not lost to the region. Focus should be placed on projects that are currently identified as moderate risk as funds for those projects are necessary to meet the obligation requirements. Mr. Bunkley noted it was important to understand the time necessary for TxDOT to review, approve, and draft agreements for TAP projects. Agencies must coordinate with TxDOT early in the process and work to develop realistic project schedules. Jim Wilson noted the penalties associated with delays such as loss of funds and loss of staff time when projects do not meet expectations. Although sometimes unavoidable, agencies should be mindful of the process. Moving forward, he noted it may be helpful to consider past performance when an entity requests funding.

11. **Fleets for the Future Update and Bootcamp Invitation:** Lori Clark provided an update on the Fleets for the Future project. The purpose of the project is to allow local governments an opportunity to participate in a cooperative procurement for alternative fuel vehicles in order to purchase vehicles at volume discounts, leveraging economies of scale. The opportunity will be beneficial to those agencies who represent small fleets and that would not otherwise have access to the price advantage of a larger procurement. At the regional level, alternative fuel vehicles provide air quality benefits, reduce emissions, and increase energy security benefits. Individually, total cost of ownership is impacted by reduced maintenance cost, sustainability, and return on investment. For fleets, feasibility considerations such as high utilization rates and lower fuel prices may be beneficial to organizations. Total cost of ownership is usually one of the most important factors when considering alternative fuel vehicles for fleets, and organizations were encouraged to consider factors that impact ownership costs over time. The regional cooperative procurement will include propane, natural gas, and electric vehicles. Next month, staff will work with interested organizations to collect soft commitments for vehicle purchases. This will enable staff to select the most common requested vehicle for the procurement. The procurement is anticipated to be released in early fall in order to coordinate with the new fiscal year purchases. Members were encouraged to provide the information to appropriate staffs within their organizations. In addition, a meeting is scheduled for May 24 and will provide a technical overview and information on the purchasing process. Additional information was provided in Electronic Item 11.1. A flyer with details of the May 24th meeting was distributed at the meeting. Electronic Item 11.2 contained a letter that was recently mailed to local governments across the region encouraging fleets to participate.
12. **Clean Air Action Day, June 23, 2017:** Mindy Mize provided information on Air North Texas' Clean Air Action Day, which will be held June 23, 2017. Air North Texas is a regional air quality awareness initiative. Clean Air Action Day occurs every year on the first Friday of summer, which this year is also on the June 23, 2017, Surface Transportation Technical Committee meeting day. The campaign encourages North Texans to commit to clean air actions and share their experiences online or through social media. Examples of clean air actions include carpooling, taking lunch to work, using mass transit, biking or walking, and others. Regional Transportation Council members can help support Clean Air Action Day this year by making clean air action commitments online at

www.airnorthtexas.org/cleanairactionday or by sharing commitments on social media at #CAAD2017. Regional Transportation Council members can also support Clean Air Action Day challenges within their organizations. Details were provided in Electronic Item 12.1. Members whose organizations have not yet become Air North Texas partners were also encouraged to have their STTC representative bring the signed partner agreement to the June meeting or submit electronically. An Air North Texas partner agreement was provided in Electronic Item 12.2.

13. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 13.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 13.2, and the current Local Motion in Electronic Item 13.3.
14. **Other Business (Old or New):** Glen Whitley introduced his new chief of staff, Chandler Merritt. Brian Loughmiller thanked the Regional Transportation Council (RTC) for its partnership with McKinney as well as efforts throughout the region. Maher Maso also expressed appreciation for the efforts of the RTC and noted it was a pleasure to serve as a member.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, June 8, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.

North Central Texas Council of Governments
GO

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transportation

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Air Quality Funding Opportunities for Vehicles

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

Air Quality Funding Home

Other Air Quality Funding Opportunities

Sign-Up for Email Updates

Current Vehicle Grant Funding Opportunities

Select Language [?] ?

Need to Replace a Diesel Vehicle, Equipment or Engine?

The **Environmental Protection Agency (EPA)** has made [funding available](#) for projects that reduce air pollution for heavy-duty diesel engines.

- Funding Levels:**
- Replace Medium or Heavy-Duty Diesel Trucks or Non-Road Diesel Equipment
 - 25% - 45%
 - Repower Medium or Heavy-Duty Diesel Engines
 - 40% - 60%

The **North Central Texas Council of Governments (NCTCOG)** is planning to submit a proposal on behalf of the North Texas Region. To be included in our proposal please follow the steps below

- **Check if your equipment or vehicles qualify [here](#)**
- **Then fill out the information below and send to aqgrants@nctcog.org by June 5th!**
- [Fleet Description](#)
- [Letter of Commitment](#)

Click the links below for a program description and relevant dates and details.	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
AirCheckTexas Drive a Clean Machine Program							X			General Public
Clean Diesel Funding Assistance Program Deadline: June 20, 2017, 11 pm CST	X	X	X	X	X	X				Public Sector
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
NEW! Low or No Emission (Low-No) Vehicle Program	X									Public Sector

Deadline: June 26, 2017, 5 pm EST										
Updated Incentives! Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

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

5/26/2017 5:32:01 PM AP/MG

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

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

Traffic Signal Data Sharing Program: Guide for Applicants

North Central Texas Council of Governments

May 19, 2017

Overview

Purpose: Provide grants to assist local partners in making their traffic signal data accessible to developer community to support connected vehicle, V2I and travel navigation applications without investment in new equipment or software platforms.

Call for applications issued: 5/19/17

Application deadline: 6/30/17

Grant awards: 7/28/17

ILAs executed: 9/29/17

Implementation complete: 12/31/17

Possible Solutions

NCTCOG does not endorse any specific solution or vendor but is aware of some options for making a city's traffic signal data accessible:

- Connected Signals (<https://connectedsignals.com/> - mginsberg@connectedsignals.com)
- Traffic Technology Services (<http://www.traffictechservices.com/> - kiel.ova@traffictechservices.com)
- ATMS vendors with data-sharing modules—e.g., Trafficware's Connected Vehicle Module (<http://www.trafficware.com/trafficware-launches-connected-vehicle-application-in-atmsnow-central-traffic-management.html>)

There may be other solutions available to a city that are discoverable via consultation with ATMS vendors, consultants or industry experts.

Application

The application is a questionnaire on Survey Monkey that is accessible here:

<https://www.surveymonkey.com/r/TrafficSignalDataSharing>

Eligibility Requirements

1. Public entity has jurisdiction over traffic signals
2. Public entity is willing to make its traffic signal data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

1. Amount requested [10%]
2. Quality of proposed technical solution [60%]
 - A. Number of traffic lights made accessible
 - i. Immediately
 - ii. Within one-year
 - iii. Within more than one year
 - B. Number of traffic signals on Routes of Significance ([List](#); [Map](#))
 - C. Traffic volumes served by accessible traffic signals
 - D. Connectivity with other jurisdictions sharing their traffic signal data
 - E. Ability to share traffic signal data with multiple parties
3. Ability to implement proposed solution in a timely fashion [30%]

Contact Information

Thomas J. Bamonte
Senior Program Manager

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469-600-0524

[@TomBamonte](#)

Waze/511DFW Data Sharing Program: Guide for Applicants

North Central Texas Council of Governments

May 19, 2017

Overview

Purpose: Provide grants to assist local partners in making their road closure and special event information accessible to support travel navigation applications without investment in new equipment or software platforms.

Call for applications issued: 5/19/17

Application deadline: 6/30/17

Grant awards announced: 7/28/17

ILAs executed: 9/29/17

Implementation complete: 12/31/17

Possible Solutions

NCTCOG does not endorse any specific solution or vendor but is aware of some options for how local partners can supply road closure and special event information to travel navigation services—e.g.,

- Email to services such as Waze/Google Maps (Closures@Google.com); Inrix (Support@Inrix.com); HERE ([HERE Traffic Alerts@here.com](mailto:HERE_Traffic_Alerts@here.com))
- Participation in [Waze Connected Citizens Program](#)
- Use of .XML feeds

See STTC presentation for more information:

http://www.nctcog.org/trans/committees/sttc/documents/Item_3.sttc042817.pdf

Application

The application is a questionnaire on Survey Monkey that is accessible here:

https://www.surveymonkey.com/r/511DFW_WazeDataSharing

Eligibility Requirements

1. Public entity has jurisdiction over highways/streets or transit system
2. Public entity is willing to make its highway and traffic or transit conditions data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

1. Amount requested [10%]
2. Quality of proposed technical solution [60%]
 - A. Number/mileage of Routes of Significance ([List](#); [Map](#)) in the community
 - B. Traffic volumes in community
 - C. Population of the community
 - D. Connectivity with other jurisdictions sharing their highway and traffic or transit conditions data
 - E. Ability to share highway and traffic condition or transit conditions data with multiple parties as a result of proposed solution
3. Ability to implement proposed solution in a timely fashion [30%]

Contact Information

Thomas J. Bamonte
Senior Program Manager

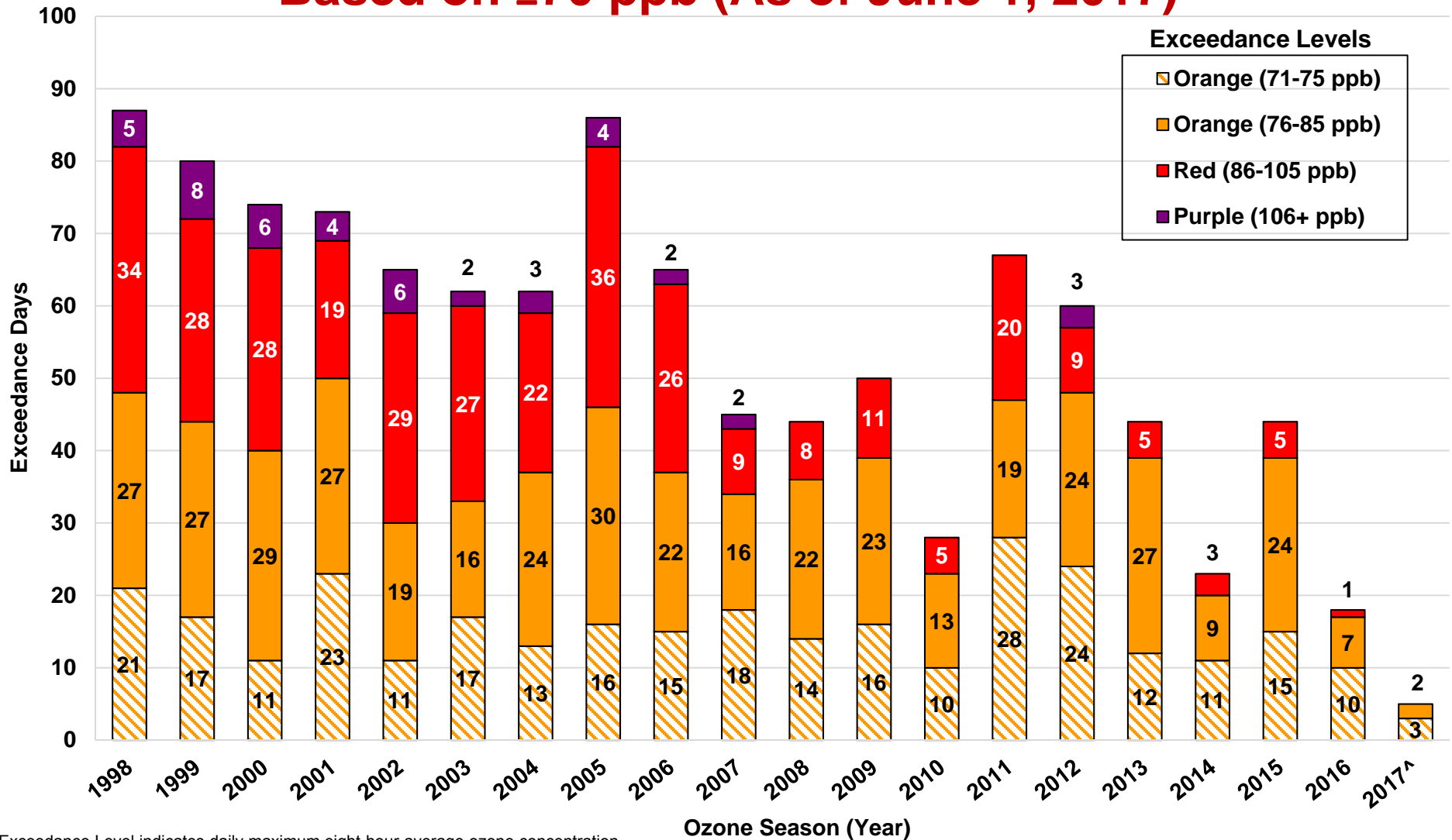
tbamonte@nctcog.org

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EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of June 1, 2017)



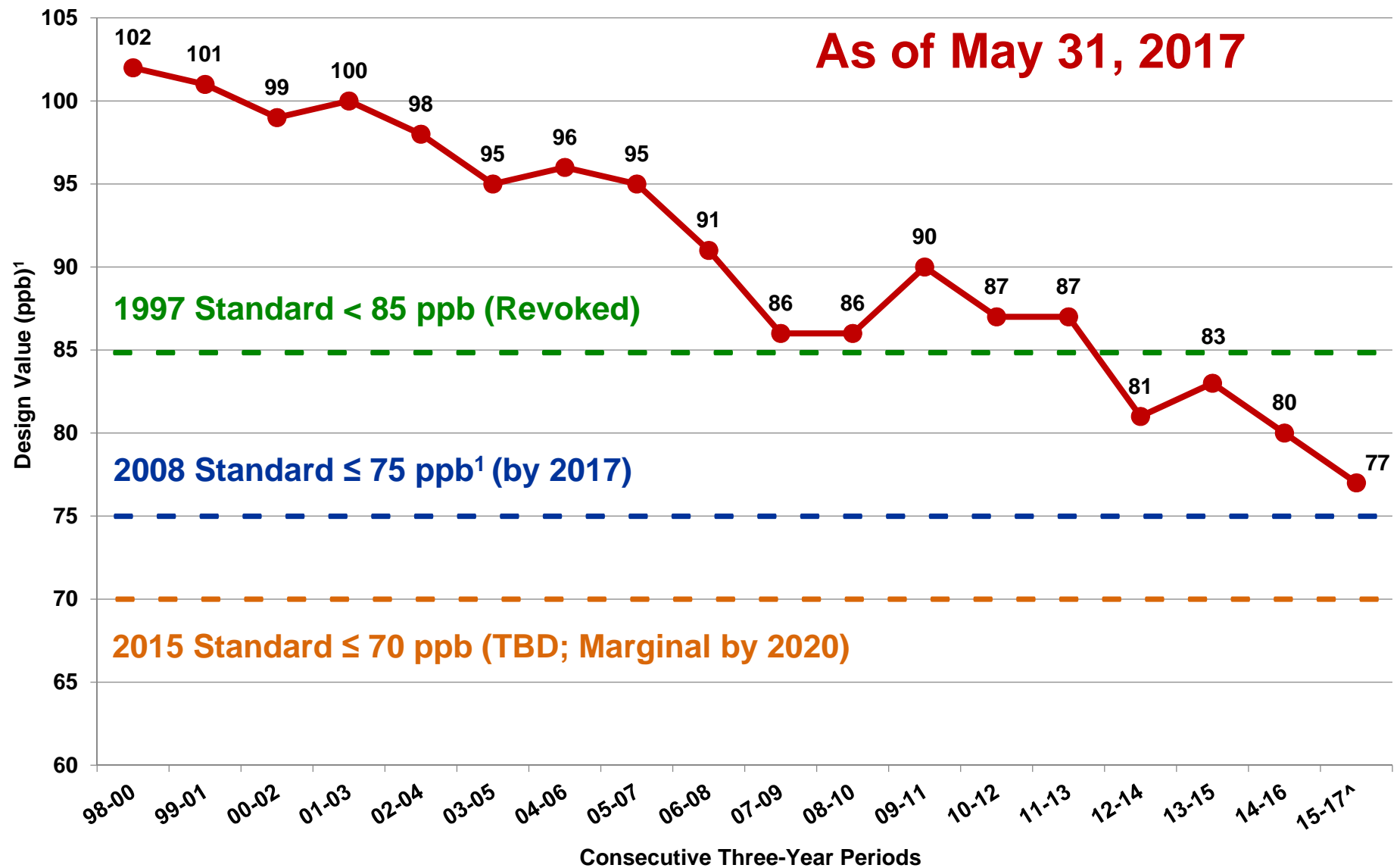
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

[^]Not a full year of data.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

EIGHT-HOUR NAAQS FOR 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 eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

[^]Not a full year of data.



CLEAN AIR ACTION DAY

On Friday, June 23, 2017, we invite you to join us for Clean Air Action Day by doing at least one thing to help improve air quality. All of the actions below make a difference in improving air quality. Tell us what you plan on doing by selecting your planned action(s) from the list below. On Clean Air Action Day, share how you celebrate with us on social media by using #CAAD2017 and tagging us, @NCTCOGtrans. You could win a prize!

For help learning how to implement some of these strategies, visit [here](#).

Clean Air Action Day

What clean air choice will you make Friday, June 23?

- Carpool or vanpool
- Use mass transit
- Bike or walk
- Telecommute
- Take lunch to work or summer activities
- Maintain consistent driving speed by avoiding quick accelerations and hard braking
- Reduce idling
- Combine trips or drive less
- Report smoking, polluting vehicles (#SMOKE)
- Confirm you are up-to-date on regular vehicle maintenance and state emissions and safety inspection
- Consider an electric or other alternative fuel lawn mower
- Switch to energy efficient light bulbs
- Pursue energy efficient home improvement projects
- Choose a clean vehicle option if purchasing a new vehicle (electric, hybrid, natural gas, propane, biofuels, SmartWay)
- Use a vehicle-approved biofuel in your car (i.e., E85 and B20)
- Call for an alternative-fueled or hybrid vehicle if you go to the airport or around town
- Buy local or at places where less driving is required
- Encourage someone else to make clean air choices on 6.23.17
- Tell a friend about Air North Texas and options that help improve air quality in the region
- Commit to making clean air choices the entire ozone season



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STAQS 2017 DFW

Southern Transportation and Air Quality Summit

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



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

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

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

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

Registration (Coming Soon)

Agenda (Coming Soon)

Hotel Information (Coming Soon)

Restaurant Information (Coming Soon)

Contact Information

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

Mike Roberts
Federal Highway Administration
(404) 562-3928

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

 Select Language ? ?



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MINUTES

**Regional Transportation Council
PUBLIC MEETINGS**

Transportation Alternatives Set-Aside Program Recommended Projects

New Federal Transportation Funding

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

Joining Forces: Aligning Community & Military Missions

Meeting Dates and Locations

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

1. Tuesday, May 9, 2017 – 6:00 pm – Ricardson Civic Center (Richardson); attendance: 32; moderated by Natalie Bettger, Senior Program Manager
2. Wednesday, May 10, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 18; moderated by Dan Lamers, Senior Program Manager
3. Monday, May 15, 2017 – 6:00 pm – North Richland Hills Library (North Richland Hills); attendance: 11; moderated by Dan Kessler, Assistant Director of Transportation

Public Meeting Purpose and Topics

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

1. Transportation Alternatives Set-Aside Program Recommended Projects – presented by Natalie Bettger (Richardson); Karla Weaver (Arlington and North Richland Hills)
2. New Federal Transportation Funding – presented by Heather Haney
3. Mobility 2045: The Metropolitan Transportation Plan for North Central Texas Kick-off – presented by Dan Lamers (Richardson); Kevin Feldt (Arlington and North Richland Hills)
4. Joining Forces: Aligning Community & Military Missions – presented by Amanda Wilson (Richardson and Arlington); Dan Kessler (North Richland Hills)

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/input, and a video recording of the public meeting held in Arlington May 10, 2017, was posted at www.nctcog.org/video.

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


Summary of Presentations

A. Transportation Alternatives Set-Aside Program Recommended Projects

- What is the Transportation Alternatives Set-Aside Program?


What is the Transportation Alternatives Set-Aside Program?


- 1) Funded under the FAST Act (Fixing America's Surface Transportation), the current transportation funding and authorization bill
- 2) Provides funds for smaller scale transportation projects such as pedestrian and bicycle facilities and safe routes to school projects
- 3) Funds are suballocated to regions based on population (urbanized areas over 200,000 people)
- 4) Projects are selected through a competitive process


North Central Texas Council of Governments

- Eligible Project Area

Eligible Project Area




North Central Texas Council of Governments

- Eligible Project Activities



- Federal Funding Allocation for Fiscal Years 2016-2019

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

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

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

- Federal Funding Award Per Project

Federal Funding Award Per Project

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

- Minimum Requirements

Minimum Requirements

Category	Description
Right-of-Way / Easement	Project must have all necessary ROW or Easements.
Official Funding Resolution	Application must include documentation approved by the Governing Body to confirm the availability of the local match contribution if the project is awarded funding.
Environmental Checklist	Application must include a completed environmental review checklist identifying the project readiness.
Partnerships	For all Safe Routes to School (SRTS) applications, a Memorandum of Understanding (MOU) or resolution of support between the ISD and local government was required.

- Program Rules

Program Rules

Category	Description
Project Agreement	Applicant must commit to executing an Advanced Funding Agreement (AFA) with TxDOT within one year of project selection.
Funding Obligation	Applicant must commit to advance to construction within three years from selection or risk the loss of funding.
Cost Overruns	Solely the responsibility of the nominating entity.

- Evaluation and Scoring Criteria for Active Transportation Projects

Evaluation and Scoring Criteria for Active Transportation Projects

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

- Evaluation and Scoring Criteria for Safe routes to School Projects

Evaluation and Scoring Criteria for Safe Routes to School Projects

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

15

- Additional Considerations

Additional Considerations

Active Transportation Applications and Safe Routes to School Applications

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

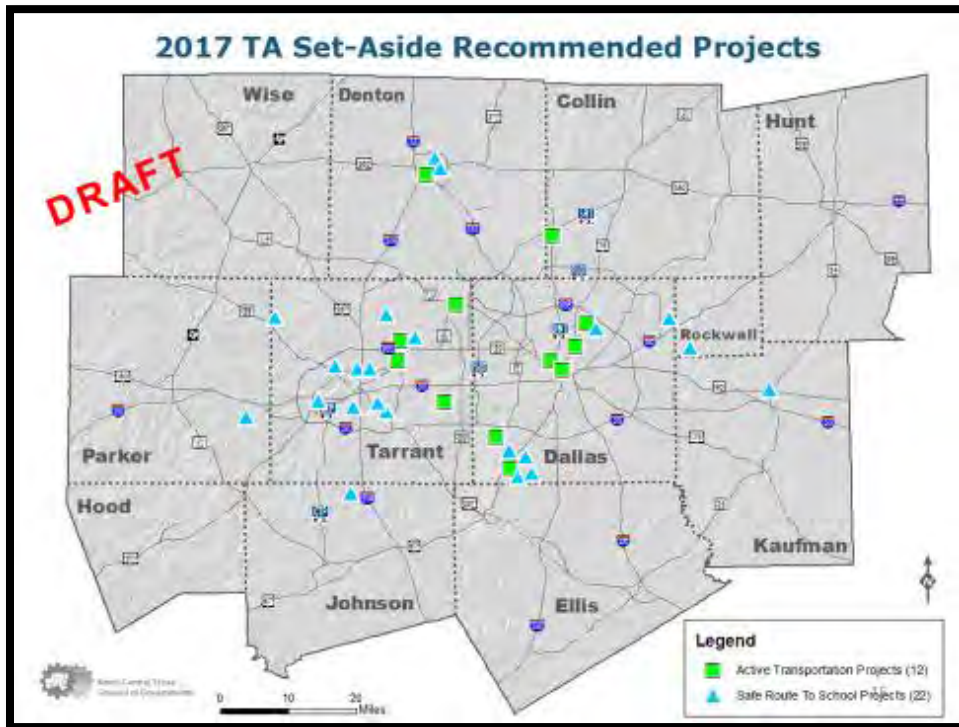
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- 2017 TA Set-Aside Applications Received and Requested Federal Funding

2017 TA Set-Aside Applications Received and Requested Federal Funding

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

- 2017 TA Set-Aside Recommended Projects




- Recommended Project Scoring Tables

Recommended Project Scoring Tables

- 1) Tables are provided with detailed scoring information.
- 2) Some projects are recommended to have reduced funding based on ineligible expenses or various cost factors.

↓ = reduced funding recommended
- 3) Reduced amounts were confirmed with the recommended agency.




Multi Central Texas
Council of Governments

- Funding Recommendations for Fort Worth District: Active Transportation

2017 TA Set-Aside Funding Recommendations *Fort Worth District: Active Transportation*

	Nominating Entity	Project Name	Requested Federal Funds	Recommended Federal Funds
1	City of Grapevine	Dallas Road TOD Corridor / Cotton Belt Trail Extension	\$ 5,000,000	\$ 5,000,000
2	City of North Richland Hills	NRH Active Transportation Project for Trail / On-Road	\$ 617,294	\$ 617,294
3	City of Richland Hills	Richland Hills TRE Connection	\$ 1,677,121	\$ 1,677,121
4	City of Arlington	Julia Burgen Linear Park Trail System	\$ 647,518	↓ \$ 542,568
Total			\$ 7,941,933	\$ 7,836,983



- Funding Recommendations for Fort Worth District: Safe Routes to School

2017 TA Set-Aside Funding Recommendations
Dallas District: Safe Routes to School

	Nominating Entity	Project Name	Requested Federal Funds	Recommended Federal Funds
1	City of Denton	Ginnings Elementary School Sidewalk Project	\$ 554,242	\$ 525,142
2	City of Denton	Lee Elementary School Sidewalk Project	\$ 261,097	\$ 237,169
3	City of Terrell	Dr. Bruce Wood ES Connection Extensions	\$ 699,720	\$ 534,380
4	City of Heath	SRTS Trail Project - Smirl & Hubbard	\$ 631,838	\$ 380,228
5	City of Cedar Hill	Group 4 - Sidewalk and Crosswalk Improvements	\$ 143,774	\$ 129,981
6	City of Cedar Hill	Group 1 - Sidewalk and Crosswalk Improvements	\$ 784,595	\$ 757,518
7	City of Cedar Hill	Group 2 - Sidewalk and Crosswalk Improvements	\$ 621,662	\$ 594,745
8	City of Dallas	Lake Highlands Trail Northern Extension	\$ 1,597,200	\$ 1,597,200
9	City of Rowlett	Miller Rd. and Chiesa Rd. Sidewalk	\$ 349,348	\$ 349,348
10	City of Cedar Hill	Group 3 - Sidewalk and Crosswalk Improvements	\$ 89,980	\$ 77,616
Total			\$ 5,723,456	\$ 5,183,327

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- Recommended Federal Funding

DRAFT
Recommended Federal Funding

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

25

- Recommended Federal Funding (Continued)

DRAFT

Recommended Federal Funding, cont.

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

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- Schedule

Schedule

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

B. New Federal Transportation Funding

- Background

BACKGROUND

- The Regional Transportation Council (RTC) selected large freeway projects through the 10 year plan process (finalized in December 2016).
- The focus now is on funding "smaller" projects and programs in the Metropolitan Transportation Plan.
- The RTC plans to select projects with federal mobility and air quality funds.

1

- Federal Funds

FEDERAL FUNDS

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- Designed for air quality or transit projects that address attainment of national ambient air quality standards in nonattainment areas.

Surface Transportation Block Grant Program (STBG)

- This program is designed for mobility (roadway or transit) and air quality projects that address transportation needs within the Metropolitan Area Boundaries with populations of 200,000 or greater.
- Previously named Surface Transportation Program – Metropolitan Mobility (STP-MM).



- Anticipated Available Funds

DRAFT

ANTICIPATED AVAILABLE FUNDS

\$ In Millions

	FY 2017 ¹	FY 2018 ¹	FY 2019	FY 2020	Total
CMAQ	\$20	\$45	\$75	\$65	\$205
STBG	\$0	\$25	\$70	\$40	\$135
Total	\$20	\$70	\$145	\$105	\$340

¹ Funds for existing partnerships such as the DART/RTC TRIP Partnership & Hemphill/Lamar Partnership are included in these numbers.

- Proposed Project Selection Process

- DRAFT
- ## PROPOSED PROJECT SELECTION PROCESS
- Proposing a process to select projects via several funding programs.
 - The projects will be categorized into approximately 11 programs based on similar goals.
 - After coordination with partnering agencies, each program will go before the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) for action.
 - Project selection is proposed to occur in stages throughout 2017 and possibly into early 2018.

- Project Funding Programs

DRAFT

PROJECT FUNDING PROGRAMS

- The Programs include:
 - Federal/Local Funding Exchanges
 - Automated Vehicle Program
 - Strategic Partnerships
 - Planning and Other Studies
 - 10 Year Plan/Proposition 1 Adjustments
 - Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
 - Transit Program
 - Assessment Policy Program(s)/Project(s)
 - Local Bond Program Partnerships
 - Safety, innovative Construction, and Emergency Projects
 - Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

- Federal/Local Funding Exchanges

DRAFT

FEDERAL/LOCAL FUNDING EXCHANGES

Description/ Purpose	To increase regional revenues through the exchange of federal funds and local funding. This effort establishes phase 3 of the RTC/Local program.
Current Requests	<ul style="list-style-type: none"> • DART TRIP Program (Done) • Glade Road/DFW Airport • TRE Local Swap • Kaufman County/City of Terrell
Next Steps	<p>DART TRIP Partnership approval received by RTC in March 2017: Need to execute agreement between DART and NCTCOG/RTC.</p> <p>Finalize details on other partnerships & bring back to committees for action.</p>

- Automated Vehicle Program

DRAFT

AUTOMATED VEHICLE PROGRAM

Description/ Purpose	To advance automated vehicle testing, infrastructure, and deployment in the region.
Current Requests	<ul style="list-style-type: none"> Texas Automated Vehicle Proving Ground (Arlington, IH 30 Corridor) Automated Vehicle Data Infrastructure <ul style="list-style-type: none"> 511 DFW Enhancement (Data Portal) Traffic Signal Data Sharing Multi-purpose "Mover" Prototyping
Next Steps	STTC Action - March 2017 RTC Action - April 2017 Add to TIP/STIP - May 2017

- Strategic Partnerships

DRAFT

STRATEGIC PARTNERSHIPS

Description/ Purpose	Coordinate and develop partnerships with local agencies to help fund high-priority projects, leverage non-RTC funds, and advance project development.
Current Requests	<ul style="list-style-type: none"> Collin County LIP/LIRAP Partnership (\$3.6M) Southern Dallas County Partnership Hemphill/Lamar Funding Partnership
Next Steps	Anticipated action in Spring 2017. Action on Collin County LIP/LIRAP occurred October 2016.

- Planning and Other Studies

DRAFT

PLANNING AND OTHER STUDIES

Description/ Purpose	Provide funding for planning and feasibility studies to examine future project scenarios.
Current Requests	<ul style="list-style-type: none"> • Medical District/Harry Hines Study (Dallas) • Conflans Road Study (Irving) • M-Line Extension to Knox Street Study (Dallas)
Next Steps	Coordinate approval with the UPWP action in July 2017.

- Ten Year Plan/Proposition 1 Adjustments

DRAFT

10 YEAR PLAN/PROPOSITION 1 ADJUSTMENTS

Description/ Purpose	Will be used to fund any overruns on Proposition 1 projects not already handled through the 10 Year Plan effort.
Current Requests	<ul style="list-style-type: none"> • To be determined.
Next Steps	Finalize details with the TxDOT Districts.

- Sustainable Development Phase 4: Turnback Program, Context Sensitive, TOD Projects

DRAFT

SUSTAINABLE DEVELOPMENT PHASE 4: TURNBACK PROGRAM, CONTEXT SENSITIVE, TOD PROJECTS

Description/ Purpose	To support sustainable development initiatives by providing funds for Turnback Partnerships, Context Sensitive Design, and TOD projects.
Current Requests	<ul style="list-style-type: none"> • Downtown Weatherford Turnback • Harwood Road in Bedford • Lewisville Turnback (Mill St/EM 1171) • Main Street in Crowley • SH 356 Couplet Turnback in Irving • Park Lane/Vickery Meadow in Dallas
Next Steps	Coordinate with partnering agencies and TxDOT, Anticipate action in Summer or Fall 2017.

- Transit Program

DRAFT

TRANSIT PROGRAM

Description/ Purpose	To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.
Current Requests	<ul style="list-style-type: none"> • High-Intensity Bus Transit in the IH 30 Corridor • Cotton Belt Corridor • Carpenter Ranch Station- Irving
Next Steps	Anticipated for action in Summer or Fall 2017.

- Assessment Policy Program(s)/Project(s)

DRAFT

ASSESSMENT POLICY PROGRAM(S)/PROJECT(S)

Description/Purpose	Implementation of a policy to assess the increased value of transportation improvements to adjacent property, so as development occurs along the project area the RTC is repaid for improvements funded along the corridor.
Current Requests	<ul style="list-style-type: none"> • City of Haslet Assessment Policy (Avondale-Haslet) • City of Anno (Ferguson Parkway)
Next Steps	Discuss/finalize details with Cities. Bring programs for STTC/RTC Action- (Anticipated Fall 2017)

- Local Bond Program Partnerships

DRAFT

LOCAL BOND PROGRAM PARTNERSHIPS

Description/Purpose	To leverage bond funds for projects of strategic importance to local governments and the region.
Current Requests	<ul style="list-style-type: none"> • City of Dallas Bond Program (pending bond election decision by City Council) • Parker County Bond Program • Hunt County Bond Program • Others?
Next Steps	Finalize projects with agencies. Possible Action in late 2017/early 2018.

- Safety, Innovative Constructions and Emergency Projects

DRAFT

SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Description/ Purpose	To support operations, safety, innovative construction, and emergency improvements.
Current Requests	<ul style="list-style-type: none"> • Wyalffe Avenue Flooding Project • Shady Shores Bridges
Next Steps	To be determined. Staff will continue coordination efforts with partnering agencies.

- M&O, NCTCOG-Implemented and Regional Air Quality Programs

DRAFT

M&O, NCTCOG-Implemented, and Regional/Air Quality Programs

Description/ Purpose	To consider extending existing and funding new regional air quality and management/operations programs.
Current Requests	<ul style="list-style-type: none"> • Congestion Management Operations • SH 161 tow truck staging (May 2017 TIP Action pending) • Regional Emissions Reduction Program
Next Steps	To be determined. Staff will continue coordination efforts with partnering agencies.

- Feedback on Funding Programs

FEEDBACK ON FUNDING PROGRAMS

- Through this effort, projects will be selected from the Metropolitan Transportation Plan and program-related emphasis areas.
- Selection will occur in stages via the individual programs.
- Staff is requesting public comments on:
 - The funding programs and process
 - Projects of interest (for inclusion in individual funding programs)

19

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

- What is the Metropolitan Transportation Plan?

What Is The Metropolitan Transportation Plan?

Required by Federal Law



Represents a Blueprint for the Region's Multimodal Transportation System



Covers at Least a 20-year Timeframe



Responds to Goals



Identifies Policies, Programs, and Projects for Continued Development



Guides the Expenditure of Federal and State Funds




MOBILITY
2045

- Mobility Plan Adoption Context

Mobility Plan Adoption Context

Action	Mobility 2040	Mobility 2045	Mobility 2045 Amendment
Regional Transportation Council Adoption	March 9, 2016	June 14, 2018	~ June 2020
Air Quality Conformity Determination	Nov. 23, 2016	*Nov. 23, 2018	~ Nov. 2020
Comments	<ul style="list-style-type: none"> • Additional funding • Policy bundle emphasis 	<ul style="list-style-type: none"> • Take advantage of required conformity • New performance measures • Emerging technologies and trends 	TBD

* Expected date based on previous determination

 MOBILITY 2045

- New Mobility Plan

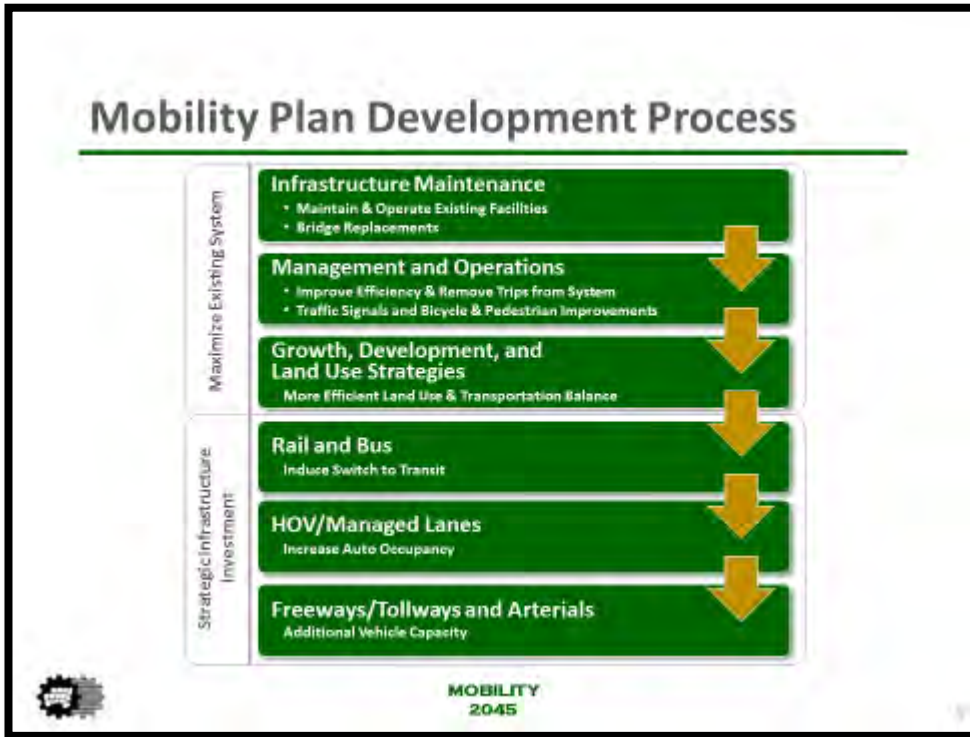
New Mobility Plan

- New Base Year – 2018
- New Horizon Year – 2045
- New Air Quality (AQ) Conformity Determination Needed By November 23, 2018
- Environmental Documentation Consistency
- Consistency with 10-Year Plan
- Fixing America’s Surface Transportation (FAST) Act Requirements
- 85th Texas Legislative Session Outcomes
- Incorporation of Emerging Technologies

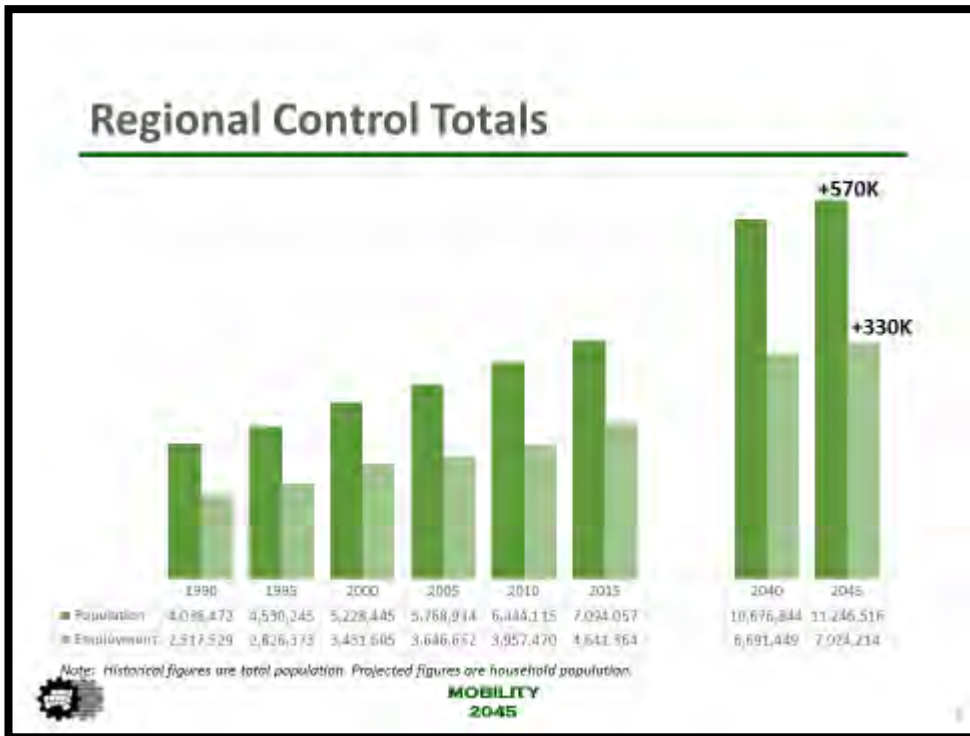


 MOBILITY 2045

- Mobility Plan Development Process




- Regional Control Totals



- County Population Forecast

2045 County Population Forecast


County	2005	2040	2045	2040 - 2045 Change	2040 - 2045 % Change
Collin	647,831	1,560,421	1,689,170	128,749	8.3%
Dallas	2,224,183	3,357,469	3,445,189	87,720	2.6%
Denton	541,622	1,241,681	1,346,314	104,633	8.4%
Ellis	128,123	283,898	300,955	17,057	6.0%
Hood	45,934	81,578	85,739	4,161	5.1%
Hunt	80,978	131,022	134,291	3,269	2.5%
Johnson	138,231	252,521	262,868	10,347	4.1%
Kaufman	86,119	210,097	224,205	14,108	6.7%
Parker	98,950	195,286	206,811	11,525	5.9%
Rockwall	59,578	166,357	181,561	15,204	9.1%
Tarrant	1,587,173	3,094,649	3,263,616	168,967	5.5%
Wise	54,568	101,865	105,796	3,931	3.9%
Total	5,695,295	10,676,844	11,246,516	569,672	5.3%

 MOBILITY
2045

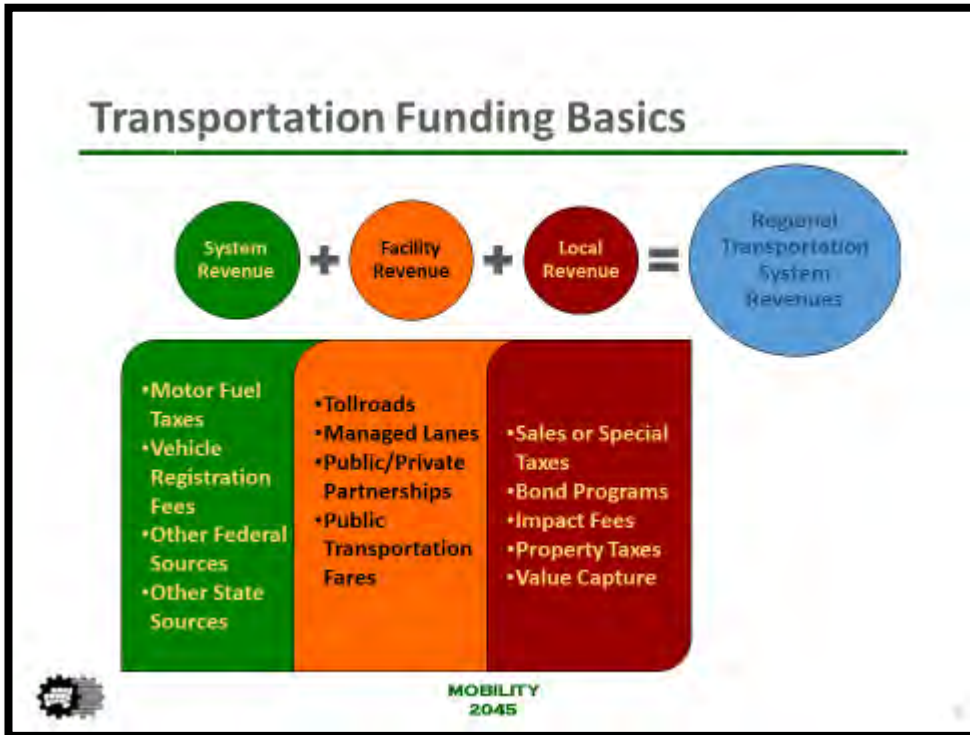
- County Employment Forecast

2045 County Employment Forecast

County	2005	2040	2045	2040 - 2045 Change	2040 - 2045 % Change
Collin	359,914	762,920	835,342	72,422	9.5%
Dallas	1,809,315	3,197,475	3,298,213	100,738	3.2%
Denton	205,991	445,070	479,620	34,550	7.8%
Ellis	53,591	96,872	102,696	5,824	6.0%
Hood	15,011	29,448	31,727	2,279	7.7%
Hunt	39,064	70,099	72,659	2,560	3.7%
Johnson	59,327	105,198	111,281	6,083	5.8%
Kaufman	35,352	64,040	68,290	4,250	6.6%
Parker	44,544	80,404	86,883	6,479	8.1%
Rockwall	24,025	53,372	58,611	5,239	9.8%
Tarrant	947,961	1,739,327	1,827,385	88,058	5.1%
Wise	23,710	47,224	51,510	4,286	9.1%
MPA	3,617,805	6,691,449	7,024,214	332,765	5.0%

 MOBILITY
2045

- Transportation Funding Basics



- Emerging Technologies

Emerging Technologies



- Automated Vehicle Implementation
- “For Hire” Private Transportation Role
- Modern “People Movers”
- Shared Vehicles
- Data Sharing

MOBILITY 2045

- Freight

Freight

- New Federal Funding Sources (FAST Act)
- Critical Freight Corridors
- Consistency with TxDOT Freight Plan
 - Highway Projects
 - Multimodal Projects
- Regional HAZMAT Routes



MOBILITY
2045

- Partner Coordination

Partner Coordination

- TxDOT
 - Dallas, Tarrant, Paris Districts
 - Central Office
- Transportation Authorities
 - NTTA
 - FWTA, DCTA, DART
 - Small Transit Providers
- Local Governments
- Public




MOBILITY
2045


- Schedule

Schedule

Milestone	Date
Partner Project Revision Deadline	August 31, 2017
Mobility 45 Draft	April 1, 2018
Public Involvement	April 9, 2018
Mobility 2045 and Air Quality Conformity (STTC Action)	May 25, 2018
Mobility 2045 and Air Quality Conformity (RTC Action)	June 14, 2018
Air Quality Conformity DOT Determination Deadline	Nov. 23, 2018



MOBILITY
2045




D. Joining Forces: Aligning Community & Military Missions

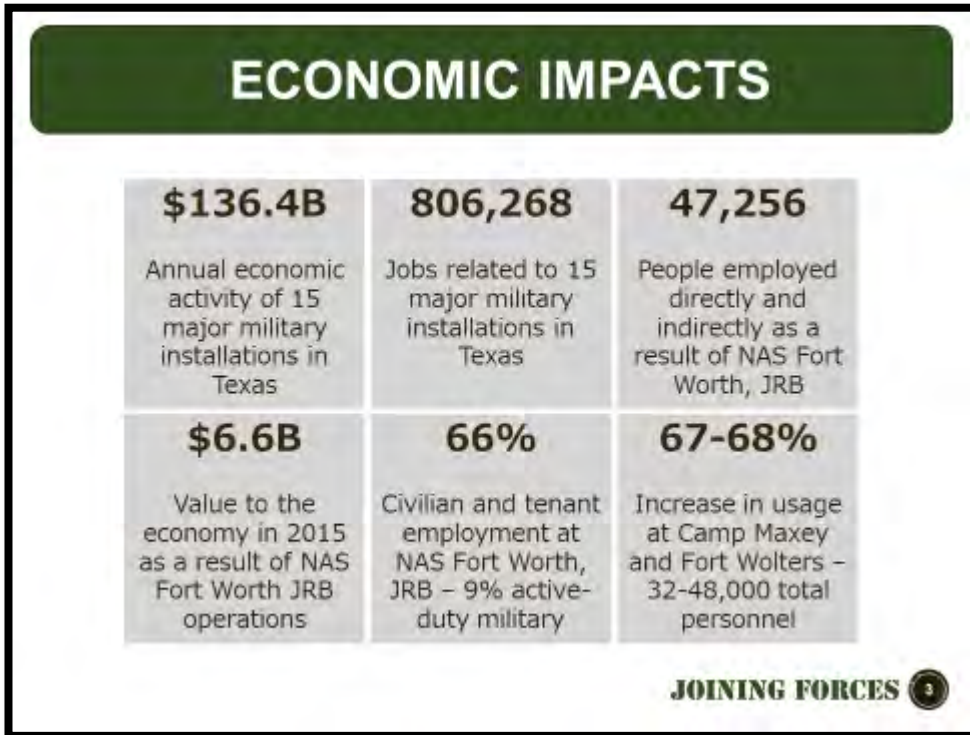
- Background

BACKGROUND

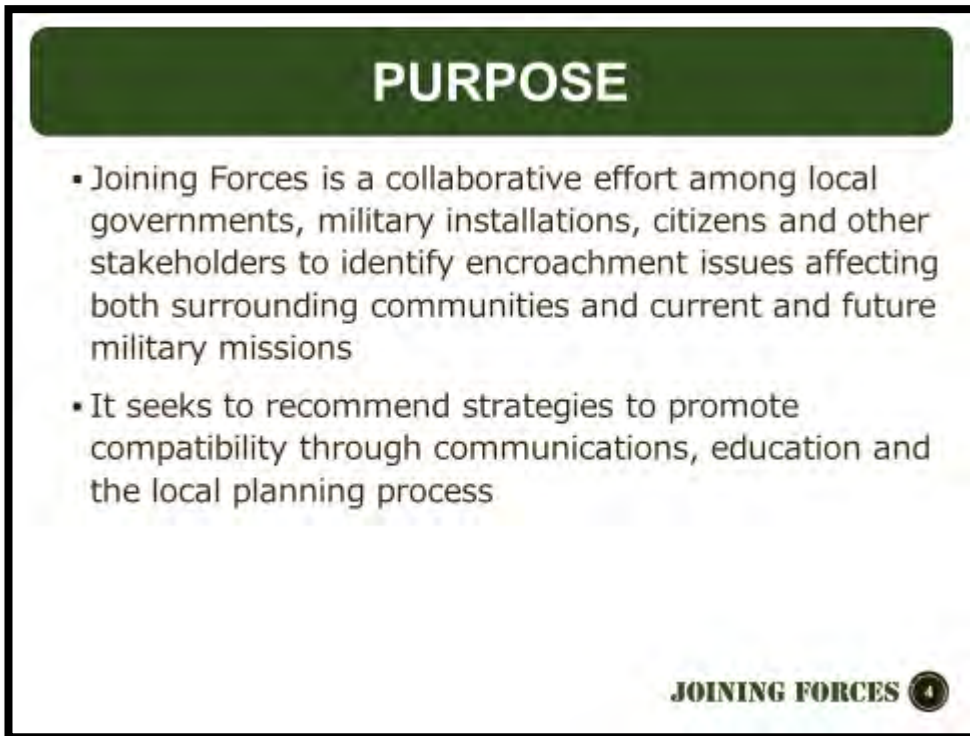
- From 2006-2008, Department of Defense Office of Economic Adjustment funded a Joint Land Use Study (JLUS) for NAS Fort Worth, JRB and surrounding communities
- Recommendations to promote compatible development and improve safety, quality of life:
 - Establish a committee of local jurisdictions to facilitate coordination
 - Publication of informational maps
 - Information to Realtors
 - Sound attenuation requirements for new construction
 - Base Community Planning Liaison
 - Transportation Improvements

JOINING FORCES 

- Economic Impacts



- Purpose



- Purpose Continued

PURPOSE

- Joining Forces is an advisory document and a framework to support local actions and regional partnerships
- It is not a “no growth” plan but an opportunity to encourage compatible development patterns

JOINING FORCES 

- Project Elements

PROJECT ELEMENTS

- Continue to carry out actions from 2008 study for NAS Fort Worth, JRB
- Minimize encroachment issues to preserve capabilities of regional military operations
- Conduct public outreach to preserve capabilities of regional military operations

JOINING FORCES 

- Study Area

STUDY AREA

- Major Installations
 - Naval Air Station Fort Worth, Joint Reserve Base
 - Camp Maxey Training Center
 - Redmond Taylor Army Heliport
 - Fort Wolters Training Center
- Ancillary Sites
 - Eagle Mountain Lake Facility
 - Military Operating Areas
 - Colonel Stone Army Reserve Center

JOINING FORCES 7

- Study Area: Regional Map

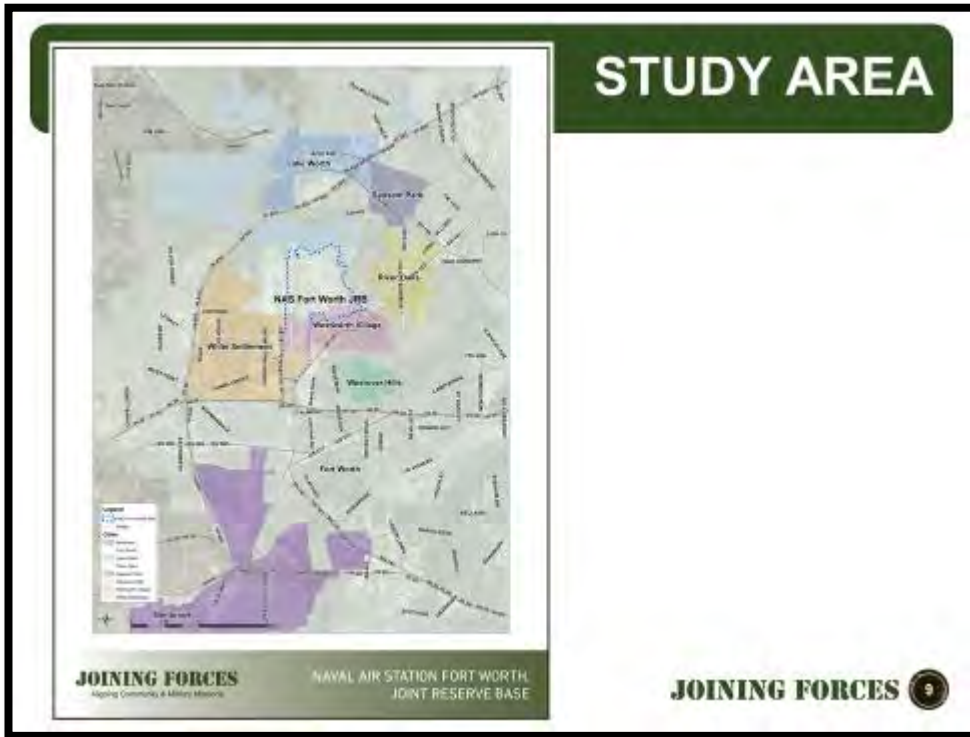
STUDY AREA

The map displays the following locations and features:

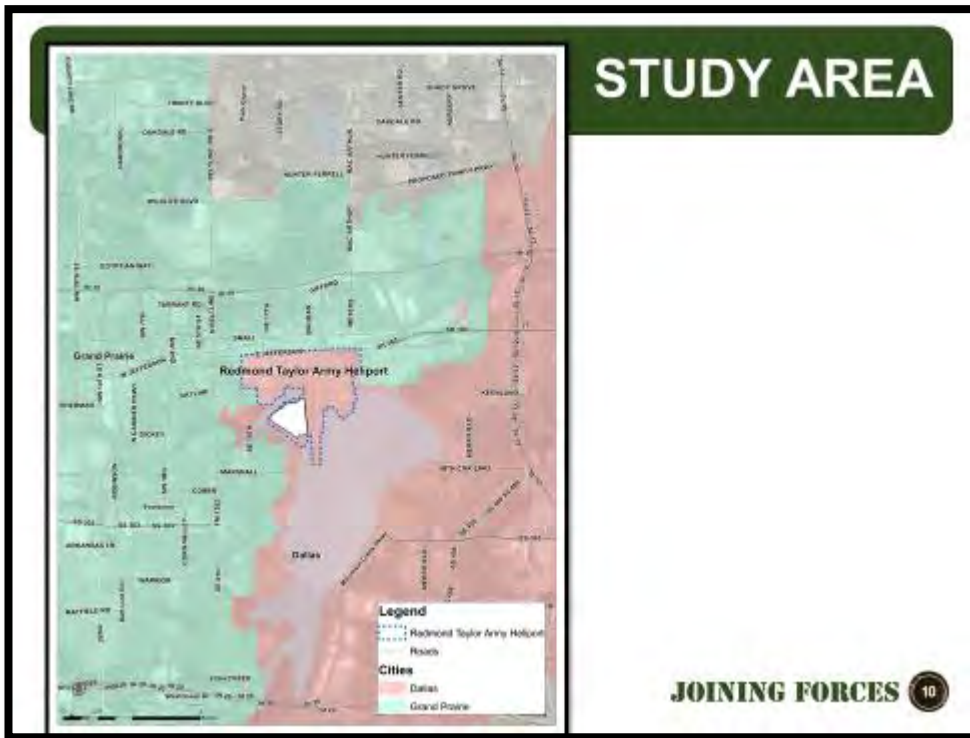
- Installations (Yellow dots):** Camp Maxey Training Center, Eagle Mountain Lake Facility, Colonel Stone Army Reserve Center, Redmond Taylor Army Heliport, and NAS Fort Worth JRB.
- Ancillary Sites (Blue dots):** Fort Wolters Training Center.
- Operating Areas:**
 - Brady Military Operating Area (BMOA):** Shaded in light blue, covering parts of Tarrant, Dallas, and Johnson counties.
 - Brady Military Operating Area (BMOA):** Shaded in light orange, covering parts of Tarrant, Dallas, and Johnson counties.
 - Country with Military Operating Areas:** Indicated by a red dashed outline around the central region.
 - Country:** Indicated by a red solid outline around the entire study area.
- Counties:** Tarrant, Dallas, Johnson, Collin, Denton, Rockwall, Kaufman, Ellis, and others are labeled.
- Legend:**
 - Installation (Yellow dot)
 - Ancillary Sites (Blue dot)
 - Brady Military Operating Area (BMOA) (Light blue)
 - Brady Military Operating Area (BMOA) (Light orange)
 - Country with Military Operating Areas (Red dashed line)
 - Country (Red solid line)
 - Roads (Grey lines)

JOINING FORCES 8

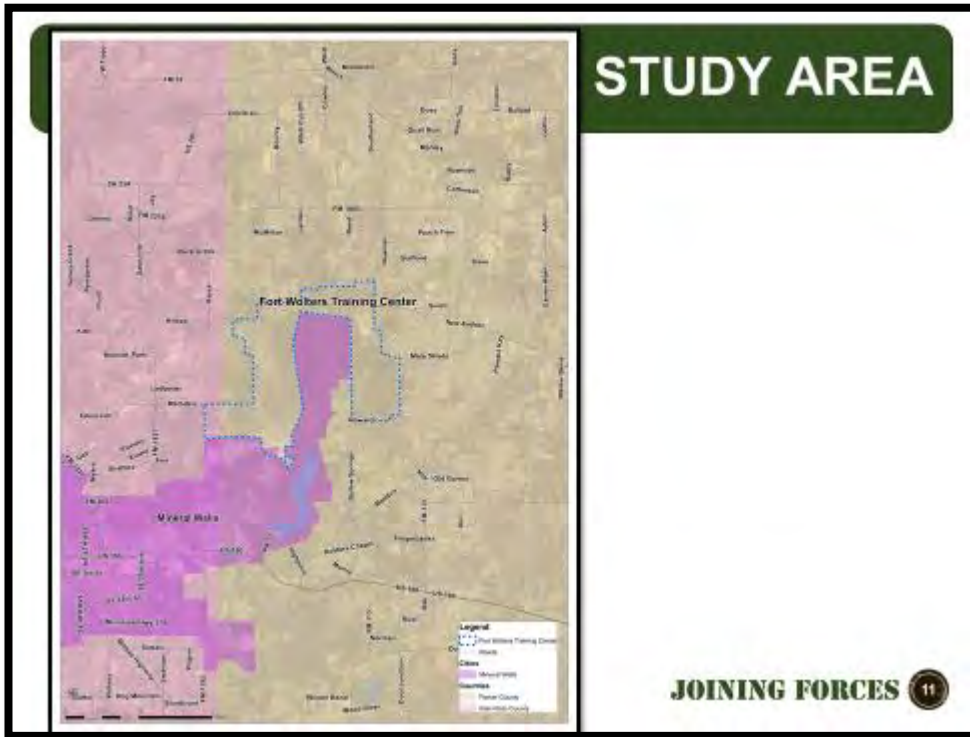
- Study Area: NAS Fort Worth, JRB



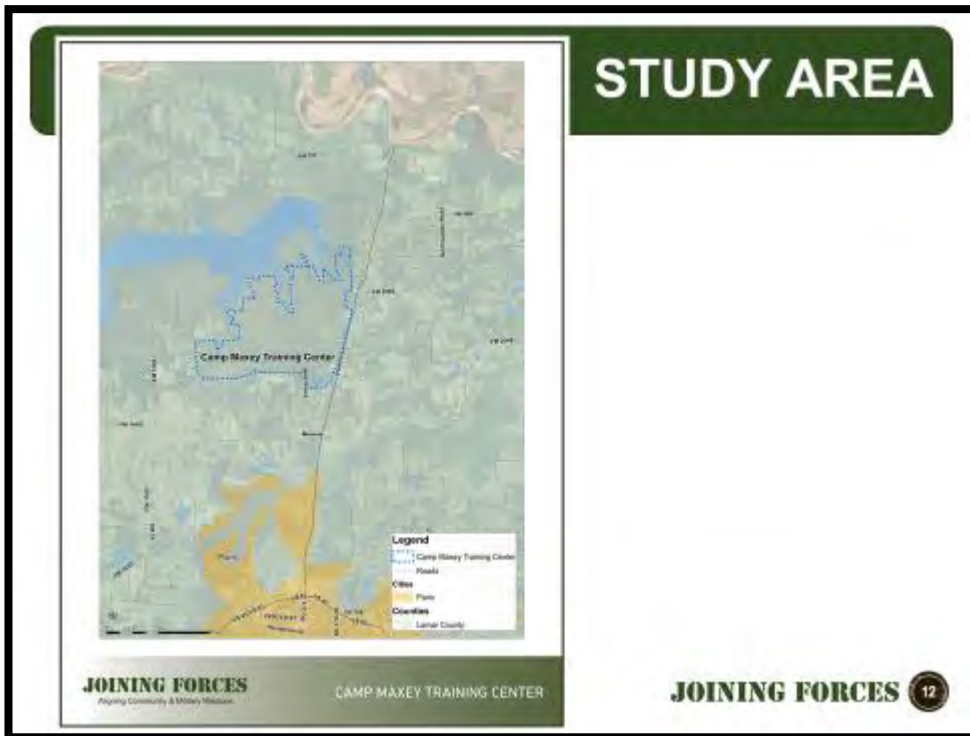
- Study Area: Redmond Taylor Army Heliport



- Study Area: Fort Wolters Training Center



- Study Area: Camp Maxey Training Center



- Encroachment

ENCROACHMENT

- Encroachment arises when conditions:
 - Limit the ability of the military to perform its mission safely and effectively
 - Impair safety or quality of life in the surrounding community

JOINING FORCES 13

- Potential Compatibility Issues

POTENTIAL COMPATIBILITY ISSUES

<ul style="list-style-type: none"> • Noise from aircraft • Noise from training ranges • Development near installation • Aviation safety • Use of airspace (e.g. general aviation aircraft or unmanned aerial systems/drones) • Tall structures in low-level aircraft routes (communication towers, gas wells, wind turbines and transmission lines) • Frequency spectrum interference (e.g. radio communication) • Installation/facility perimeter security • Recreational access/public use of military land 	<ul style="list-style-type: none"> • Drainage/flooding • Light pollution/glare • Circulation/traffic access around installation • Wildfire • Water resources • Environmental resources • Endangered species and critical habitat • Cultural resources (e.g. historic sites) • Coordination/Communication between military and community • Accommodating military-related growth
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JOINING FORCES 14

- Compatibility Menu Approach

COMPATIBILITY MENU APPROACH

- Create formal communication channels
- Regional installation and community coordination
- Model UAS ordinance
- Sound mitigation, where needed
- Access and security improvements
- Education to the public on military mission
- Minimizing encroachment issues as well as military impacts to communities
- Statewide policies on development notification, energy infrastructure siting and real estate disclosure

- Participation Opportunities

PARTICIPATION OPPORTUNITIES

- Oversight by Policy Committees
- Project briefings to interested groups
- Stakeholder interviews
- Public meeting at project outset
- Visit the project web site at:
 - www.JoiningForcesNTX.org
- Wrap-up public meetings near each installation
Summer 2017

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Transportation Alternatives Set-Aside Program Recommended Projects

Deborah Spell, Transportation Advisory Committee (Arlington)

- A. Funding for the City of Arlington

Comment: Referencing the requested funding for the City of Arlington's Safe Routes to School Program, is it safe to assume those schools won't receive funding?

Summary of response by Karla Weaver: Yes, only the top 12 projects are being recommended for funding.

Susan Young, Office of Senator Kelly Hancock (Arlington)

- A. Details on funded set-aside projects

Question: Where can we find details on the funded set-aside projects?

Summary of response by Karla Weaver: You can contact our office. Additionally, we summarize the projects when we take them to the Surface Transportation Technical Committee and Regional Transportation Council for approval.

Jonah Katz, Denton County Transportation Authority (Arlington)

- A. Set-aside program project schedule

Question: Is the schedule of the set-aside program cyclical?

Summary of response by Karla Weaver: The last call we did was about two years ago. We always encourage communities and local governments to have projects ready.

New Federal Transportation Funds

Mayor Pro Tem Paula Woolworth, Town of Shady Shores (Richardson)

- A. Shady Shores Road project

Comment: The Shady Shores project is extremely important. A key fire station is in Lake Dallas, and the response time increases when the road floods. Denton County, Lake Dallas and Shady Shores are all co-owners, and I see them as potential funders. Growth is coming our way. Development is springing to life. We are a lovely area that mostly borders the lake, which is a great neighbor until it floods. We have 150 acres that if developed, would add significantly to our population. In the Denton County Thoroughfare Plan, there is a strong reference to Shady Shores being a key connector for IH 35. In the summer and fall of 2015, we had significant flooding. Please make the Shady Shores Road project a priority. Thank you for the opportunity to speak this evening.

Councilman Matthew Haines, Town of Shady Shores (North Richland Hills)

- A. Shady Shores Road project

Comment: I wanted to speak to the health and safety aspects of Shady Shores Road. We're in Denton County, and it is expected to grow by 8.4 percent. We have three schools in Shady Shores with over 2,000 teachers and students. If there's a closure on IH 35, there is nowhere to go. The Federal Highway Administration considers Shady Shores to be a collector of IH 35, and it's in the Denton County Thoroughfare Plan. It's finally starting to receive the appropriate visibility. We hope with your help we can get the ball across the finish line. Thank you for the opportunity to speak to you this evening.

Summary of response by Dan Kessler: Very few projects are paid by one entity. They are developed through partnerships, and we've done a lot of work with Denton County.

Phoebe Collins, Citizen (North Richland Hills)

A. Shady Shores Road project

Comment: I live in Shady Shores. We love our home and neighborhood. Over a span of two years, south Shady Shores Road flooded four times. It took at least two months each time to get the road reopened. Extreme weather seems to be happening more often. This will continue to be a challenge until a long-term solution is met. Please make this road a priority.

Summary of response by Dan Kessler: I think a partnership is the answer. We'll see if we can help facilitate it.

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

Syed Hassan, Citizen (Arlington)

A. Unmanned Aircraft Systems

Comment: In the Mobility 2045 presentation, you mentioned Unmanned Aircraft Systems. Is there a plan for aerospace management?

Summary of response by Amanda Wilson: We have a program area related to aviation planning, and they're working with local governments on a model ordinance for the hobbyists because we want to try and protect people's privacy. We can get you in touch with our aviation folks. However, air space is the sole responsibility of the Federal Aviation Administration.

Summary of response by Kevin Feldt: Our department looks at safe operation, types of policies, etc. There are some policies in our current plan, but we want to expand on them.

Summary of response by Dan Lamers: Technology is increasing at a rapid rate. You'll see recognition in the Mobility 2045 plan that technology will be available.

Councilman Stephen W. Stanley, City of Garland (Richardson)

A. Impacts of legislative session on IH 635 East project

Comment: You all have the difficult task of developing a transportation plan without knowing what laws the legislature is going to pass. Since funding had been allocated prior to this year's legislative session, what is the funding status for the IH 635 East project?

Summary of response by Dan Lamers: We are going to have to look into that. The CDA portion won't be moving forward, which means TxDOT cannot accept funding participation from a private entity. The project could still be tolled, but TxDOT would essentially be required to foot

the bill. We're going to have to see if we can come up with \$500 million from another source. We'll figure out a way to get it done.

Other

Donna Bening, Citizen (Richardson)

- A. Access North Texas

Question: Can you provide a status report on Access North Texas?

Summary of response by Dan Lamers: We're currently working with all of the counties and local governments to identify gaps in transit services and improvements. We're going to be in Collin County later this month.

Howard Davis Tubre, Citizen (North Richland Hills)

- A. Impacts of continued growth and development

Comment: I'm concerned about smog. I also live off US 377, and I'm seeing highway construction and development occurring everywhere. I don't think we're going to be able to fit the growing population on the highways.

Summary of response by Dan Kessler: Air quality is actually improving, but you are right. It's hard to improve the air when you have so many additional vehicles on the road. In our Metropolitan Transportation Plan, we are required to prove our plans will not hinder air quality. Roads built 50 years ago have become urban arterials and were never designed to carry such large capacities. It's a huge challenge for the region, and we cannot solve congestion by simply building new roads.

Terry Collins, Citizen (North Richland Hills)

- A. Traffic incident management

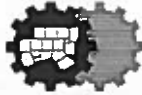
Question: Why does it take so long to manage a traffic incident?

Summary of response by Dan Kessler: The Regional Transportation Council takes incident management very seriously. We offer freeway incident management courses at the agency and realize it's a huge cost and expense. When there's a serious accident, reliability becomes a serious issue for commuters.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Thomas Kriehn	Lake Highland "L" Streets	High speed rail, transit and people movers	Attachment 1
Richard A. Arvizu	Town of Shady Shores	Shady Shores project	Attachment 2
Councilman Matthew Haines	Town of Shady Shores	Shady Shores project	Attachment 3
Jennifer Holub	Citizen	Shady Shores project	Attachment 4
Lynn Grimes	Citizen	Shady Shores project	Attachment 5
Mike Hutchinson	Citizen	Shady Shores project	Attachment 6
Jim Shepard	Town of Shady Shores	Shady Shores project	Attachment 7
Tom Dawson	Citizen	Shady Shores project	Attachment 8
Tom Newell	Town of Shady Shores	Shady Shores project	Attachment 9
Mayor Pro Tem Paula Woolworth	Town of Shady Shores	Shady Shores project	Attachment 10
Gary Davis	City of Keller	Kudos	Attachment 11
Barbara Wells	Town of Shady Shores	Shady Shores project	Attachment 12
Charles Bryant	Town of Shady Shores	Shady Shores project	Attachment 13
Howard Davis Tubre	Citizen	Traffic congestion; population growth and development	Attachment 14
Larry and Denise Francis	Citizens	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 15
Christian and Melanie Ross	Eightynine Designs, LLC	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 16

Kevin and Jennifer Mitchell	Citizens	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 17
Dave Buhr	Citizen	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 18
Roy and Karen Robertson	Grapevine Parks Board	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 19
Paul and Tiffany Slechta	Citizens	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 20
Robert D. Winkler Jr.	Mid-Cities Knuckleheads Bicycle Group	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 21
Terry Musar	Citizen	Dallas Road TOD Corridor/Cotton Belt Trail Extension	Attachment 22



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- I wish to make an oral comment at the public meeting
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Name THOMAS R. KRIEHN
Organization LAKE HIGHLANDS "L" STREETS
Date MAY 9, 2017
Meeting Location RICHARDSON CITY HALL

Please provide written comments below:

I'M NOT SOLD ON HIGH SPEED RAIL ALONG IH-30 PAST
ARLINGTON AND GRAND PRAIRIE. BUS RAPID TRANSIT ALONG
IH-30 ~~SHOULD~~ INTO THOSE CITIES' ENTERTAINMENT DISTRICTS
SHOULD BE SUFFICIENT. THE MSR SHOULD RUN ALONG DART RAIL'S
~~OR~~ BLUE LINE TRACKS INTO CEDARS STATION, ALONG THE
ORANGE LINE TRACKS INTO D/FW NORTH STATION, ALONG
THE ELECTRIFIED TEXRAIL TRACKS INTO FORT WORTH'S
ITC, AND THEN BACK SOUTH TOWARDS WALD, ~~SAN ANTONIO~~
AUSTIN AND SAN ANTONIO.

I HAVE IN MIND BUS RAPID TRANSIT ALONG IH-635
BETWEEN LAKE RAY HUBBARD TRANSIT CENTER AND D/FW
NORTH STATION. I GET THE IMPRESSION THAT LAKE HIGHLANDS
TRAIL WILL INCLUDE A PEDESTRIAN CATWALK OVER IH-635.
SO THIS CATWALK COULD BE A BUS STOP ALONG THE IH-635
BUSWAY. THE CATWALK AT LBJ/SKILLMAN STATION SHOULD

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P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>

HAVE BEEN CONFIGURED TO FEED INTO A SIMILAR BUSWAY STATION.
I HAVE IN MIND A THREE-LEVEL STRUCTURE AT D/RW NORTH STATION: RAIL TRACKS AT GROUND LEVEL (PART RAIL'S ORANGE LINE, THE T'S TEX RAIL, THE COTTONBELL, TOWARDS ADDISON, AND HIGH-SPEED RAIL); MISCELLANEOUS COMMUTER-ORIENTED RETAIL UPSTAIRS; AND A REVIVIFIED AND EXTENDED AIRTRANS PEOPLEMOVER UNDERGROUND.
I HAVE IN MIND A PLAIN BUS STATION NEXT DOOR: A TEMPORARY SHUTTLEBUS STOP WHILE THE D/RW AIRPORT BOARD DECIDES HOW TO REVIVE AND EXTEND THE AIRTRANS; LOCAL BUS ROUTES (E.G., TOWARDS LEWISVILLE, SOUTHLAKE, AND GRAND PRAIRIE); AND BUS RAPID TRANSIT ALONG I-635. (I DON'T KNOW ABOUT BRT ALONG SH-121 AND ~~SH-114~~, SH-114).

THE AIRTRANS SHOULD ALSO BE EXTENDED SOUTH TOWARDS CENTREPOINT STATION. THAT EXTENSION SHOULD INCLUDE A FREIGHT STOP AT THE SKYCHIEFS KITCHEN. (AT LEAST, I'VE NOTICED THAT THE SKYCHIEFS KITCHEN HAS UNFINISHED AIRTRANS FREIGHT TRACKS.) BOTH THE NORTH AND SOUTH AIRTRANS FREIGHT TRACKS SHOULD INCLUDE LUGGAGE-ORIENTED FREIGHT TRAM SERVICE. THIS PASSENGERS NEEDN'T WRESTLE WITH THEIR OWN LUGGAGE ALL THE WAY BETWEEN THE AIRPORT INTERIOR AND THE DOWNTOWN DALLAS AND FORT WORTH HOTELS. THE PASSENGERS CAN TRUST THE AIRPORT SKYCAPS AND HOTEL BELLHOPS TO PROPERLY HANDLE THE LUGGAGE.

OTHER PEOPLEMOVERS: I HAVE IN MIND CONDOMINIUM TOWERS AT LBJ/SKILLMAN STATION, SPECIFICALLY AIMED THE LBJ/MIDWAY ROAD ACCESS RAMPS. THE TOWERS AMID THE ACCESS RAMPS WILL LACK SUFFICIENT ACREAGE FOR TYPICAL VAST ~~SEE~~ SURFACE PARKING LOTS, SO A PEOPLEMOVER SYSTEM ~~AT~~ SHOULD CONNECT LBJ/SKILLMAN STATION WITH ITS SCATTERED CONDOMINIUM/OFFICE TOWERS AND PARKING GARAGES.



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Name RICHARD A. ARVIZU, P.E., CFM
 Organization TOWN OF SHADY SHORES (TOWN ENGINEER)
 Date 5-9-17
 Meeting Location RICHARDSON

Please provide written comments below:

FROM A SAFETY ~~AND~~ AND EMERGENCY
 RESPONSE TIME STANDPOINT ELEVATING
 THE TWO LOCATIONS IN SHADY SHORES AND
 THE ONE LOCATION IN LAKE DALLAS ON
 S. SHADY SHORES ROAD IS OF SIGNIFICANT
 IMPORTANCE TO BOTH COMMUNITIES,
 DENTON COUNTY, SCHOOL DISTRICTS, AND OTHERS
 IN THE AREA. WITH A ROADWAY ELEVATION
 OF 527 AND A LAKE LEWISVILLE 100 YR
 ELEVATION OF 537, THESE 3 LOCATIONS
 ARE HIGHLY SUSCEPTIBLE TO FLOODING.
 THESE LOCATIONS ARE PRIME CANDIDATES
 FOR INNOVATIVE BRIDGE CONSTRUCTION
 TECHNIQUES TO MINIMIZE ~~IMPACTS TO~~

To submit comments or questions by mail, fax, or e-mail, please send to: ~~IMPACTS TO~~ USACE PROPERTY
 North Central Texas Council of Governments, Transportation Department
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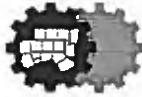
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Name MATTHEW HAINES
 Organization TOWN OF SHADY SHORES COUNCIL
 Date 5/9/2017
 Meeting Location RICHARDSON CIVIC CENTER

Please provide written comments below:

^{SOUTH}
 IN FAVOR OF SHADY SHORES ROAD
 INCLUDING RAISING THE
 ROADS, BRIDGES OUT OF
 FLOODPLAINS FOR REASONS
 OF HEALTH, SAFETY & WELFARE.



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Name JENNIFER HOLUB
 Organization _____
 Date 9/9/17
 Meeting Location RICHARDSON CIVIC CENTER

Please provide written comments below:

I AM IN FAVOR OF RAISING THE
 ROADS + BRIDGES OF SOUTH
 SHADY SHORES RD OUT OF THE
 FLOOD PLAN. IT WAS DECIDED
 AGAINST WHEN THE ROAD WAS
 LAST REDONE CITING IT WAS A RARE
 RISK. ~~BECAUSE~~ THE TOWN WAS
 WITHOUT A SECOND INGRESS/
 EGRESS TWICE WITHIN THE
 LAST TWO YEARS WHICH
 POSES SAFETY AND HEALTH
 ISSUES. BEING ABLE TO GET
 IN/OUT OF OUR LOCAL SCHOOLS
 WAS IMPACTED AS WELL AS EMERGENCY

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SERVICES



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

Name Lynn Grimes
 Organization citizen
 Date 5.9.2017
 Meeting Location Richardson

76208

Please provide written comments below:

Please build & implement the project to raise
 Shady Shores Rd. in Shady Shores, TX



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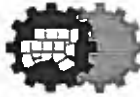
- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name MIKE HUTCHINSON
 Organization SHADY SHORES RESIDENT
 Date 5-9-2017
 Meeting Location RICHARDSON

Please provide written comments below:

SHADY SHORES ROAD IS THE MAIN ARTERY OF SHADY SHORES.
THE ROAD'S CURRENT ^{LOWEST} ELEVATION IS AT 526 FT ABOVE
SEA LEVEL WHICH PLACES IT IN THE FLOOD PLAIN. DURING
THE LAST SEVEN YEARS PORTIONS OF SHADY SHORES ROAD BRIDGE
HAVE BEEN SUBMERGED AND IMPASSABLE ON FIVE SEPARATE
TIMES. DURING THESE FLOOD DISRUPTIONS THIS MAIN ARTERY
TO SHADY SHORES HAS BEEN CLOSED TO ALL TRAFFIC FOR
WEEKS AT A TIMES AND AT LEAST TWICE HAS BEEN
CLOSED FOR 6 MONTHS.
THESE CLOSURES CAUSE RESIDENTS CONSIDERABLE INCONVENIENCES
AND REQUIRE ADDITIONAL TIME AND GAS TO USE ALTERNATIVE
ROUTES. THE SAFETY OF ALL RESIDENTS IS PUT AT RISK DURING
THESE CLOSURES AS EMERGENCY VEHICLES ARE ALSO
REQUIRED TO USE SLOWER, MORE CIRCUITOUS ROUTES
TAKING/LOSING PRECIOUS MINUTES TO ARRIVE ON THE SCENE.

To submit comments or questions by mail, fax, or e-mail, please send to: THE LOW PORTIONS OF
 North Central Texas Council of Governments, Transportation Department SHADY SHORES ROAD BRIDGES
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028 NEED TO BE RAISED
 E-mail: transinfo@nctcog.org Website: http://www.nctcog.org/trans OUT OF THE FLOOD PLAIN
TO AN ELEVATION OF 531'



Public Meeting Comment Form

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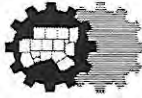
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 I wish to make both oral and written comments at the public meeting

Name Jim Shugh
Organization Town of Shady Shore
Date 5/9/17
Meeting Location Anderson

Please provide written comments below:

I support the South Shady Shore Road project to
raise the roadbed above the current elevation to
avoid the regular flooding which had occurred
in the last years.



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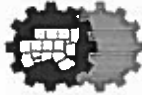
Name Tom Dawson
 Organization RESIDENT
 Date 5/9/17
 Meeting Location RICHARDSON

Please provide written comments below:

WE MOVED TO SHADY SHORES TEXAS 2 YEARS AGO. SINCE
THEN WE HAVE SEEN THE ROADS DETERIORATE DUE TO
THE MASSIVE AMOUNT OF GROWTH OF THE SURROUNDING
CITIES. THOSE SURROUNDING CITIES ARE USING THE
ROADS OF SHADY SHORES TO NAVIGATE AROUND. THE
TOWN IS RELIANT UPON ITS INCOME FROM THE RESIDENTS
HOUSES. THERE IS ~~NO~~ NO COMMERCIAL REVENUE
THAT HELPS WITH THE TOWN'S REVENUE. THE ROADS
ARE IN DIRE NEED OF REPAIR AND WE NEED
YOUR HELP. THE TOWN ONLY HAS ROUGHLY 2800
RESIDENTS AND THE ROADS ARE NOT HOLDING UP BECAUSE
OF THE INCREASE TRAFFIC ^{AND FLOWING} THERE ARE MANY SAFETY
AND HEALTH CONCERNS THAT THE CITY NEEDS TO
ADDRESS BUT WILL NEED FUNDING TO ACCOMPLISH THIS
PLEASE HELP OUR SMALL TOWN SURROUNDED BY BIG CITY.

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WE LOVE TO LIVE
IN OUR HOME IN
SHADY SHORES!
THANK YOU



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Name Tom Newell
Organization Town of Shady Shores
Date 5/9/17
Meeting Location Richardson

Please provide written comments below:

In favor raising S. Shady Shores Road out of
the flood plain for Health, Safety and Welfare
of our residents. This is a major connector
road (Fed Highway Admin - FHWA) that the
Corp of Engineers failed to raise when they
raised the Conservation Pool level of Lake Lewisville.

In 2015/2016 the road was flooded and closed
10 months. This cuts the area off from
Fire Dept protection, access to Lewisville
Toll Bridge, schools, etc.

This is an important project to the Lake Cities Area
Health, Safety, and Welfare.

Re: Shady Shores Bridges Project

Paula Woolworth, Mayor Pro Tem
Town of Shady Shore

Facts & Issues to Consider or Understand
why this "Shady Shores Bridges" project is CRITICAL:

We have a REAL and DEFINABLE risk to the Health, Safety and Welfare of our 2600+ residents who have impaired Response times from our First Responder units. A Key Fire station is in Lake Dallas, and in an August 2016 study of this project, you'll note a large increase in Response times/distances when road is flooded. Distance stretches out to 7 miles and Response Times lengthen to 7-10"

There are 3 co-owner entities of portions of this S.Shady Shores road — us, Lake Dallas, and Denton Co., hence there are 3, or more, potential funding sources to assist the RTC if this project gains final approval

In our Town Limits of Shady Shores there are 3 schools from 2 ISDs. The combined Student Populations are: 1,851; Combined Staff Populations are: 305. Obviously, this pulls attendance from towns beyond Shady Shores, so the net effective increase in "School Time" populations may be from 1200-1500 in addition to our normal Population

- Shady Shores ES in LDISD: 540 students, 110 teachers/staff
- Olive Stephens ES in DISD: 455 students, 100 teachers/staff
- Bette Myers MS in DISD: 856 students, 95 teachers/staff

Shady Shores has grown in Population and # of Structures significantly:

- Data fr 2000-2012: Population Density has gone fr 504 to 950 persons / sq mile
- Data fr 2000-2012: # of households has grown fr about 600 to just under 1000
- Development is springing to life, with the Town having just approved an 83-home subdivision just north of the DISD schools;
- Ag Land that is as yet Undeveloped is conservatively estimated around 150 acres, that IF developed obviously add to the Density of at-risk Population

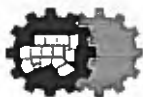
The 1947 Study on the Feasibility of Lake Lewisville Dam (a USACE project)—did not raise this S.Shady Shores road higher at the time, only addressed the removal/relocation of the Road crossing old "Lake Dallas" and essentially created US Hwy 380. This was the first MISSED OPPORTUNITY TO ELEVATE THIS ROAD HIGHER FROM THE THEN 515' FLOODPLAIN. THIS ROAD BASICALLY SITS AT 526'.

In 1988, there was yet another MISSED OPPORTUNITY by the USACE to raise this S.Shady Shores road out of the 537' floodplain, as they brought Lake Ray Roberts to the north on-line. They knew they were going to raise the Conservation Pool Level of Lake Lewisville, and did nothing to raise SSS road. LL pool went from 515' to 522', but the USACE failed to raise SSS road a commensurate 7' even.

In the "Denton County Thoroughfare Plan", which is admittedly an UNfunded plan, it shows SSS and W.Shady Shores both as "minor arterial" connectors for Interstate 35, which could mean a widening consideration of these roads.

As we learned in the 2 incidents of 100-year flooding in 2015, the Federal Highway Administration deems both SSS and WSS as "Key Connectors" to I-35 as well.

2007 Flooding event too.



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Name GARY DAVIS
Organization City of Keller
Date 5/10/17
Meeting Location NCTCOG ARLINGTON

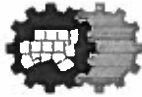
Please provide written comments below:

GOOD PRESENTATION

KELLER IS VERY APPRECIATIVE OF THE AWARD.

[Signature]

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North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
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Name Barbara Wells
 Organization Hidden Valley / Shady Shores
 Date 5/15/2017
 Meeting Location North Richland Hills Exbrgy

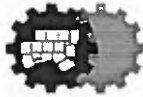
Please provide written comments below:

~~Free~~
 Shady Shores Rd is a backup to 35E not just in case of a spill situation, but in a traffic back-up situation. As recently as last Friday 5/13, 35E was shut down during several hours in the evening. We were able to use Shady Shores Rd. If it had been flooded, the congestion on 35E would have been even worse. If Shady Shores Rd is improved, additional signage can also be added to show it as an alternate route in cases of accident.

Thank you

One other observation - we used the "new" Lake Lewisville Bridge to cross over into Denton County + were then able to ~~overcome~~ go over to Shady Shores Rd. If it ~~wasn't~~ had been flooded, we would have had to join the 35E backup. The "new" bridge is opening up the ~~the~~ area to many more drivers.

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 I wish to make both oral and written comments at the public meeting

Name CHARLES BRYANT
Organization HIDDEN VALLEY / SHADY SHORES
Date MAY 15, 2017
Meeting Location NORTH RICHLAND HILLS PUBLIC LIBRARY

Please provide written comments below:

PLEASE CONSIDER ADVANCING
SHADY SHORES BRIDGES PROJECT
AT OPPORTUNITIES PRESENT THEMSELVES

THANK YOU,
Charles Bryant



Public Meeting Comment Form

Instructions:

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

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

(2-bne)

Name Howard Davis Tubre

Organization Retired

Date 5/15/12

Meeting Location ART Library, Grant St 5/10/12

Please provide written comments below:

Holton City, T-820 intersection, north side of intersection on Hwy 377.

- Huge buildup of traffic that needs to be alleviated
- Large construction projects of homes, condominiums, and apartments .1-25 + more building
- How ~~at~~ the highways (highways) & roads to handle this large population boom in the ~~area~~ concurrent road conditions

- Do not know reason for buildup. Could be I 35 avoidance?

- Please send me a recording

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

Sierra Club - sang in hallway



North Central Texas
Council of Governments

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

Name Larry and Denise Francis

Organization DNL Capital, L.L.C.

Date 05/11/2017

Meeting Location _____

Please provide written comments below:

We fully support the City of Grapevine's - Dallas Road TOD
Corridor / Cotton Belt Trail Extension

Thank you,

Larry Francis - President DNL Capital, LLC

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P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
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 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Christian & Melanie Ross
 Organization eightynine designs, LLC (Grapevine, TX)
 Date 5/11/17
 Meeting Location _____

Please provide written comments below:

 We fully support The City of Grapevine's Dallas Road TOD Corridor / Cotton
 Belt Trail Extension and the full funding for it.

 Thank you,

 Christian & Melanie Ross

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 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>



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

Name Kevin & Jennifer Mitchell

Organization City of Grapevine

Date 5-11-17

Meeting Location _____

Please provide written comments below:

We fully support The City of Grapevine's - Dallas Road TOD Corridor / Cotton Belt Trail Extension

Thank you Jennifer and Kevin Mitchell



Public Meeting Comment Form

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

Name Dave Buhr
 Organization City of Grapevine
 Date 5-11-17
 Meeting Location _____

Please provide written comments below:

I fully support the city of Grapevine's
Dallas Road TOD Corridor / Cotton
Belt Trail Extension.
This is a important step in connecting
Cotton Belt trail to other cities
and link Cotton Belt trail to our
lake trails
Dave Buhr

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

TX 76051



Public Meeting Comment Form

Instructions:

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4. Please return this form to an NCTCOG employee at the registration desk.

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

Name ROY & KAREN ROBERTSON
 Organization GRAPEVINE PARKS BOARD / CITIZENS
 Date 11 MAY, 2017
 Meeting Location _____

Please provide written comments below:

WE SUPPORT THE CITY OF GRAPEVINE'S
DALLAS ROAD TOD CORRIDOR / COTTON BELT TRAIL
EXTENSION.

THANK YOU FOR CONSIDERING OUR SUPPORT.

ROY & KAREN ROBERTSON



Public Meeting Comment Form

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

Name PAUL & TIFFANY SLECHTA
 Organization CITY OF GRAPEVINE
 Date 5-11-17
 Meeting Location _____

Please provide written comments below:

WE FULLY SUPPORT THE CITY OF GRAPEVINE'S - DALLAS
ROAD TO D CORRIDOR / COTTON BELT TRAIL EXTENSION

THANK YOU VERY MUCH!
PAUL & TIFFANY SLECHTA



Public Meeting Comment Form

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

Name Robert D. Winkler Jr.
 Organization Mid Cities Knuddheads Bicycle Group
 Date 5/12/2017
 Meeting Location _____

Please provide written comments below:

I fully support the City of Grapevine's
Dallas Road TOD Corridor/Cotton Belt Trail
expansion.

Thank you for your consideration.

Bob Winkler



Public Meeting Comment Form

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

Name Terry Musar
 Organization Citizen
 Date 5-12-2017
 Meeting Location _____

Please provide written comment below:

I am very excited the City of Grapevine's -
Dallas Road TOD Corridor / Cotton Belt Extension
and hope it gets funded and completed soon.
Terry Musar

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

April 20, 2017

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

HAND DELIVERED TO CITY COUNCIL MEETING ON APRIL 20, 2017

Dear Mr. Mayor and Council Members:

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

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

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

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

RECEIVED
APR 28 2017
TRANSPORTATION

Page 2

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

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

Very truly yours,

A handwritten signature in cursive script that reads "Carol Guarnieri".

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

Attachment

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

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

ISSUE STATEMENT

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

CONSEQUENCES

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

OTHER CONSIDERATIONS

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

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

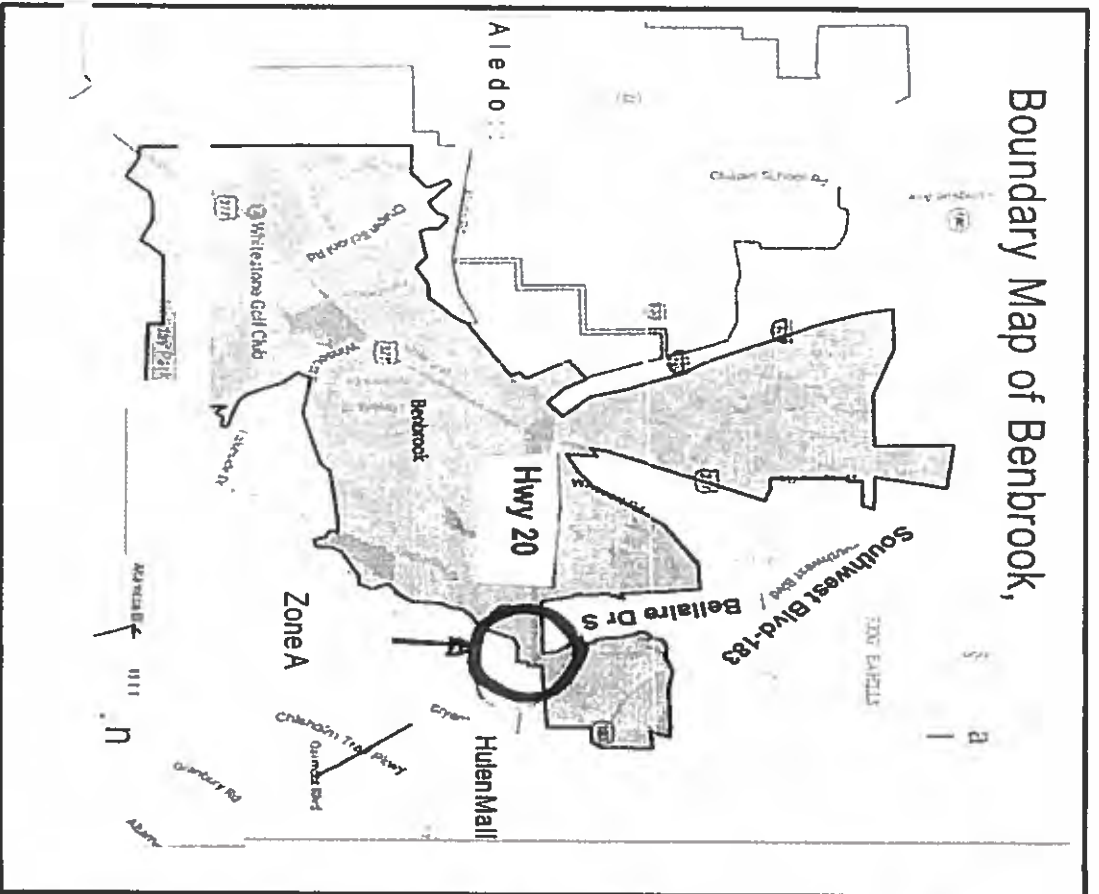


Figure 1

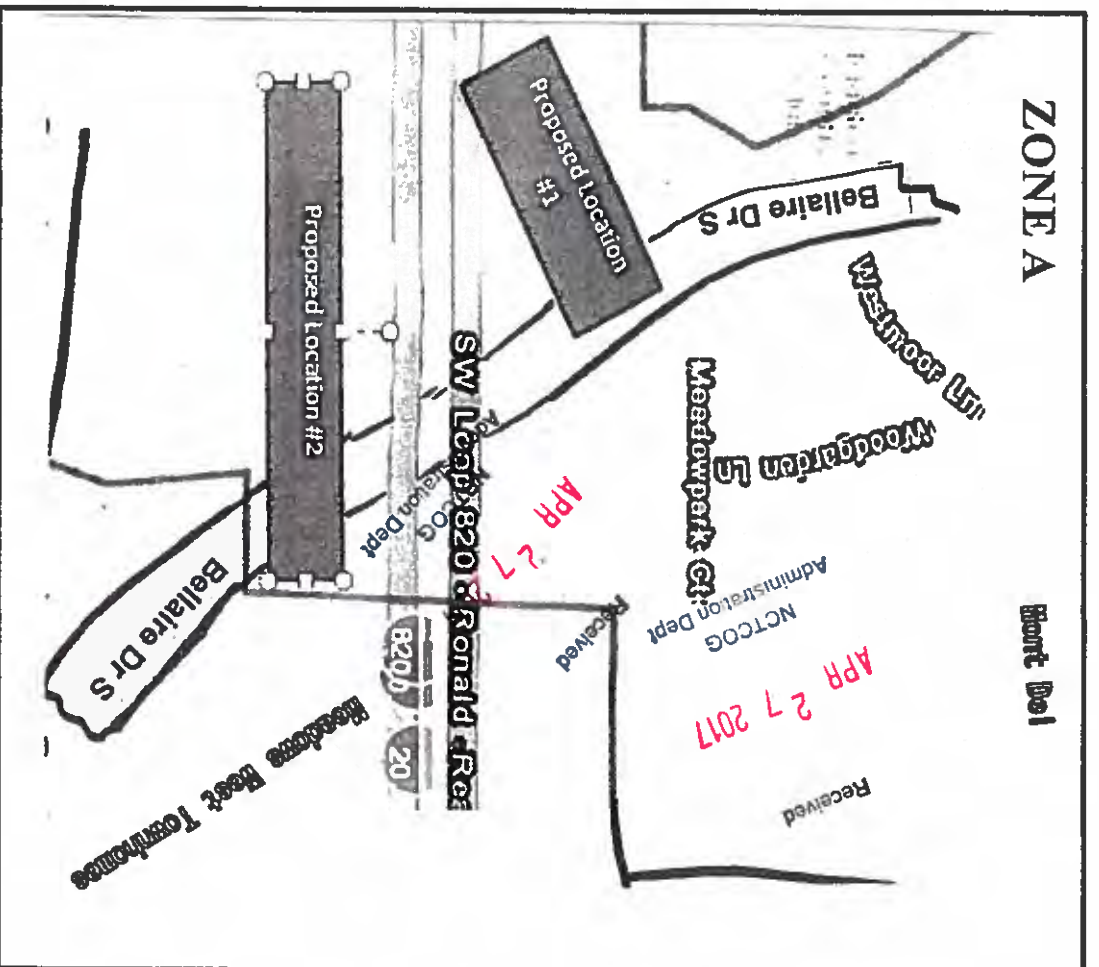


Figure 2

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

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Bill Rosenthal, April 12, 2017

I can't be there. But, when is Arlington going to allow the T to service games at Jerry's House and Globe Life Park.

Emily Conway, May 3, 2017

Dallas Fort Worth International Airport is looking into applying for the DOT Low-No grant for one electric bus for our Trinity Railway Express route which connects the TRE CentrePort station to DFW Airport (referred to as route 803 by DART). Would it be possible to discuss adding this project to the Transportation Improvement Plan?

Response by Ken Bunkley, NCTCOG

Good afternoon, Emily

Per our discussion, I was able to verify with the plan team that this project would be included in Mobility 2040 as a program and not as a specific project. If you choose to apply for the grant, NCTCOG is willing to provide a letter of support and coordinate with DFW Airport to include it in the Transportation Improvement Program once funding is approved.

Please let me know if this answers your question or if you need additional information.

Pat Kelly, May 3, 2017

How we address the health of the native oak trees in the DFW Area is going to require more sensibility than simply encouraging greater tree inventory and tree canopy. We're currently planting from the wrong tree list if we expect our native post oak trees to survive. This not only negatively effects our regional ecosystem it negatively effects land values. I have written and spoken about this subject for years and we still have not gotten policy makers to amend policy on funding for better results in the field. I'd like to have the contact info of the person in your office who would assist in getting the message of this subject to the commissioner and the state of Texas. Although I have Carol Garcia's Tx Dot email address, I have Victor Vandergriff's 'icloud address'. I look forward to your response at your earliest convenience.

Response by Kate Zielke, NCTCOG

Mr. Kelly,

Thank you for your interest in NCTCOG's role related to native trees in Dallas-Fort Worth.

NCTCOG is funding an Environmental Stewardship Program that includes development of an online Tree Tracker. This project will allow residents of Dallas-Fort Worth to upload the locations and photos of existing and newly planted trees on their property. The Tree Tracker will identify native tree species and provide information on the benefits of native trees.

We would be happy to include a link to your organization's website from the Tree Tracker project. We are just beginning efforts to hire a consultant to create the website, so the project will likely be completed in late 2018.

If you have any questions about the project, please let me know.

Richard O'Glee, May 4, 2017

FW: Clear Fork Public Access Bridge - NEED YOUR HELP!!

Mr. Zimmerman,

I am writing in concern to the Clear Fork Public Access Bridge that is in the works with the Benbrook City Council. I am a Benbrook resident that lives in Mont Del estates and firmly OPPOSES the Clear Fork Bridge Project of any kind. I ask you to help in the fight against the Clear Fork Public Access Bridge project that will negatively affect your neighborhood greatly. Benbrook City Council has not been honest in their intentions for the public access bridge and it must be stopped now. We need your help to defeat this project one more time. The bridge will only bring more traffic and crime to the neighborhoods we love.

As you know the Benbrook City Council passed a Clear Fork Bridge resolution last week asking the federal government for funding. They have also quietly ear marking \$530,000 of tax payer money for a bridge in the spring of 2017. The Clear Fork Bridge Project is slated to begin 2019-2020. They laid the ground work for the public access bridge in the name of bikes, pedestrians, and when convenient emergencies. Depending on the council person you are speaking with. Help us defeat the CLEAR FORK PUBLIC ACCESS Bridge one more time!!

Vicki Grider, May 4, 2017

Please support the improvement of Shady Shores Rd. in Shady Shores. This road has flooded many times and has compromised the safety of residents as well has been a huge inconvenience. When the roads are flooded, residents must detour several miles which causes delays in getting students to school and others to work and activities. Just to transport our grandchildren home, which is 10 miles away, we must go approximately another 10 miles out of our way. If an emergency was to occur, people's lives could be in danger. Any support that you can offer our community would be greatly appreciated.

Lynn Grimes, May 9, 2017

Hello. I am a very concerned citizen of Shady Shores. We have experienced road closures twice in the last few years due to extensive flooding. Shady Shores Rd. is the first to be affected by flood water. Having lived on the lake for many years I can attest that flood levels are getting more frequent and higher. Lake Ray Roberts had not been built when Shady Shores became a road. In addition, Shady Shores did not have as many permanent inhabitants. I believe the need to relieve stress on the Ray Roberts Dam has caused the Corps of Engineers to have to raise the level of Lewisville Lake, even beyond its legendary flood pool elevation of 532". And I believe that due to climate changes and Ray Roberts, more floods are imminent.

Shady Shores is a small town with basically 3 ways out. The most direct and widely traveled is Shady Shores Rd. The closure of the road for months at a time is more than just an inconvenience. It is a safety issue as it limits access to medical facilities of many traveling

north to Denton or south to Lewisville. There are large schools along the road and if other passage ways are down, along with Shady Shores (as was the case in 2015), it would be very difficult to evacuate the children. Businesses in Hickory Creek are adversely affected as alternate routes take people away for the major shopping area.

Common sense would dictate that the road not be repaired again after flood damage, as it has been in the past, without raising the level of the road so that flooding would no longer necessitate closure.

I respectfully ask that this project be given the highest priority for funding and implementation.

Mike Hutchinson, May 9, 2017

Shady Shores Road is the main artery of our town. A mistake was made when initially designed it is not to the height-above-sea-level standard that has been set for all the other structures in the town. Having lived here 13 years we have found Shady Shores road/bridge submerged and impassable at least 5 times. This is a significant inconvenience for residents and a safety issue as the ability of emergency vehicles to respond is very limited during these flood periods. I request that this project be given the highest priority for funding and implementation.

Response sent to all patrons who provided input on the Shady Shores project

Thank you for your comment. The NCTCOG has been coordinating with Denton County, the Town of Shady Shores and the City of Lake Dallas to help explore solutions for the flooding issues on Shady Shores Road. The proposed funding program presented during the May 2017 public meetings includes 11 emphasis areas or categories. The projects listed in the presentation are projects for which NCTCOG has received funding requests. The individual projects may or may not receive funding. At this point in time, we are presenting the plan for funding new projects (i.e., through these categories) and soliciting feedback as to whether or not these are the right categories and to see if there are other projects that should be considered in each category. We will then take each category through a project selection process, which will involve public review and comment, along with action by the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC). Project selection for the "Safety, Innovative Construction, and Emergency Projects" category, under which the Shady Shores project falls, will likely occur in late summer or fall of 2017.

Jay Gurley, May 11, 2017

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

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

Scott Hardeman, May 11, 2017

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

Doug Ritter, May 11, 2017

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

Charlie Stevens, May 11, 2017

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

Susan and Ray Harris, May 11, 2017

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

Sean Tanner, May 11, 2017

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

John Gannon, May 11, 2017

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

Ashley Tanner, May 11, 2017

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

Travis Smith, May 11, 2017

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

Krystyna Plut, May 12, 2017

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

Clarence Muller, May 12, 2017

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

Jeff Nielson, May 12, 2017

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

Gary Clinkingbeard, May 12, 2017

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

Debra Tridico, May 13, 2017

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

Response sent to all patrons who provided input on the Dallas Road TOD Corridor/Cotton Belt Rail Extension project

Thank you for expressing interest in the City of Grapevine application for funding of the Dallas Road TOD Corridor/Cotton Belt Trail Extension project. NCTCOG staff has reviewed the project application materials submitted for the Transportation Alternatives Set-Aside Program Call for Projects, and is recommending a funding award for the project. This recommendation is scheduled for consideration and approval by the Regional Transportation Council at their meeting on June 8, 2017.

We appreciate your interest in promoting walking and bicycling infrastructure in the North Texas region. Please let us know if you have any additional questions.

Chris French, May 21, 2017

We are trying to get more information about the possible SH 121 extension to Princeton. Are there any preliminary routes/maps that show where this route may go. Also, are there any plans for a north/south corridor to relieve traffic on US 75? If so, are there and maps/plans for these potential roads?

Response by Jeff Neal, NCTCOG

Mr. French,

Good morning. Thank you very much for your inquiry regarding new roadway facilities in Collin County.

The North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation (TxDOT) – Dallas District are both conducting separate, yet coordinated, studies to address relieving current/future congestion on major facilities like US 75 and US 380. As you mentioned in your comment, one of the concepts proposed to provide relief for US 380 is the SH 121 Eastern Extension (which has also been called the Spur 399 Extension). The first attachment to this email is a map

displaying the general alignment of the corridor as well as daily year 2040 traffic volume generated from our travel demand model. I should note that the displayed alignment was developed for modeling purposes only and though several engineering consultants have developed various alignment concepts over the last several years, TxDOT has not formally identified a preferred alignment and it has not been thoroughly studied or cleared through the National Environmental Policy Act (NEPA) process. However, I've recently been informed that TxDOT expects to hire a consultant to help begin a formal study very shortly.

The second attachment to this email is a map displaying several existing and new-location north-south corridors east of US 75 that NCTCOG is currently studying. Like the Spur 399 Extension, the displayed corridor alignments have not gone through a formal environment study, but the configuration shown is being used to test future traffic impacts using our travel demand model. The corridors identified as the "Lake Corridor" and the "Outer Loop Corridor" are being evaluated as future freeway facilities; the "SH 78/SH 205/John King" corridor is being analyzed as an expanded thoroughfare (up to 6 lanes); and the "West Corridor" is being tested for various operational improvement which may or may not consist of a continuous thoroughfare depending on local government/stakeholder preferences. We hope to finalize recommendations for this study later this year, so please consider the attached corridor maps as draft and subject to change. In addition, any potential new or expanded roadway facilities will be required to go through the same formal environmental and public involvement process that's about to be initiated for the Spur 399 Extension.

Please feel free to contact me at any time if you have additional questions or comments on these studies or any other areas of interest/concern.

Kathryn N, May 22, 2017

I was driving on the 820 expressway this afternoon around 3:00 PM and an 18 wheeler dropped pallets in the road, I was hit by on flying through the air and was forced to swerve several times to avoid hitting more though I did get hit and ran one over. I need to find the name of the trucking company that dropped the pallets so I can send a demand letter to them to repair my damaged vehicle. I was on 820 heading West toward Denton Highway exit, and the incident was approximately one or two exits from Denton highway exit. Please conform receipt of this request and provide me with any information you may have. I didn't stop to call police because it was already a very bad situation and for the safety of myself and others I didn't want to stop on the freeway. I was not aware of the amount of damage until my wheels starts wobbling and I pulled over to see the damage.

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

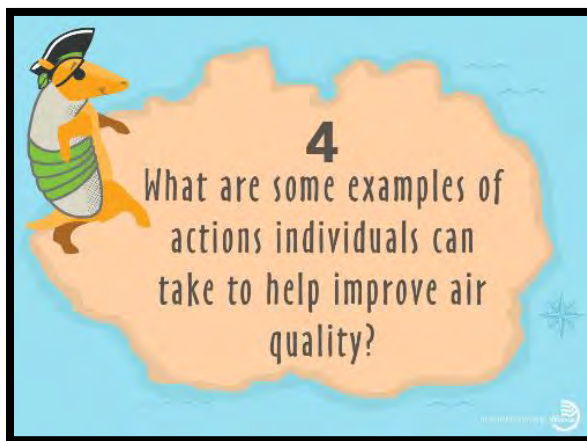
Twitter Comments

Dutch Rebus <http://www.dutchreach.org> @NCDOT @NCTCOGtrans @nevadadot @NewHavenDOT @NottmTravelwise @NUSDTransDept @OakDOT #FT @PadresTraffic – Michael Charney (@DutchReach)



We should have an update to our campaign very soon! @StreetSmarts_NH @bikenewhaven @elmcitycycling @bikemonthnhv @NHVBikeShare #gscia #nhv – New Haven TT&P Dept. (@NewHavenDOT)

Scavenger hunt Q4! HINT: “Individuals” who want to “Take Action” to improve air quality can find ideas at <http://www.airnorthtexas.org>. – NCTCOG Transportation Department (@NCTCOGtrans)



PICK UP HITCHIKING ARMADILLOS #rideshare – Fanta Menace (@Fanta_Menace)

North Texas Smart Cities Summit 16May @UTD @TechTitansTexas @NCTCOGtrans – RBainExecutiveMgmt (@RobertBain5)

Future Cities LLC @FutureCitiesUSA Want to learn about Automated Vehicles? Don't miss Thomas Bamonte @NCTCOGtrans @NCTCOGRDC @TechTitansTexas Register <http://smarcitiesntx.com> – Future Cities LLC (@FutureCitiesUSA)



@NCTCOGtrans I'm choking on smoke – DJ Elements (@djelements)



Thrilled to be working with @TomBamonte on this event! @NCTCOG @Forcepoint @DFW_ATW @USDOT @NCTCOGtrans @DallasBizNews #NIST @LeadershipNTx – Future Cities LLC (@FutureCitiesUSA)



Learn Automated Vehicles w @TomBamonte @NCTCOGtrans @NCTCOGRDC
@TechTitansTexas Register <http://smartcitiesntx.com> <https://lnkd.in/eaSrY-s> – Peter DeNagy (@PeteDeNagy)

#TransitAlternatives provide a means to improve public health – Loren S. (@txbornviking)

@TxDOT @NCTCOGtrans how are you still analyzing possibility of 345 going underground while planning to widen interstate45 in South Dallas – George Battle III (@TLC_Community)

@TxDOT @NCTCOGtrans how can u talk #environmentaljustice as reason for #SMWrightProject at the same time widen highways causing the issues – George Battle III (@TLC_Community)

@TxDOT @NCTCOGtrans why have you not issued your report as to whether #SMWrightProject made its 13% MWBE or hired the 125 SD residents quota – George Battle III (@TLC_Community)

@TxDOT @NCTCOGtrans how is it no SouthDallas organization was hired in the art designs or historical research on the #SMWrightProject panels – George Battle III (@TLC_Community)

I risk my life every time I #biketowork. @CityOfDallas needs to incentivize commuting w/ protected bike lanes = safer, faster. @NCTCOGtrans – Philip Haigh (@philip_inRL)



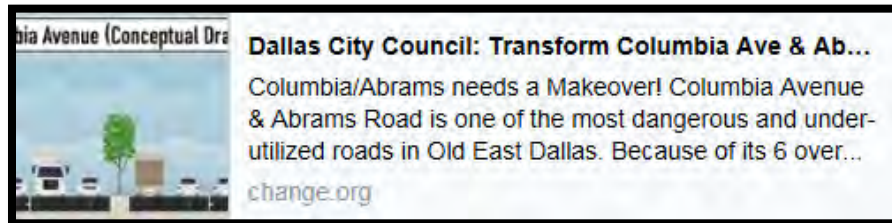
Holy crap, that entire stretch from DE to CBD is always terrifying. – Dub (@DubCook)

I have started going Canton/Young exclusively and have felt much fewer life threatening experiences! – Skyler in Dallas (@SkylerinDallas)

Thx @philip_inRL 4 your feedback! We're w/ you! Continuing to build safer streets using <http://bit.ly/2r4cDvU> & <http://bit.ly/2r4mQZp> – Dallas Planning_UD (@DallasP_UD)



Y'all might be interested in a proposal to apply the Complete Streets Manual to Columbia/Abrams in Old East Dallas! – Nathaniel Barrett (@ncoxbarrett)



Hi @ncoxbarrett ! Currently we are studying that area in our Downtown 360 Plan. Thanks for your suggestion. – Dallas Planning_UD (@DallasP_UD)

Great! No preference for Live Oak - I just want a safe E-W route to north CBD. Also looking forward to the protected cycletrack on Commerce! – Philip Haigh (@philip_inRL)

@NCTCOGtrans just unanimously passed \$28,000,000 for road improvement in southern Dallas County around Inland Port 🇺🇸 #livingwage #inlandport – Judge Clay Jenkins (@JudgeClayJ)

Beautiful GPFAA MS Art on this publication! @GPFAA13 – Lean Rodriguez (@MrsLRodriguez)



Dallas County Gets Funding for Key Southern Dallas Projects @NCTCOGtrans #inlandport – Judge Clay Jenkins (@JudgeClayJ)

RTC Approves Funding for Key Southern Dallas Projects
Regional partnership could improve access to important corridors

May 12, 2017 (Arlington, Texas) – The Regional Transportation Council voted Thursday to form a partnership with Dallas County and the cities of Lancaster and Hutchins to advance two area projects with important regional benefits.

A 1.3-mile section of Jefferson Street/Pleasant Run Road and a 2.25-mile stretch of Wintergreen Road will each be widened from two lanes to four. This strategic partnership will allow the leveraging of local and federal funding to improve access to intermodal facilities, Interstate Highway 45 and the future Loop 9 in southern Dallas County. Additionally, access will be enhanced for residents and businesses in the area.

The two projects would cost a total of \$28 million, with the RTC contributing \$18 million. The RTC funding would come from the Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program.

Here is a summary of the details:

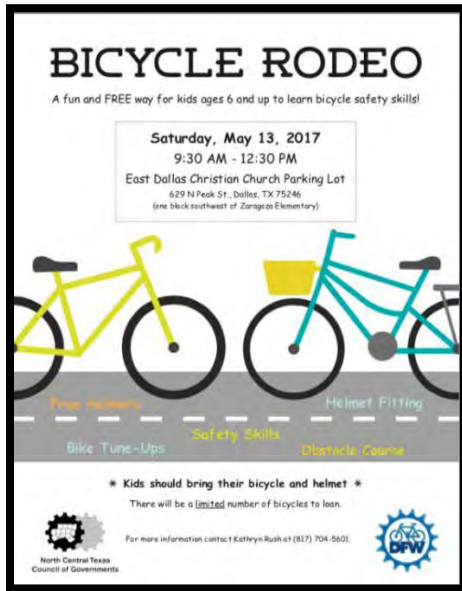
Project	Fiscal Year	RTC	Lancaster	Hutchins	Dallas County	Total
Jefferson Street/Pleasant Run Road	2019	\$8.42	\$1.04	--	\$1.04	\$10.50
Wintergreen Road	2019	\$9.58	\$1.96	\$2.00	\$3.96	\$17.50
Total		\$18.00	\$3.00	\$2.00	\$5.00	\$28.00

These projects join two others in the area ready to begin construction.

The Pleasant Run Road Trail, a proposed 3.1-mile shared-use path the Texas Department of Transportation has already approved, is expected to let in June. It will be built on the south side of Pleasant Run from Lancaster Hutchins Road to Millers Ferry Road. This same stretch of Pleasant Run will be widened from two to four lanes at a cost of \$15.4 million.

We are proud to announce @NCTCOGtrans as our Co-Host for this year's conference! Thank you for your support! #EnergyEfficiency #CATEE – Texas Energy Summit (@cateeconference)

While our #CommunityHub Buckner @DallasParkRec is getting a makeover East Dallas Christian Church is being a Good Neighbor #SafeRoutes – i Zaragoza President (@iZaragozaPres)



More from #MFOF17! @McKinneyAirCtr @CityOfMcKinney @NCTCOGtrans @maf_us @LETUAlumni – Le Tourneau Aviation (@LETUAviation)



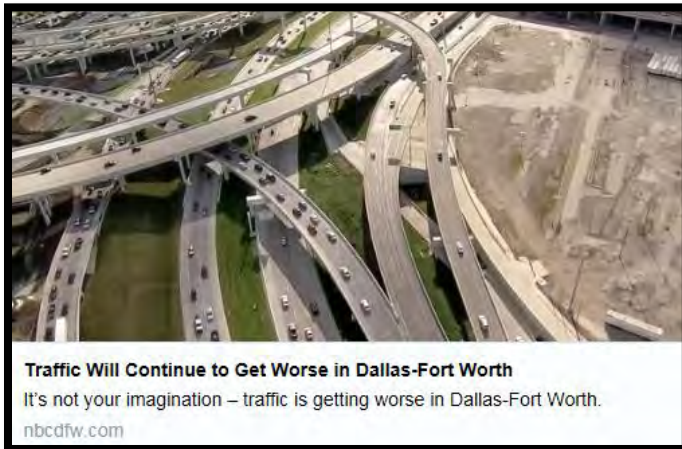
@KevinCokelyNBC5 Oh, Kevin--hadn't you heard? @TxDOT and @NCTCOGtrans don't want to reduce congestion. Managed Lanes ENSURE congestion! – David Adrian Smith (@DavidSmithBigD)



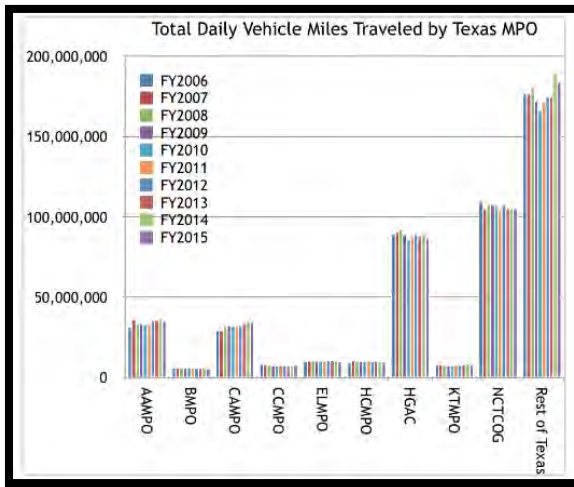
Alicia Winkelbech talks community partnerships at @FutureCitiesUSA w Dr Anand Puppala, Brian Moen moderated by Michael Morris #Smartcities – Michelle Reese (@reeseys)



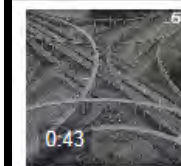
Traffic Will Continue to Get Worse in Dallas-Fort Worth Due to Population Growth
<http://www.nbcdfw.com/news/local/Traffic-Will-Continue-to-Get-Worse-in-Dallas-Fort-Worth-422376764.html> ... via @NBCDFW – CJ Schexnader (@cjschexnayder)



FALSE: Total vehicle miles traveled on @TXDOT roads in @NCTCOGtrans went down from 2006-2015 in spite of growth <http://tex.streetsblog.org/2016/09/14/texas-dots-own-numbers-cast-doubt-on-its-story-of-ever-rising-traffic/> ... – Jay Blazek Crossley (@JayCrossley)



Dear @TXDOT please stop the madness! We don't need more lanes, we NEED transit options! #bus #BRT #rail @NCTCOGtrans @TheTFortWorth @dartmedia – Loren S. (@txbornviking)



21st Century City @urbanthoughts11
 If anyone ever claims that just one more lane/road will solve the problem
 -remind them of #induceddemand
 vid @NBCDFW

So true. It is very hard to meaningfully engage with car/highway-centric @NCTCOGtrans here in North Texas. – Wylie H Dallas (@Wylie_H_Dallas)

Don Kostelec @KostelecPlan

Great convo on why we must tweet bike/ped issues at agencies: It's aired in public. Most ignore emails & requests for face to face meetings

Nice seeing @NCTCOGtrans sharing fun awareness on some #TransitAlternatives! – Loren S. (@txbornviking)

NCTCOG Transportation @NCTCOGtrans

How a volcano eruption inspired one man to invent the bicycle:
bit.ly/2rq9ta3
 #BikeMonth



Facebook Comments

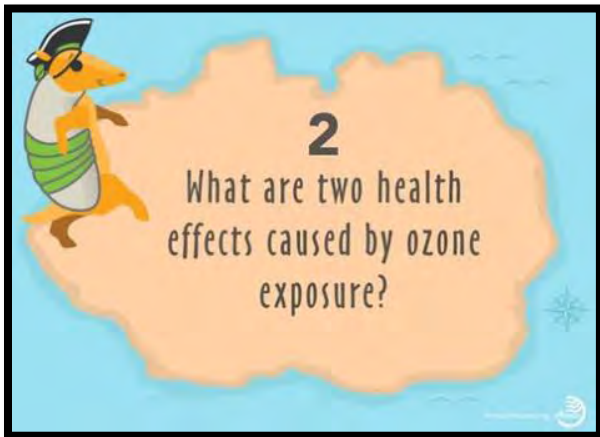
Scavenger hunt Q1! HINT: There's a lot "About Air Quality" at www.airnorthtexas.org. – NCTCOG Transportation Department



I believe that's ten. Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant & Wise... – Rick Bollar

Great job, Rick! Please send your address/contact info to us at airnorthtexas@nctcog.org. – NCTCOG Transportation Department

Scavenger hunt Q2! HINT: It's important to know "About Air Quality" and "health." www.airnorthtexas.org. – NCTCOG Transportation Department



Chest tightening & shortness of breath. – Helen Kevin Dulac

Great job, Dulacs! Please send your address/contact info to us at airnorthtexas@nctcog.org. – NCTCOG Transportation Department

Today is National #MyRedThumb Day! Post a photo of your red thumb as a reminder to all to stay off the phone while driving. #myredthumbntta – NCTCOG Transportation Department



Thank you so much for supporting this important initiative! – North Texas Tollway Authority

The Denton County Transportation Authority (DCTA) will implement service changes effective today, 5/15. Check out the new route maps and schedule at bit.ly/2pNN00s! – NCTCOG Transportation Department



Thanks for spreading the word! – Denton County Transportation Authority (DCTA)

Of course! ☺ – NCTCOG Transportation Department

Facebook Visitor Posts

Sign Up for DART's 2017 Bike to Work challenge! DART, the North Central Texas Council of Governments (NCTCOG Transportation Department) and Richardson Bike Mart are hosting the second annual Bike to Work Challenge in May to help encourage riders to use bicycles as an alternative to driving. Participants must log their daily bicycle commute activities from May 1 to May 31 through NCTCOG's free Try Parking It website at www.tryparkingit.com. Participants in the challenge will be entered in a drawing for a chance to win a \$200 gift card to Richardson Bike Mart. Residents of DART cities; Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Richardson, Rowlett, Plano and University Park, or cyclists who have a work destination that begins with the "75" zip code are eligible to participate. DART customers can ride their bikes to rail stations and use more than 140 bike lids

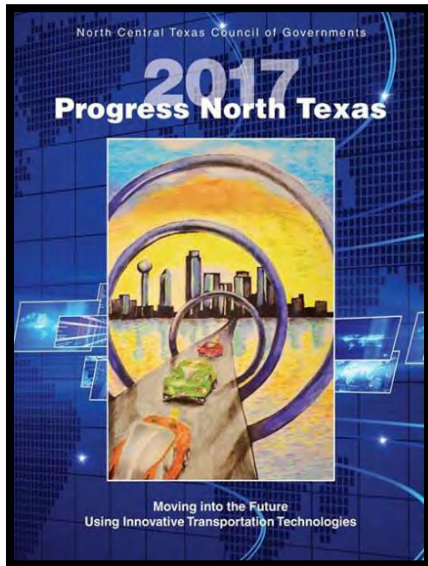
to store their bicycle or take advantage of bike racks on every bus and train. Bicycles are allowed on all DART vehicles, Trinity Railway Express trains and Dallas Streetcars. Learn more about DART's Bike to Work Challenge and National Bike to Work Day, May 19, by visiting www.DART.org/bike – Dallas Area Rapid Transit (Official DART page)



2017 Traffic Safety Conference | Save \$50 on early bird registration through Friday, May 12th. Program and Pre-conference workshop are now posted! Join is in Las Colinas, Texas June 7-9, 2017 #2017TSC <https://tti.tamu.edu/.../traf.../2017-traffic-safety-conference/> – Texas A&M Transportation Institute



Thanks to NCTCOG Transportation Department for recognizing our talented artists. – Grand Prairie ISD



Great turnout! Thanks City of Arlington, TX - City Hall and NCTCOG Transportation Department! – Rick Bollar

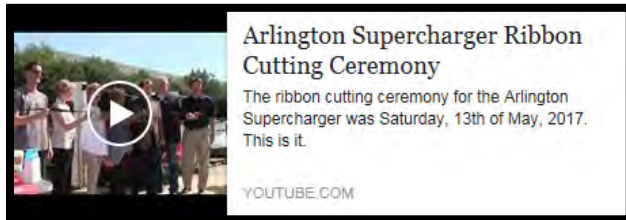


Thank you NCTCOG Transportation Department for coming out to display and present. – LeTourneau Aviation



Check out this video from our Tesla City of Arlington, TX - City Hall Supercharger Opening! This is the first Supercharger in the Metroplex since the City of Denton, TX - City Hall Supercharger opened in November 2015. Back then, there were 700 Teslas in North Texas and now there are more than 1700. Thank you Mayor Jeff Williams, Council Members Kathryn Wilemon, Lana Wolff & Victoria Farrar-Myers and NCTCOG Transportation Department's Kenny Bergstrom for joining us as our guests. Thanks also to the numerous Arlington staff members who made it possible for us to pull this all together on short notice!

<https://www.youtube.com/watch?v=kRkhl39Giq0> – Tesla Owners Club of North Texas



Commuters joined DART, Bike DFW and North Central Texas Council of Governments in celebrating National Bike-to-Work Day this morning. Seven “energizer” stations were set up at select stations throughout the DART Service Area, as well as at the Addison Transit Center and Oakenwald Dallas Streetcar stop. Visitors enjoyed free bike tune-ups, treats, promotional items and tips on safety. Thanks to all the volunteers and partners (BikeDFW, Hubert's, Richardson Bike Mart, DORBA - Dallas Off-Road Bicycle Association, KIND Snacks, Performance Bicycle Bike Friendly Oak Cliff, VBikes, City of Dallas - City Hall, Farmers Branch, Texas, and NCTCOG Transportation Department) who helped make Bike to Work Day 2017 a success. – Dallas Area Rapid Transit (Official DART page)



Your tips are out of sync!!! What are you thinking when you wait for tip 21 "watch for children in school zones – Joni H ester

TRANSPORTATION PUBLIC MEETINGS

FY 2018 and FY 2019 Unified Planning Work Program (UPWP)
Draft Recommendations

The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization. Draft recommendations for the Fiscal Year 2018 and Fiscal Year 2019 UPWP will be presented for public review and comment.

Public Transportation Agency Programs of Projects

NCTCOG staff will present for review and comment proposed transit projects funded by the Federal Transit Administration (FTA) through the partial award of Fiscal Year (FY) 2017 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair and Bus and Bus Facilities. This comment period meets the federal requirement for public participation in programs of projects. Additionally, Dallas Area Rapid Transit (DART) and Denton County Transit Authority (DCTA) will host their own public meetings related to the proposed projects and can be contacted directly for more information.

The following agencies' programs of projects will be presented:

City of Arlington • City of Grand Prairie • City of McKinney • City of Mesquite • City/County Transportation • Community Transit Services (CTS) • Dallas Area Rapid Transit (DART) • Denton County Transportation Authority (DCTA) • North Central Texas Council of Governments (NCTCOG) • Fort Worth Transportation Authority (FWTA) • Northeast Transportation Service (NETS) • Public Transit Services (PTS) • Span, Inc. (formerly known as Special Programs for Aging Needs) • STAR Transit

Federal Certification Review of the Metropolitan Transportation Planning Process

The Federal Highway Administration and Federal Transit Administration are conducting a review of the metropolitan transportation planning process for the Dallas-Fort Worth area. A presentation and survey from the federal agencies are available to download at www.nctcog.org/input for the public to review and make comments to the federal agencies. If you would like to receive a copy of the presentation and survey by mail, please call 817-608-2365 to request a copy. There will not be a formal presentation of this topic at public meetings, but information will be highlighted and copies available.

Other Information to be Highlighted at the Meetings:

- Proposed Modifications to the List of Funded Projects
- AirCheckTexas Drive a Clean Machine Program
- 2017 Clean Air Action Day

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

TUESDAY, JUNE 13, 2017

6:00 PM

Meadows Conference Center
2900 Live Oak St.
Dallas, TX 75204

WEDNESDAY, JUNE 14, 2017

2:30 PM

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

TUESDAY, JUNE 20, 2017

6:00 PM

Hurst Public Library
901 Precinct Line Road
Hurst, TX 76053

For anyone wanting to ride transit to the June 14 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-served basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting at 817-608-2365 or cbaylor@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options June 14

Eastbound Train	2:10 pm
Westbound Train	2:20 pm

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



NCTCOGtrans



North Central Texas
Council of Governments

NCTCOG
North Central Texas Council of Governments

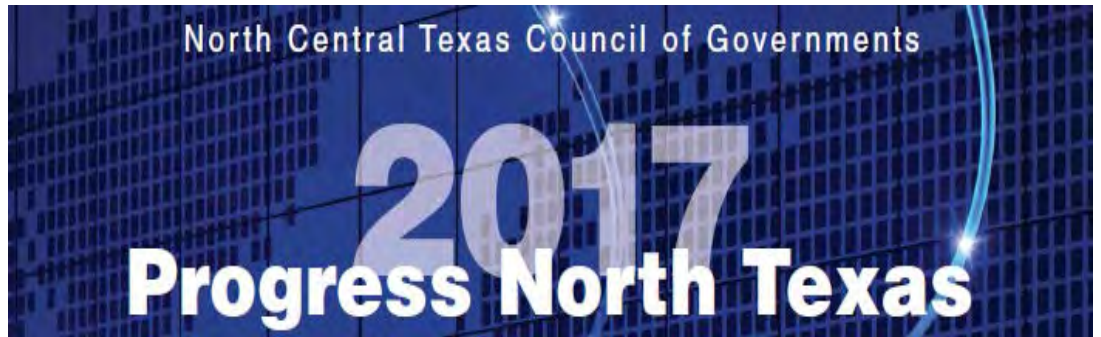
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transportation

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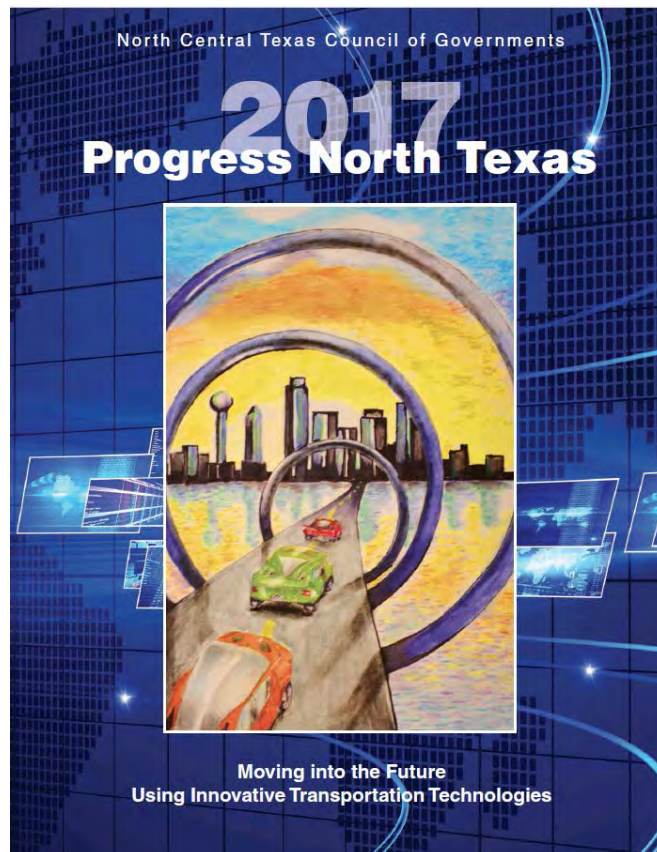
There are few things in transportation more exciting than automated vehicles, smart traffic signals and guaranteed travel speeds. This past year, the North Central Texas Council of Governments established a new program area to study automated vehicles and related topics. While there is tremendous momentum behind vehicle automation, there are many more examples of how we are using technology to reshape the future.

[Progress North Texas 2017: Moving into the Future Using Innovative Transportation Technologies](#) examines how technology is at work in transportation planning.

[Stay Informed](#)

[Submit a Comment or Question](#)

[Order Copies](#)



Progress North Texas Art

We asked Grand Prairie ISD students to help us illustrate the meaning of "Moving into the Future Using Innovative Transportation Technologies."

We received some exceptional entries. We would like to congratulate the winners and thank Grand Prairie ISD for helping us make this one of the most successful art contests yet.

The winner's artwork will appear on the cover on the cover of Progress North Texas 2017.

1ST PLACE

2ND / 3RD PLACE

HONORABLE MENTION

First Place, Bryce Charles, 7th Grade, Grand Prairie Fine Arts Academy



6/2/2017 05/11/2017 RH

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

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



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

May 30, 2017

The Honorable Adam Medrano
Councilmember
City of Dallas
1500 Marilla St, Room 5FN
Dallas, TX 75201

Dear Councilmember Medrano:

Thank you for your letter dated January 25, 2017, regarding the City of Dallas' request for the North Central Texas Council of Governments (NCTCOG) to perform a conceptual planning study of the Harry Hines corridor. NCTCOG staff is recommending the inclusion of this study into the upcoming FY2018 and FY2019 Unified Planning Work Program (UPWP). The UPWP lists all planning studies performed by NCTCOG on behalf of the region. In addition, funding for follow-up assistance with engineering and design concepts will be pursued as part of the Regional Transportation Council's (RTC) Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant (STBG) Funding Program. Staff proposes \$1 million to fund the study. The City will be responsible for the 20 percent local match (\$250,000). The RTC will be asked to approve the UPWP and the requested funding in the coming months. We will be able to begin work on the conceptual planning study this fall, however, we will be happy to begin initial coordination work with the City of Dallas this summer. NCTCOG staff will coordinate this effort with City staff member Tanya Brooks.

NCTCOG is pleased to work with the City of Dallas in investigating modern, context sensitive solutions in regionally critical corridors such as Harry Hines Boulevard. If you have any questions, feel free to contact Sandy Wesch at 817/695-9240.

Sincerely,

 A handwritten signature in black ink that reads "Michael Morris". The signature is fluid and cursive.

Michael Morris, P.E.
Director of Transportation

DL:al

cc: The Honorable Monica R. Alonzo, Mayor Pro Tem, City of Dallas RTC Representative
The Honorable Sandy Greyson, Councilmember, City of Dallas RTC Representative
The Honorable Lee M. Kleinman, Councilmember, City of Dallas RTC Representative
The Honorable B. Adam McGough, Councilmember, City of Dallas RTC Representative
The Honorable Erik Wilson, Deputy Mayor Pro Tem, City of Dallas RTC Representative
Mr. William Tsao, P.E., City of Dallas RTC Representative
Ms. Tanya Brooks, Assistant Director, Planning and Neighborhood Vitality-Mobility
Planning, City of Dallas



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

May 23, 2017

North Central Texas Senate Members
Texas Senate
PO Box 12068
Capitol Station
Austin, TX 78711

Dear Members of the Texas Senate:

The Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area, urges members of the Texas Senate to support House Bill (HB) 2321 by Representative Turner, and sponsored by Senator Watson, which adds flexibility to the Low Income Vehicle Repair, Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiatives Projects (LIP).

HB 2321 modernizes LIRAP/LIP by allowing for more flexibility, specifically by flexing up to 50 percent of the program's funds for transportation improvement purposes, instead of the current 10 percent limit. The bill also removes the current match requirement, so counties would not have to contribute matching funds to use LIP funds. These changes essentially end funding for almost half of the LIRAP portion of the program, in order to allow a greater number of residents to receive benefits. HB 2321 now needs Senate support in order for North Texas to receive additional transportation funding through LIP.

If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Jensen", with a long, sweeping underline.

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

RH:ch

cc: The Honorable Kirk Watson, State Senator, Texas Senate
The Honorable Chris Turner, State Representative, Texas House of Representatives
Michael Morris, P.E., Director of Transportation, NCTCOG



CITY OF NORTH RICHLAND HILLS

May 11, 2017

Mr. Dan Lamers
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76005-5888

Dear Mr. Lamers:

On behalf of the North Richland Hills City Council and Strategic Plan Committee, I want to sincerely thank you for your time and enlightening presentation at our April 13 Strategic Plan Committee meeting.

It was important the Committee know how long-range planning decisions made by the City of North Richland Hills should acknowledge and link to the regional vision for greater mobility.

It is also key that we acknowledge the regional population growth projections so we can begin discussing our community's plan for addressing it. Your presentation provided us with the broader context we needed as we begin this planning process. Thank you for opening this discussion!

With sincere gratitude,

Tim Welch
Mayor Pro Tem

cc: Michael Morris
Mayor Oscar Trevino

RECEIVED

MAY 23 2017



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)
May 19, 2017

Mr. W. Marc McDonald
Bourland, Wall & Wenzel, P.C
Attorneys and Counselors
301 Commerce Street, Suite 1500
Fort Worth, Texas 76102-4115

Dear Mr. McDonald:

This letter documents receipt of your letter of May 15, 2017.

In your correspondence you state, "You (i.e., meaning NCTCOG) have not considered all feasible alternatives to resolve the supposed emergency response time issue, nor have you considered a valid assessment of the positive effects of those alternatives. Once, again I am writing to oppose in the strongest terms the proposal to construct this bridge."

I am unaware of where you have received your information, but our office has not advocated or advanced or began a planning study of this project. I am comfortable being criticized for our ideas. I am less comfortable being criticized for a process that has not begun.

Under Title 23 USC 134, this idea will be sent to our planning team to begin a process of fact finding that includes the "do nothing" option. Maybe with greater understanding, and a new beginning, we can implement the federally required process that includes communication and consensus building in a more deliberate constructive format.

This issue has been sent to our transportation planning team for us to begin to understand even the basic concepts of what some parties may or may not be proposing. I encourage your participation in the planning process, we will ensure you and your constituents are involved in this process. If you would like additional information on our involvement to date, I suggest you talk to Councilmember Zim Zimmerman.

Sincerely,

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

Michael Morris, P.E.
Director of Transportation

MM:kad

cc: The Honorable Jerry Dittrich, Mayor, City of Benbrook
Mr. Andy Wayman, City Manager, City of Benbrook
The Honorable Betsy Price, Mayor, City of Fort Worth
The Honorable Zim Zimmerman, Councilmember, City of Fort Worth
Mr. David Cooke, City Manager, City of Fort Worth
Mr. Loyl Bussell, P.E., Acting District Engineer, TxDOT, Fort Worth District
Mr. Dan Lamers, P.E., Senior Program Manager, NCTCOG

KAMI K. BEATY
MICHAEL V. BOURLAND
BETHANY L. BROOKS
SEAN M. BUCKLEY
STEPHANIE M. DALEY
LEVI M. DILLON
DAVID P. DUNNING
GRAIGORY B. FANCHER
DAVID J. GOODMAN
BRYON R. HAMMER
SADIE HARRISON-FINCHER
PETER C. HOGUE



BOURLAND, WALL & WENZEL
P.C.
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MEGAN C. SANDERS
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DUSTIN G. WILLEY

EMAIL: rmcdonald@bwwlaw.com

Received
MAY 17 2017
★ LICENSED IN TEXAS, NEW YORK, AND WASHINGTON
NCTCOG
Administration Dept

May 15, 2017

North Central Texas Council of Governments
616 Six Flags Drive, #200
Arlington, Texas 76011

Re: Objection to Proposed Bridge from Interstate-20 Service Road onto Bellaire Drive South

To Whom It May Concern:

I am writing to voice my strong opposition to the proposed plans to construct a bridge from the Interstate-20 service road across the Clear Fork River onto Bellaire Drive South. While this bridge has been characterized as being restricted to only emergency vehicles, pedestrians, and bicyclists, it is clear from the available records that the real intention is to ultimately convert it to an all vehicle bridge without restriction.

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

A bridge in this area would cause significant negative impacts on our neighborhoods including:

- (1) Increased crime, traffic, noise, and air and water pollution;
- (2) Lower quality of life for the impacted neighborhoods;
- (3) Decreased property values in the impacted neighborhoods;
- (4) Diminished usage and diminished safety for users of the local parks in the impacted neighborhoods;
- (5) Adverse environmental impacts on the ecologically fragile Clear Fork of the Trinity River; and

RECEIVED

MAY 18 2017

TRANSPORTATION

- (6) Most importantly, diminished safety for walkers, bikers, children, and neighborhood drivers in the impacted neighborhoods.

The decrease in safety for the impacted areas is paramount. These streets are used by walkers, bikers, children, and others including during morning darkness hours and evening darkness hours. The likely dramatic increase in traffic if and when the proposed bridge is opened up for unrestricted use would present a dramatic decrease in the safety for all of those users.

You have not considered all feasible alternatives to resolve the supposed emergency response time issue, nor have you considered a valid assessment of the positive effects of those alternatives.

Once again, I am writing to oppose in the strongest terms the proposal to construct this bridge.

Sincerely,

BOURLAND, WALL & WENZEL, P.C.

A handwritten signature in black ink, appearing to read 'W. Marc McDonald', with a long horizontal flourish extending to the right.

W. Marc McDonald



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02 300 E. 8TH STREET, ROOM 826
FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701

In reply
Refer to: HPP-TX

May 16, 2017

Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney
Metropolitan Planning Organization (D/FW MPO)
Federal Certification Review, June 13-15

The Honorable Ron Jensen, Mayor Grand Prairie
Regional Transportation Council, Chair
P.O. Box 534045
Grand Prairie, TX 75053

Dear Mayor Jensen:

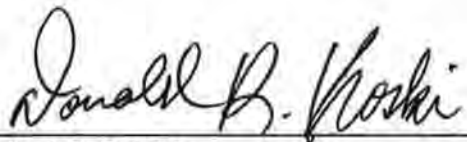
Our staffs have been working with representatives of the Texas Department of Transportation (TxDOT) and the Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney (D/FW), Metropolitan Planning Organization (MPO), on arrangements for a review of the metropolitan transportation planning process in the D/FW metropolitan area. This letter is to formally advise you that the D/FW Transportation Management Area (TMA - an urbanized area over 200,000 in population) will be reviewed for Certification as required by Title 23 United States Code, Section 134(K)(5). Certification is required for all TMAs, at least once every four years. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will conduct this joint certification review June 13-15 at the North Central Texas Council of Government offices.

A tentative list of topics for the on-site visit includes:

- | | |
|-------------------------------------|-------------------------------------|
| Agreements and Contracts | Environmental Mitigation |
| Unified Planning Work Programs | Consultation and Coordination |
| Metropolitan Transportation Plans | Management and Operations |
| Financial Planning | Transportation Safety Planning |
| Air Quality | Freight and Goods Movement |
| Transportation Improvement Programs | Environmental Justice, Title VI and |
| Public Outreach and Involvement | Limited English Proficiency |
| Travel Forecasting | Federal Agency Partnership |
| Visualization | |

If you should have any questions and/or comments concerning this review, please contact Barbara Maley at (214) 224.2175 and Barbara.Maley@dot.gov, FHWA Texas Division, or Ronisha Hodge at (817) 978.0576 and Ronisha.Hodge@dot.gov, FTA Region 6.

Sincerely,

for 
Robert C. Patrick
Regional Administrator
Federal Transit Administration, Region 6


Al Alonzi
Division Administrator
Federal Highway Administration, Texas

Cc (electronic):

FTA-6

Don Koski
Melissa Foreman

Ronisha Hodge
Lynn Hayes

FHWA-TX

Barbara Maley
Mike Leary
Mark Arrington
Steve Ratke
Georgi Jasenovc
Uj Patel

Anita Wilson
Jose Campos
Toni Whitfield
Kirk Fauver
Losa Wilson

FHWA-HEP

Jill Stark

EPA

Jeff Riley

TCEQ

Jamie Zech

TxDOT-DAL

Kelly Selman

Mo Bur

TxDOT-FTW

Loyl C. Bussell
Jamy Sawey

John Cordary

TxDOT-PAR

Paul Montgomery

Rick Mackey

TxDOT-PTN

Eric Gleason

Kelly Kirkland

TxDOT-TPP

Peggy Thurin

Nick Page

NCTCOG

Michael Morris

Vercie Pruitt-Jenkins

Dallas Area Rapid Transit

Steve Salin

Denton County Transportation Authority

Kristina Brevard

The Fort Worth Transit Authority

Curvie Hawkins

North Texas Tollway Authority

Gerry Carrigan

Lori Shelton



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

TO: Honorable Mayors and County Judges
County Commissioners
City Managers and County Administrators
Transportation Agency Officials
Transit Operators

DATE: May 16, 2017

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: 2017-2018 CMAQ/STBG Funding Program

The Regional Transportation Council (RTC) is selecting federal transportation projects in the Dallas-Fort Worth region in 2017 and 2018. Through this federal funding opportunity, the RTC will identify projects to fund with FY 2017-2020 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds.

Projects will be selected via several funding programs that are explained in further detail in the attached presentation. The projects will be categorized into approximately 11 programs based on similar goals. After coordination with partnering agencies, each program will go before the public for review and comment, and to the Surface Transportation Technical Committee (STTC) and RTC for consideration. Project selection is proposed to occur in stages throughout 2017 and possibly into early 2018.

Please email Adam Beckom (abeckom@nctcog.org) or Christie Gotti (cgotti@nctcog.org) if you have any questions about the program.


Michael Morris, P.E.

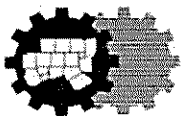
HH:tw
Enclosure

cc: Regional Transportation Council Representatives
Surface Transportation Technical Committee Representatives

PROPOSED CMAQ/STBG FUNDING PROGRAM

Regional Transportation Council

April 13, 2017



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- During the 10-year planning effort, which received RTC approval in December 2016, projects were programmed using Category 2 (Metropolitan Corridor), Category 4 (Statewide Connectivity Corridor), and Category 12 (Strategic Priority) funds.
- Category 5 - Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Category 7 - Surface Transportation Block Grant Program (STBG) funds were not programmed through this effort and instead were used as a potential back-stop for the 10-year plan.
- Now that approval of the 10-year planning effort is complete for the first year, it is time to program the CMAQ and STBG funds.

ANTICIPATED AVAILABLE FUNDS

\$ In Millions

	FY 2017 ^{1,2}	FY 2018 ²	FY 2019	FY 2020	Total
CMAQ	30-80	45	75	65	215-265
STBG	0	25	65	40	130
Total	30-80	70	140	105	345-395

¹ Carryover amount from FY 2016 to FY 2017 to be finalized and will affect available funds.

² Funds for existing partnerships such as the DART/RTC TRIP Partnership & Hemphill/Lamar Partnership are included in these numbers.

PROPOSED PROJECT SELECTION PROCESS

- Staff is proposing a process to select projects via several funding programs.
- The projects will be categorized into approximately 11 programs based on similar goals.
- After coordination with partnering agencies, each program will go before the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) for action.
- Project selection is proposed to occur in stages throughout 2017 and possibly into early 2018.

PROJECT FUNDING PROGRAMS

- The Programs include:
 - Federal/Local Funding Exchanges
 - Automated Vehicle Program
 - Strategic Partnerships
 - Planning and Other Studies
 - 10 Year Plan/Proposition 1 Adjustments
 - Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
 - Transit Program
 - Assessment Policy Program(s)/Project(s)
 - Local Bond Program Partnerships
 - Safety, Innovative Construction, and Emergency Projects
 - Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

FEDERAL/LOCAL FUNDING EXCHANGES

DRAFT

Description/ Purpose	To increase regional revenues through the exchange of federal funds and local funding. This effort establishes phase 3 of the RTC/Local program.
Current Requests	<ul style="list-style-type: none">• DART TRIP Program (Done)• Glade Road/DFW Airport• TRE Local Swap• Kaufman County/City of Terrell
Next Steps	DART TRIP Partnership approval received by RTC in March 2017; Need to execute agreement between DART and NCTCOG/RTC. Finalize details on other partnerships & bring back to committees for action.

AUTOMATED VEHICLE PROGRAM

Description/ Purpose	To advance automated vehicle testing, infrastructure, and deployment in the region.
Current Requests	<ul style="list-style-type: none">• Texas Automated Vehicle Proving Ground (Arlington, IH 30 Corridor)• Automated Vehicle Data Infrastructure<ul style="list-style-type: none">• 511DFW Enhancement (Data Portal)• Traffic Signal Data Sharing• Multi-purpose “Mover” Prototyping
Next Steps	STTC Action - March 2017 RTC Action - April 2017 Add to TIP/STIP - May 2017

STRATEGIC PARTNERSHIPS

Description/ Purpose	Coordinate and develop partnerships with local agencies to help fund high-priority projects, leverage non-RTC funds, and advance project development.
Current Requests	<ul style="list-style-type: none">• Collin County LIP/LIRAP Partnership (\$3.6M)• Southern Dallas County Partnership• Hemphill/Lamar Funding Partnership
Next Steps	Anticipated action in Spring 2017. Action on Collin County LIP/LIRAP occurred October 2016.

PLANNING AND OTHER STUDIES

Description/ Purpose	Provide funding for planning and feasibility studies to examine future project scenarios.
Current Requests	<ul style="list-style-type: none">• Medical District/Harry Hines Study (Dallas)• Conflans Road Study (Irving)• M-Line Extension to Knox Street Study (Dallas)
Next Steps	Coordinate approval with the UPWP action in July 2017.

10 YEAR PLAN/PROPOSITION 1 ADJUSTMENTS

Description/ Purpose	Will be used to fund any overruns on Proposition 1 projects not already handled through the 10 Year Plan effort.
Current Requests	<ul style="list-style-type: none">• To be determined.
Next Steps	Discuss/finalize details with the TxDOT Districts.

SUSTAINABLE DEVELOPMENT DRAFT

PHASE 4: TURNBACK PROGRAM, CONTEXT SENSITIVE, TOD PROJECTS

Description/ Purpose	<p>To support sustainable development initiatives by providing funds for Turnback Partnerships, Context Sensitive Design, and TOD projects.</p>
Current Requests	<ul style="list-style-type: none"> • Downtown Weatherford Turnback • Harwood Road in Bedford • Lewisville Turnback (Mill St/FM 1171) • Main Street in Crowley • SH 356 Couplet Turnback in Irving • Park Lane/Vickery Meadow in Dallas
Next Steps	<p>Coordinate with partnering agencies and TxDOT. Anticipate action in Summer or Fall 2017.</p>

TRANSIT PROGRAM

Description/ Purpose	To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.
Current Requests	<ul style="list-style-type: none">• High-Intensity Bus Transit in the IH 30 Corridor• Cotton Belt Corridor• Carpenter Ranch Station- Irving
Next Steps	Anticipated for action in Summer or Fall 2017.

ASSESSMENT POLICY PROGRAM(S)/PROJECT(S)

Description/ Purpose	Implementation of a policy to assess the increased value of transportation improvements to adjacent property, so as development occurs along the project area the RTC is repaid for improvements funded along the corridor.
Current Requests	<ul style="list-style-type: none">• City of Haslet Assessment Policy (Avondale- Haslet)• City of Anna (Ferguson Parkway)
Next Steps	Discuss/finalize details with Cities. Bring programs for STTC/RTC Action- (Anticipated Fall 2017)

LOCAL BOND PROGRAM PARTNERSHIPS

Description/ Purpose	To leverage bond funds for projects of strategic importance to local governments and the region.
Current Requests	<ul style="list-style-type: none">• City of Dallas Bond Program (pending bond election decision by City Council)• Parker County Bond Program• Others?
Next Steps	Finalize projects with Parker County and City of Dallas. Possible Action in late 2017/early 2018.

SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Description/ Purpose	To support operations, safety, innovative construction, and emergency improvements.
Current Requests	<ul style="list-style-type: none">• Wycliffe Avenue Flooding Project• Shady Shores Bridges
Next Steps	To be determined. Staff will continue coordination efforts with partnering agencies.

M&O, NCTCOG-Implemented, and Regional/Air Quality Programs

Description/ Purpose	To consider extending existing and funding new regional air quality and management/operations programs.
Current Requests	<ul style="list-style-type: none">• Congestion Management Operations• SH 161 tow truck staging (May 2017 TIP Action pending)• Regional Emissions Reduction Program
Next Steps	To be determined. Staff will continue coordination efforts with partnering agencies.

FEEDBACK ON FUNDING PROGRAMS

- Through this effort, projects will be selected from the Metropolitan Transportation Plan and program-related emphasis areas.
- Selection will occur in stages via the individual programs.
- Staff is requesting Council feedback on:
 - the funding programs, and
 - projects to be considered in individual programs.

QUESTIONS?

Adam Beckom, AICP

Principal Transportation
Planner

817-608-2344

abeckom@nctcog.org

Christie J. Gotti

Senior Program Manager

817-608-2338

cgotti@nctcog.org

Heather Haney

Transportation Planner II

817-695-9266

ghaney@nctcog.org



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

May 11, 2017

North Central Texas Legislative Delegation
P.O. Box 12068, Capitol Station
Austin, TX 78711

Dear Members of the Texas Senate:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your leadership on transportation issues in the Texas Legislature.

The RTC requests that you consider amending Senate Bill 312, relating to the continuation and functions of the Texas Department of Transportation (TxDOT), by adding a contingency provision to allow TxDOT the ability to participate in federal initiatives to promote the general welfare through transportation or programs that occur in the Interim Session of the 85th Texas Legislature. As the region continues to grow, the DFW area cannot afford to miss any potential funding opportunities that would improve the region's transportation system. We urge you to allow us the tools necessary to make sure North Texas does not get overlooked on any Federal transportation initiatives.

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

Sincerely,

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

RH:ch

cc: The Honorable Robert Nichols, State Senator, Texas Senate
The Honorable Larry Phillips, State Representative, Texas House of Representatives
The Honorable Geanie Morrison, State Representative, Texas House of Representatives
Michael Morris, P.E., Director of Transportation, NCTCOG



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

May 9, 2017

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

Dear Chair Pickett:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, the RTC would like to thank you for the Committee Substitute of House Bill 2568, which proposes a review of the Texas Motor Vehicle Emissions Inspection and Maintenance (I/M) program. We offer our assistance to the Texas Commission on Environmental Quality in the study of the I/M program to optimize the Transportation Conformity and State Implementation Plan process, as well as balance the needs of the user community.

Thank you for your continued leadership on transportation and air quality issues in the Texas Legislature. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

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

RH:ch

cc: The Honorable Ron Simmons, State Representative, State of Texas
Richard A. Hyde, P.E., Executive Director, Texas Commission on Environmental Quality
Michael Morris, P.E., Director of Transportation, NCTCOG

DCTA partners with NCTCOG to host Bike Everywhere Challenge

- Staff report
- 15 hrs ago

The Denton County Transportation Authority (DCTA) is partnering with the North Central Texas Council of Governments (NCTCOG) to host the 2017 Bike Everywhere Challenge to encourage people to ride their bike instead of driving their car during the month of May which is National Bike Month.

This free challenge is open to all Denton County residents to enjoy the benefits of biking while also getting a chance to win cool prizes.

The challenge starts May 1 and ends May 31. Each participant must create a free account on tryparkingit.com join DCTA's Bike Everywhere Challenge and log their bike trips to be eligible to win the challenge prizes.

The three participants with the most bike trips logged at the end of the challenge will win the following top prizes provided by DCTA's three member cities – Denton, Lewisville and Highland Village – who have sponsored the challenge:

- 1st Place – \$150 gift card to Cadence Cyclery and sponsorship swag
- 2nd Place – \$75 gift card from Denton Bicycle Center and sponsorship swag
- 3rd Place – Two VIP tickets to the 2017 Lewisville Western Days Festival (\$500 value) and sponsorship swag

“We’re excited to partner with NCTCOG and our three member cities to host the Bike Everywhere Challenge this May to celebrate National Bike Month,” said Jim Cline, DCTA President. “Our goals for this challenge is to encourage all Denton County residents to ride their bike as alternative transportation to help increase their physical activity and reduce their carbon footprint.”

All participants must log their bike trips by June 5, to be counted toward the challenge. Participants who don't win the top three prizes will still be eligible to win prizes for NCTCOG's Try Parking It rewards program.

DCTA customers can ride their bikes to A-train rail stations and take advantage of bike racks on buses and the A-train. Bicycles are allowed on the A-train and most DCTA buses.

For more information about DCTA's Bike Everywhere Challenge and to sign up, visit BikeDCTA.net.

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Drones will bring "profound change" to architecture and cities, says Mark Dytham

[4 May 2017](#) [5 comments](#)

[Drones](#) will transform the way buildings are designed, the way they look and the way they are used, according to architect [Mark Dytham](#).

Dytham, co-founder of Tokyo-based studio [Klein Dytham Architecture](#), said that unmanned aerial vehicles (UAVs) would soon replace road transport for deliveries, meaning buildings would start "sprouting branches" for them to land on.

Further ahead, people-carrying drones would lead to a complete rethink of the way buildings work, since occupants and visitors would no longer need to enter at ground level and could instead fly directly to any floor.

This will begin to alter people's spatial perceptions, as they get used to seeing the world from the air rather than just from the ground.

"In the future you'll experience architecture from drones," he said. "They will change the way architecture is perceived. We'll all see buildings from above. We'll cease to be ground-dwelling creatures; we'll see things in a vertical dimension."

Dytham already uses a quadcopter to survey sites, inspect construction quality and photograph completed buildings. But he said the next few years would bring more dramatic changes, as battery technology improves and UAVs become able to carry heavier loads.

UAVs will start to become a key mode of transport in urban areas, he predicted, which would further change the form of buildings.

"You'll be able to land on a balcony," he said. "You'll be able to land on a roof and other perches. Architecture will start sprouting branches for you to land on."

[Since the first experimental drone delivery company launched in 2013, interest in using autonomous flying machines to dispatch goods has rocketed](#)

Delivery companies were already making plans to deliver goods via drones, he said, which would save time and reduce road congestion. "One of the biggest problems in cities right now is all these vans delivering things to buildings," he said. "In future, deliveries will be landed on the roof by a drone. It's a profound change."

Since [the first experimental drone delivery company launched in 2013](#), interest in using autonomous flying machines to dispatch goods has rocketed. [Amazon is investing heavily in](#)

[drones](#) and last December made its first commercial delivery, using a UAV to deliver a bag of popcorn to a home in Cambridgeshire, England.

Transport will move from roads to skies

This would change the fabric of cities, Dytham said. "Warehouses that are outside the city will get smaller and come closer to the city to be within range of battery-powered drones. Cities won't have to repair their bridges and roads. We're going to be flying 50 or 60 kilometres in 20 minutes in drone taxis."

Dytham bought his first drone two years ago and immediately began using it on projects, for example to explore sites and photograph completed buildings. He recently upgraded to a [Mavic Pro](#), a folding quadcopter that boasts a 4k camera and which can be controlled by a smartphone.

[Dytham uses a Mavic Pro, a folding quadcopter that boasts a 4k camera and which can be controlled by a smartphone](#)

"It gives a different spatial awareness of the site," he said. "Recently we were working in the countryside and we needed to survey the trees. Getting a tree survey is very expensive but we can do that very easily with a drone. We flew the drone at a height of 100 metres, and assembled the photos in Photoshop. We surveyed the site in a morning, we printed the photos out and calculated the canopy sizes of the trees."

Dytham uses the Mavic Pro to photograph his firm's buildings from both the outside and the inside, using its "tripod" mode to capture still shots as well as movie footage as the drone moves around.

As drone photography becomes more widespread, architects will start to consider how their buildings look from the air, he predicted.

Buildings will have to look good from the air

"You've got to be careful what your roofscape looks like now," he said. "You can't just dump all the plant on the roof any more. You've got to be really careful where you put things."

Another benefit of drones is their ability to fly close to buildings and spot problems, said Dytham, who recently used his Mavic Pro to identify the cause of a leak on the roof of his sister's house.

"For building maintenance, to fly round a building and look at what's wrong, the potential is phenomenal," he said.

[Earlier this month German company Lilium successfully tested a two-seater electric jet aeroplane designed to compete with taxis in cities](#)

But the longer-term impact of the technology is more profound, he believes. "When I got my first drone I instantly realised this is how we're going to travel in future," he said. "In five years time we're going to get into a vehicle with propellers on it and travel around."

His comments chime with comments made last year by transport designer Paul Priestman, who [told Dezeen that electric-powered, single-person flying vehicles would be commonplace in future](#).

"We've got these electric drones flying around everywhere," he said, adding that passenger-carrying [electric aircraft](#) were just scaled-up versions of drones. "I think that's going to get really interesting," he added. "It could be the beginning of personalised transportation."

Earlier this month German company Lilium [successfully tested a two-seater electric jet aeroplane](#) designed to compete with taxis in cities.

Mark Dytham runs [Klein Dytham Architecture](#) with co-founder Astrid Klein. Recent projects include [a domed community hall in Soma](#) for people affected by the 2011 Tōhoku earthquake and Tsunami, and [a public convenience with a digital facade that was named Japanese Toilet of the Year](#).

A subway in downtown Dallas? Here are three proposed routes

Filed under [Transportation](#) at 2 days ago

Written by

[Julie Fancher, Staff Writer](#)

After years of back and forth on plans for a new rail line downtown, Dallas Area Rapid Transit is shopping three possible routes for a [billion-dollar subway](#) to City Council members.

DART officials will update the council's transportation committee on the routes Monday. The meeting could jump-start a project that has at times been a sticking point between DART and city leaders who question whether the [priority should be beefing up transportation options in the urban core](#) or [expanding them in the suburbs](#).

The DART board split the baby in October [by voting to fund both](#) the downtown subway and the estimated \$1.1 billion Cotton Belt Corridor commuter line that will connect Plano to DFW International Airport.

D2 subway supporters listen during public comment before the board of the Dallas Area Rapid Transit before they voted on a rail corridor plan on Tuesday, October 25, 2016 at DART headquarters in Dallas. The board voted to finance both the Cotton Belt and D2 subway. (Ashley Landis/Staff Photographer)

DART hopes [federal funds will pay for about half of the evolving price tag](#) for the subway, about \$650 million. The rest would come from sales taxes.

All four DART train lines — Orange, Green, Blue and Red — now run on the same track through downtown. DART wants to reroute the Orange and Green lines on the subway to increase capacity.

Having only one line limits how often trains can run across the entire network. And whenever there's a problem downtown, like a car wreck blocking the track, a shooting, electrical outage or nearby fire, delays can affect passengers all over the system.

The Dallas council must sign off on the path of any light-rail route.

It is an improvement just to get trains through downtown without having the congestion we have," said council member Lee Kleinman, chairman of the transportation committee.

[DART has long hoped to build a second downtown route.](#) The council supports the project, but it has been slowed by the last economic downturn and because earlier routes have been rejected.

Some of the earlier routes would have run through historical sites such as Dealey Plaza, would have caused enormous construction headaches in the core of downtown, or were discarded because soil testing showed that building a subway in some areas would be prohibitively expensive.

So last year, [the Dallas City Council asked DART to bury the line.](#)

“The main thing to try to narrow down is alignments that provide the least amount of disruption for the property owners in the core of downtown,” said Kleinman.

DART went back to the drawing board and now has three potential routes. The agency hopes the project can be on track to be completed before 2024.

The existing line will split near the Victory Avenue station and a new station would be adjacent to the Perot Museum of Nature and Science. From there, the route would stay above ground, running under Woodall Rodgers Freeway before going underground near Field Street.

Then the route could go on one of three paths. One would be beneath Pacific Avenue along the existing line, with a new subway station connecting it to the existing Akard Station. From there, the line would travel up to Swiss Avenue, passing the existing East End Transfer station.

The Pacific Avenue route would allow for easy transfers because of its proximity to the Akard Station, and construction would not be extremely disruptive. But of the three proposed routes, this \$938 million line would offer the least new coverage for riders.

“It’s that balance we are trying to figure out between making it easy for the existing ridership that we have to transfer and move, and also we want to open up the system to more riders to give more exposure to folks,” said Steve Salin, DART’s vice president of rail planning. “If you are on the same path, you aren’t going to do that as well.”

The second option would put the line one block farther south, running under Elm Street at an estimated cost of \$1.29 billion. Riders transferring between lines would have to walk a few blocks from a new subway stop to Akard Station or the West End station. But this route would allow for a slightly increased coverage area and make all the stations less crowded.

“This station at Pacific could be really, really busy with all four lines transferring at one point. This kind of spreads that out a little bit,” said Chad Edwards, DART’s assistant vice president of capital planning.

The third option, at an estimated cost of \$1.26 billion, would put the line farther south, running under Commerce Street. The line would pick up more coverage, but it would make it more difficult for riders to transfer between lines.

Competing interests

One concern is that the proposed subway routes wouldn't expand coverage much.

The Dallas streetcar is seen through a maze of construction at the Bishop Arts stop, photographed on Thursday, April 13, 2017. (Louis DeLuca/The Dallas Morning News)
(Louis DeLuca/Staff Photographer)

But extensions to the Dallas Streetcar — owned by the city but operated by DART — will eventually connect Uptown all the way to the Bishop Arts District, with a possible line running through south downtown and near City Hall.

Kleinman said that's [a key issue for the council](#).

“We definitely want to ... enable some vibrancy and activity in the southern part of downtown, in that government sector and really that part of downtown that goes from the convention center to the government corridor to the [Dallas] Farmers Market, so that is a place where we want to enable more transit-type activity,” he said. “If we can do that with the streetcar, then we serve the purpose.”

East of downtown, the new subway would rise up to street level on Swiss Avenue [as it approaches Deep Ellum](#). Property would have to be acquired and construction could be disruptive.

“DART wants the Swiss Avenue route to happen and we've pushed back really hard to say, ‘Are you sure this is the best option for the whole neighborhood and the whole city?’ No matter where it goes, it's going to affect something,” said Jessica Burnham, executive director of the Deep Ellum Foundation.

Burnham said she's not as concerned about a proposal to move the Deep Ellum station west of I-345 or closer to the freeway on the east side, since the nearby Baylor Station already serves the core of Deep Ellum. But she said she hopes DART would improve pedestrian access at the Baylor Station, something the agency says it is willing to do.

Burnham said it is important that DART also improve the whole system. “We still need buses to get to the station and we need the streetcar,” Burnham said. “There's a lot of opportunity for growth.”

Interstate 345 divides Deep Ellum (right) and downtown Dallas (left) as the Chase Tower looms in the background on June 17, 2016 in Dallas, Texas. (Ting Shen/The Dallas Morning News)
(Ting Shen/Staff Photographer)

She said she hopes DART will continue to be transparent with the affected neighborhoods.

Another complication is ongoing pressure on the Texas Department of Transportation to [eliminate or bury I-345](#) — that short segment of raised freeway that cuts off Deep Ellum from downtown. There's [been talk of moving the freeway to street level](#), simplifying the overhead structure by removing entrance and exit ramps, or putting the highway below ground level to reconnect parts of the city.

TxDOT says the subway plans wouldn't [affect I-345's future](#).

After Monday's council presentation, DART staff is expected to present its recommended alignment to the DART board in late May. The full City Council is expected to vote by the end of the summer so DART can submit plans to the Federal Transit Authority by a Sept. 1 deadline.

Plano readies roads for first wave of Toyota employees, and the traffic that comes with them

Filed under [Toyota](#) at 3 hrs ago
[Julie Fancher, Staff Writer](#)

The Dallas Morning News

Editor's note: Starting May 15, Toyota begins moving about 250 employees a week into its new corporate campus in Plano. Throughout this week, The Dallas Morning News examines the impact of the highly-anticipated move on Plano, traffic, housing and charitable giving.

On a recent weekday morning, the area around Plano's \$3 billion Legacy West development was swarming with construction workers finishing out future restaurants, apartments and sprawling headquarters for several major corporations.

But it was easy going on the streets. Traffic isn't too bad -- yet.

The opening of Toyota's North American headquarters here next week brings the first major wave of employees who will be testing the city's plans to accommodate thousands, and eventually tens of thousands of people all driving, walking and using buses to get to work.

Plano officials say there's no reason to panic. They've been tinkering and tweaking to prepare. The reality, though, is there will be growing pains.

"We've done a lot of advanced planning over the years for that particular area, so we have the network, we have the roads, we have the strategies, we have the future timing plans," said Lloyd Neal, the city's transportation engineering manager. "There are a lot of unknowns still, but we are planning for it."

The city has been working to ease congestion around the mixed-use development that will be home to companies like Toyota's North American headquarters, Liberty Mutual and JPMorgan Chase.

Toyota alone will bring in more than 4,000 employees by year's end. Altogether, major companies are expected to employ more than 15,000 people in the area. And 6,000 to 8,000 are expected to live in the area by the time it is fully built out in about 10 years.

Traffic delays

Existing intersection delay times and projected 2025 delay times with current funded improvements:

Late last year, the city wrapped up [a yearlong traffic study](#). Recommendations included improving intersections and widening roadways.

Long-term ideas include large-scale infrastructure projects. The city hopes to study several interchanges for future construction, like State Highway 121 at Legacy, adding an additional eastbound right turn lane at State Highway 121 and southbound Dallas North Tollway and widening Legacy Drive to six lanes north of State Highway 121, though that project is already part of the city of Frisco's master plan. But those would not happen within the next decade.

But even all of that will only do so much.

"Demand will increase to a point where infrastructure improvements alone will not be able to provide capacity needed for efficient operation," the study said.

A survey of workers already in the Legacy area shows, unsurprisingly, that the long-term trend is for people to make numerous trips in their cars. The city hopes they can encourage people to do something different.

"The idea is for them to park once. That is really the thrust of all of this is -- to park once. So if you are an employee of Toyota, you park in your parking lot and for lunch you can get on a shuttle," said Peter Braster, the city's special projects director. "The idea is to eliminate the most trips we can."

The city is turning to the businesses to work together to encourage employees to pursue alternate transit options like shuttles, buses, ride-sharing and carpooling. Various stakeholders are working together to establish a Transportation Management Association.

The North Central Texas Council of Governments has funding mechanisms in place to help start-up the non-profit private group, which would be kind of like a homeowners' association, except here businesses and governments could have a "collective voice to solve transportation concerns," the study said.

Braster said the city expects to hear if it is awarded a two-year grant from NCTCOG in August. Plano is also working with Dallas Area Rapid Transit on possible traffic solutions, especially for lunch time hours.

"We are working with DART with the idea of a backbone shuttle system through Legacy," said Braster.

Getting the timing right

In the short-term, the city is retiming traffic signals across all of Plano to improve coordination and cut down on stoplight delays. Work in the Legacy West area was finished in March.

“We are in the tuning stages of that work,” said Matt Tilke, the city’s senior traffic engineer.

“When we do a retiming project, typically we would count vehicles and then develop the timings based on the actual demand,” he said. “Legacy is a challenge because the vehicles aren’t there yet. So for right now ... there may be some timing quirks.”

Turn-lane improvements are also being made, which for now adds to the construction tangles in the area, Tilke said. Some major roadways are temporarily closed, and that’s not helping.

“We will reach a balance point,” Tilke said. “One of our major problems right now is that Headquarters Drive is closed between Communications Parkway and Dallas North Tollway.”

Headquarters Drive is likely to remain closed until the end of the year when construction at Liberty Mutual is complete. The Tennyson Parkway bridge over the Dallas North Tollway is in the process of being demolished and replaced by the North Texas Tollway Authority, which is also causing congestion, as is the construction of an additional fourth lane in each direction on the tollway.

“Legacy Drive is completely over capacity” as the closures temporarily shift traffic to that road, Tilke said.

[DART has also created new bus routes](#), linking Legacy West to the Parker Road rail station in downtown Plano and consolidated existing routes to circulate within Legacy West.

Plano officials say it is too early to determine how successful the routes will be.

“One of the things we don’t know with traffic is that we can project the number of cars based on employees, but we really don’t know where they are going to live yet,” Braster said. “Traffic, while it evens itself out like water, is directional. We know where they are going, we don’t know where they are coming from.”

In 2015, when 350 employees at Toyota first moved to North Texas, many relocated to McKinney, Little Elm, North Dallas, Frisco, Plano and other cities to the north. But the North Texas housing market is booming in part because new residents are looking for housing in many places.

Toyota officials said they aren’t ready to discuss specifics about how they are working with the city to address traffic and congestion concerns.

“While we’ve done due diligence in the planning and construction process to try to alleviate as much congestion as possible, we also offer a variety of flexible work arrangements including flexible start and end times,” Toyota officials said in a written statement.

The increased traffic, and pains taken to absorb it, means one certain thing to city officials.

“These are all indications that Plano is a city in its own right,” Braster said. "It's no longer a suburb."

High-Speed Rail Could Be Coming to Fort Worth

By [Kevin Cokely](#)

Fort Worth City Council members Tuesday night approved plans to take part in a project that could lead to high-speed rail in Cowtown.

The project, called the DFW Core Express, is a local government corporation that would own and operate the high speed rail line.

With a stop in Arlington along the way, supporters say the trip from Fort Worth to Dallas would take just 15 minutes.

"We've got a lot of hurdles," said Michael Morris, director of transportation for the North Central Texas Council of Governments, which predicts construction of the \$5 billion rail line could start in four years.

"We got to get environmentally cleared, we've got to have this organizational structure to exist to receive the funds in case TxDOT doesn't," Morris said. "We're three or four years away, but we have lots of hurdles in those three or four years for this to be a reality."

"We're never going to be able to support enough concrete to accommodate all our traffic," Mayor Betsy Price told council members. "This could be a major piece and a solution for us for transit in the future."

Price and other supporters hope the high-speed rail line could connect with the one proposed to run between Dallas and Houston.

The Fort Worth City Council will hear more details next month, including two possible locations for the rail station, and three possible routes for the rail line itself.

Source: [High-Speed Rail Could Be Coming to Fort Worth | NBC 5 Dallas-Fort Worth](http://www.nbcdfw.com/news/local/High-Speed-Rail-Could-Be-Coming-to-Fort-Worth-421829283.html#ixzz4ggcdDk37)
<http://www.nbcdfw.com/news/local/High-Speed-Rail-Could-Be-Coming-to-Fort-Worth-421829283.html#ixzz4ggcdDk37>

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Dallas City Council votes to remove DART board member

Filed under [Transportation](#) at 16 hrs ago

Written by

[Julie Fancher, Staff Writer](#)

The Dallas City Council voted 10-5 to [remove Dallas Area Rapid Transit board member Richard Carrizales](#) on Wednesday in the middle of his two-year term.

Carrizales' removal is effective immediately. He was vice chair of the board, representing the city of Dallas.

Before taking the vote Wednesday, Sandy Greyson, a member of the city's transportation committee, said that the vote was about creating a stronger representation on the board, not because of Carrizales' [vote in October with the majority of the DART board](#) to fund the Cotton Belt rail line, which will travel from Plano to Dallas-Fort Worth International Airport, [as well as a downtown Dallas subway](#).

Just before the October vote, the Dallas City Council [unanimously passed a resolution](#) telling the transit agency [to prioritize the subway over the \\$1.1 billion Cotton Belt rail line](#).

“This vote today is about taking the opportunity to provide strong new leadership on our Dallas delegation to the DART board,” she said. She said at the meeting that the vote was not, as City Council member Lee Kleinman told *The News* on Tuesday, “a mean-spirited, vengeful reaction to last October's vote.”

But Greyson did say the vote was a reaction to what she had seen last fall.

“I went to a number of DART board and committee meetings in September and October. What I saw were Dallas board members who just sat there meeting after meeting, rarely ever asking a question or making a comment or offering a thought,” she said. “We currently have several able board members, but we need more.”

Dallas appoints seven of the DART board members and shares another seat with Cockrell Hill. Six of the city's current board members are up for reappointment to new two-year terms in the coming weeks.

Greyson said Tuesday that it made sense to the board to evaluate as many of DART's Dallas seats as possible, since six of the seats are up for reappointment. One Dallas board member, Sue Bauman, is not up for reappointment until 2018. Bauman was one of three DART board

members who opposed the 20-year financial plan approved in October, which funded both the proposed [billion-dollar downtown subway and the Cotton Belt](#).

A DART Rail Green Line train departs from Akard Station in downtown Dallas.
(Andy Jacobsohn/Staff Photographer)

On Wednesday, council members Adam McGough, Adam Medrano, Carolyn King Arnold, Jennifer Staubach Gates, Mark Clayton, Philip Kingston, Rickey Callahan, Greyson, Scott Griggs, and Tiffinni Young voted to remove Carrizales. Mayor Mike Rawlings and council members Casey Thomas, Erik Wilson, Kleinman and Monica Alonzo opposed the motion.

Carrizales was appointed in 2010. He could not be reached for comment Wednesday, but on Tuesday said he was disappointed by the council's decision and felt he was being punished for voting for the Cotton Belt.

Scott Goldstein, a spokesman for the mayor, said that Carrizales' seat will remain vacant until council members fill seven DART board seats now up for reappointment. The council is expected to vote to fill the seats on June 14.

Carrizales' removal raises questions about the fate of certain projects, including the Cotton Belt. Dallas council members, including Griggs and Kingston, have [made it no secret that they despise the suburban rail project](#).

Morgan Lyons, spokesman for DART, said reversing a vote already taken, as in the Cotton Belt line's case, would require a change to the agency's financial plan. That, he said, would require 10 votes, or two-thirds of the board, instead of a simple majority.

The vote cast last October was a financial plan vote.

McGough thanked Carrizales for his time on the DART board Wednesday but said he agreed with his fellow council members that it was time for a change so that the board can focus on improving other forms of transportation beyond rail.

“Other transportation is crucial to this city, and we need to focus on high-frequency bus system that gets people who need to get there where they are going and I just don't believe this board has done so up to this point,” he said.

Several DART board members, including those who also represent the city of Dallas, either declined to comment or could not be reached to comment on Carrizales' removal.

Judge approves emissions-cheating settlement for 3-liter diesel VWs

The Associated Press

SAN FRANCISCO

A federal judge in San Francisco on Thursday approved a \$1.2 billion settlement with owners of 88,500 Volkswagens with 3-liter diesel engines rigged to cheat on emissions tests.

U.S. District Judge Charles Breyer in a hearing gave final approval to the deal that ends most of the litigation over VW's cheating scandal, which became public in 2015.

Owners of 3-liter models from 2009-12 that can't be fixed to meet pollution standards will be offered buybacks. They also will get compensation ranging from \$7,755 to \$13,880.

Those who own newer cars will get compensation of \$7,039 to \$16,114. If VW can't fix the newer cars, then the owners' attorneys can return to court to seek buybacks. That could push the value of the settlement to \$4 billion.

VW previously agreed to spend up to \$10 billion compensating owners of roughly 475,000 Volkswagens and Audi vehicles with 2-liter diesel engines — the bulk of the vehicles caught up in Volkswagen's emissions cheating scandal.

"These agreements accomplish our goal of making the consumers harmed by Volkswagen's emissions deception whole, while repairing or removing illegally polluting vehicles from our roads," Elizabeth Cabraser, the plaintiffs' lead attorney, said in a statement.

The payments are available only to Porsche, VW and Audi owners who take part in the class-action lawsuit settlement, Cabraser said.

Breyer also approved a \$327.5 million settlement with Bosch, which supplied the software in the cheating engines. Under that deal, 3-liter diesel owners will get up to \$1,500 in compensation, while 2-liter owners will get \$350.

Owners can go to www.VWCourtSettlement.com and www.BoschVWSettlement.com for details on the agreements and how to apply for the benefits.

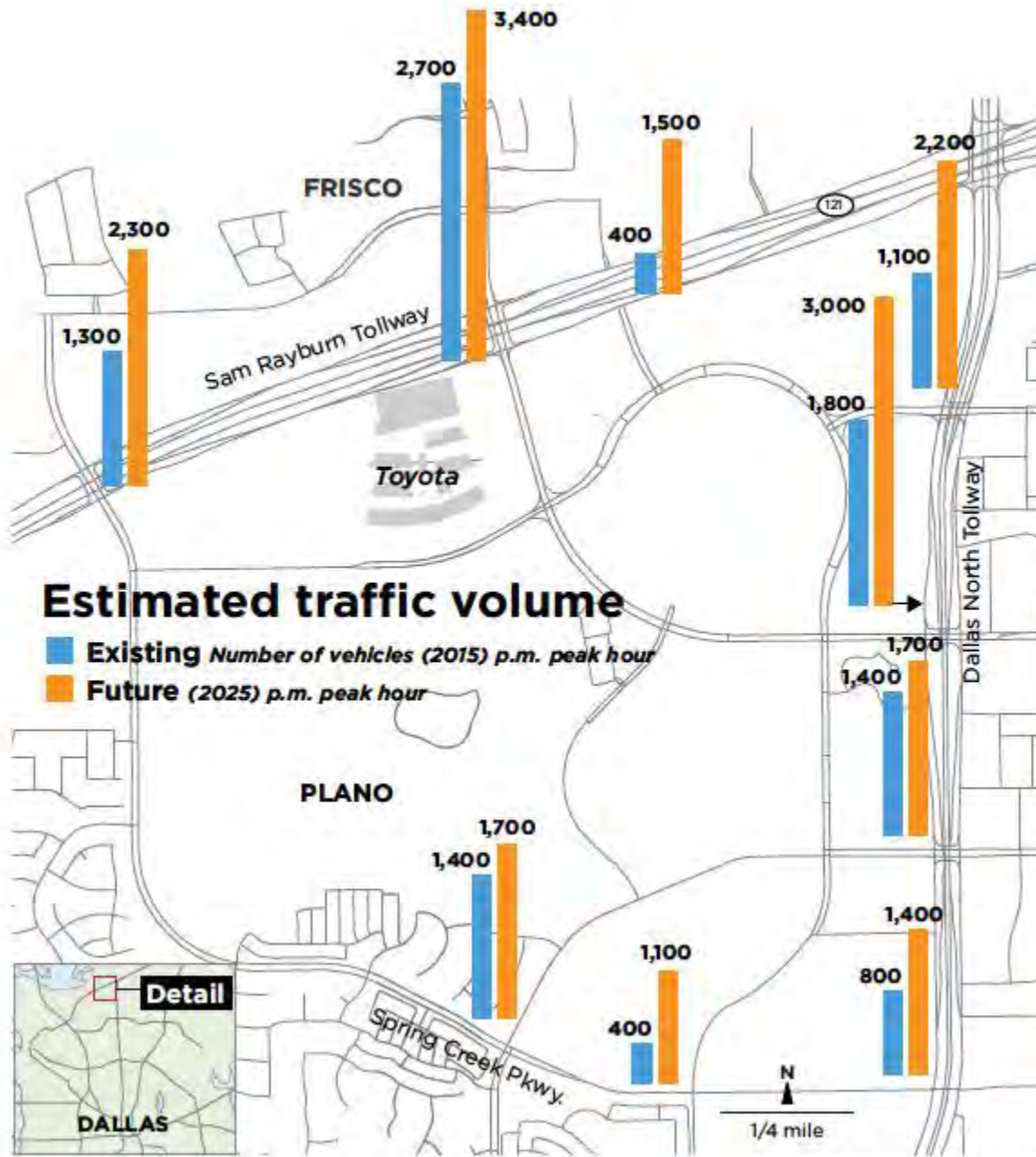
Volkswagen has now settled most U.S. consumer claims stemming from the emissions scandal and agreed to pay \$4.3 billion to settle a U.S. criminal investigation.

The company has acknowledged that the cars were programmed to turn on emissions controls during government lab tests and turn off the controls while on the road. They emitted up to 40 times the legal limit for harmful nitrogen oxide. Some 11 million cars worldwide have the deceptive software.

Here comes Toyota — and traffic

Plano tinkering and tweaking for crowds who will fill roads, sidewalks, DART

By JULIE FANCHER
Staff Writer jfancher@dallasnews.com



SOURCE: City of Plano

Michael Hogue/Staff Artist

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Twitter: @juliefancher

Traffic Will Continue to Get Worse in Dallas-Fort Worth

By Kevin Cokely

It's not your imagination – traffic is getting worse in Dallas-Fort Worth.

"The level of investment for a region like ours, which is growing so fast, is not keeping up with the growth," said Michael Morris, director of transportation for the North Central Texas Council of Governments.

Despite the billions of dollars being spent on new road construction, traffic congestion continues to build.

"As an overall region, when you're growing at a million people a decade and the revenue constraints we have, the best we're going to do is mitigate congestion. We're not going to be able to solve congestion," Morris said.

According to the Metropolitan Transportation Plan for North Central Texas, prepared by the NCTCOG, the greater Dallas-Fort Worth 12-county region will need \$431.5 billion by the year 2040 to eliminate the worst levels of congestion.

But only \$118.9 billion will be available, meeting less than 30 percent of the region's transportation needs.

"The region needs to work on the really hard problems to get the next benefit of gain," Morris said.

"In the corridors where we're spending lots of money and attention, those corridors will greatly improve" Morris said. "Most corridors we're not going to be able to get to, so you're going to continue to suffer. Other corridors we don't have enough money, and that construction is going to feel like it's taking a decade."

As the region grows to 10.6 million people by the year 2040, the time drivers spend stuck in traffic will also grow.

The NCTCOG estimates that delays caused by congestion will rob each person in North Central Texas of 114 hours in the year 2040 alone.

"We got to get sidewalks, transit systems, bicycle systems, roadway systems and railway systems acting like systems," Morris said.

"We have a lot of people that have really short trips but take their car," Morris added. "They would love to take a bike or walk, but there's no system for them to do so. So you got to get to these abilities of creating the right combination of transportation for the right areas."

Traffic Will Continue to Get Worse in Dallas-Fort Worth | NBC 5 Dallas-Fort Worth
<http://www.nbcdfw.com/news/local/Traffic-Will-Continue-to-Get-Worse-in-Dallas-Fort-Worth-422376764.html#ixzz4hFPtSggW>

Texas High-Speed Rail Project Moves Forward

By [Brian Curtis](#)

Texas Central, the Dallas company planning to build a high-speed train between Dallas and Houston, has reached a deal with a major global consortium to design and build the project.

Texas Central, the Dallas company planning to build a high-speed train between Dallas and Houston, has reached a deal with a major global consortium to design and build the project.

An official announcement is expected within a matter of days.

"We have a world-class design builder that has just signed on to come and build this for us," said Carlos Aguilar, CEO of Texas Central.

The 59 year-old Aguilar has been on the job at Texas Central since December. He brings decades of experience with huge infrastructure projects, including the Cantarell offshore natural gas field in Mexico, the London Underground and the world's largest solar thermal energy plant in Ivanpah, Calif.

Aguilar says his strategy for managing complex projects like the Texas bullet train is always the same.

"By a lot of planning and seeking very good partnerships," he said.

The pieces are coming together at Texas Central. Central Japan Railway will provide its proven "Shinkansen" bullet train technology. The design/build consortium is now in place. And Texas Central itself is adding staff. One hundred people are already working on the project, and that number is growing quickly.

"Sixteen people are coming on board within the next week," Aguilar said.

There remain plenty of hurdles in the path ahead. Opponents are pushing back on the possible use of eminent domain to acquire land for the project, but Aguilar says Texas Central is making good progress reaching consensual agreements with landowners in the train's path.

"The more interactions we have with landowners, the more progress we get," Aguilar said.

He says Texas Central now has deals for half of the land it needs in the rural counties between Dallas and Houston.

Critics have also tried to put the brakes on the project in the state legislature. A provision added to the budget would prevent Texas Central from receiving any state funding. Aguilar says that's

not a problem. As the session nears its end in Austin, Aguilar is optimistic that lawmakers won't derail the train.

"I feel very good," he said.

There are likely more court battles ahead, especially with landowners who don't want a train across their property at any price. But none of it discourages Aguilar.

"Pretty much any project that is of large magnitude has the same kind of issues," he said.

Among Aguilar's many challenges is steering the project through a maze of permitting procedures. Nineteen federal and state agencies are involved. On the federal level, he knows the project has a very important fan – President Donald Trump. When asked how supportive the Trump administration has been, Aguilar said, "I think very."

Aguilar said the current price tag on the high-speed train is roughly \$16 billion. The money would come from private investors and possibly federal loans earmarked specifically for infrastructure projects. Aguilar says he is already receiving calls from lenders interested in financing the project.

After decades of talk about building a high-speed train in Texas, Aguilar believes the project's time has finally come. In no uncertain terms he said, "This is a go."

Aguilar says it will take five years to build. Groundbreaking could happen at the end of next year with passengers riding the rails in 2023 or 2024.

Source: [Texas High-Speed Rail Project Moves Forward | NBC 5 Dallas-Fort Worth](http://www.nbcdfw.com/news/local/Texas-High-Speed-Rail-Project-Moves-Forward-422666414.html#ixzz4hLXiHfYI)
<http://www.nbcdfw.com/news/local/Texas-High-Speed-Rail-Project-Moves-Forward-422666414.html#ixzz4hLXiHfYI>

Gridlocked: I-30, Texas 360 Interchange Project

By [Lexie Houghtaling](#)

If you've been to a Rangers game, Cowboys game or Six Flags, you've probably driven through the Interstate 30-Texas 360 construction project in Arlington.

Texas Department of Transportation's Val Lopez said the new interchange will provide drivers with direct connection between the two highways.

"When they first made the turnpike in the late '50s, it was not direct access. Because it was a toll road," he said. "What this is going to do is increase mobility and safety for the motorists who go through here on a daily basis and also come to the events in the venues near this area."

Lopez said the nearly \$250 million project will look similar to other interchanges in North Texas, like the High Five and the mixmasters.

Construction is expected to last until 2020, but Lopez said they will open different phases of the project as they become completed.

Watch: <http://www.nbcdfw.com/traffic/stories/Gridlocked-I-30-Texas-360-Interchange-Project-423154694.html>

I-35E TEXpress toll lanes open Monday

Filed under Denton County_at 2 days ago

Written by

[Britney Tabor, Staff Writer](#)

Denton Record-Chronicle

TEXpress managed toll lanes on Interstate 35E will open Monday, Texas Department of Transportation officials announced Friday.

A soft opening for the lanes will occur this weekend. From 3 to 11 a.m. Saturday, southbound lanes will open, and northbound lanes will open from 1 p.m. Saturday to 1 a.m. Sunday. TxDOT officials say tolls this weekend will apply.

The 18-mile stretch, which includes 14 entrance ramps and 15 exit ramps, goes from Swisher Road/FM2181 in Corinth to Interstate 635 in Dallas.

Beginning Monday, the lanes will open southbound from 3 to 11 a.m. weekdays and all day on weekends. Northbound lanes will be open from 1 p.m. to 1 a.m. Weekend hours and direction of traffic could be adjusted for big events either in Denton or Dallas counties, according to TxDOT.

Transportation officials say the lanes are designed to keep traffic moving at 55 mph or faster.

John Polster of Innovative Transportation Solutions, Denton County's transportation consultant, said the managed lanes will add a 50 percent increase in space on the roadway.

Drivers have the option to either use the main lanes and frontage roads from I-35E to I-635 at no charge or pay a toll to use the TEXpress lanes. During peak hours, drivers with a toll tag who are traveling the full length of the managed lanes can expect to pay about \$5. Drivers without a toll tag would pay by mail anywhere between \$7 and \$7.50 depending on the time of day.

There are discounts for toll tag motorists with two or more people in their vehicle and motorcycle riders during weekday peak hours if they activate their high-occupancy-vehicle status. The 50 percent discount can be obtained by registering at DriveOnTEXpress.com.

For the first six months, there will be scheduled pricing for toll lane use. After the initial six months, rates will be determined by traffic congestion in the managed lanes, according to TxDOT. For example, the cost increases as more cars enter the TEXpress lanes, while the rate reduces when traffic is light, said Lisa Walzl, a public information officer with TxDOT.

A [fact sheet](#) of toll rates is available at www.texpresslanes.com.

BRITNEY TABOR can be reached at 940-566-6876.

Signup steps outlined for Collin County Transit

The city, the McKinney Urban Transit District and Denton County Transportation Authority will launch Collin County Transit on June 1.

The subsidized taxi voucher program will offer shuttle services to elderly 65 years and older and disabled people living in McKinney, Melissa, Princeton and Lowry Crossing. The service is provided through DCTA in partnership with the four participating cities and Irving Holdings. Those interested in joining the program will need to complete the qualification process prior to their first ride. DCTA will host a series of qualification events from Monday through May 30 to assist with this process. To schedule your appointment, call DCTA Customer Service at 940-297-1105 from 8 a.m. to 5 p.m. Monday through Friday. Walk-ins will be accepted as space is available.

To expedite the process, bring completed application and copies of the appropriate documentation. For more details, call DCTA Customer Service or visit CollinCountyTransit.net.

Nanette Light

Texas Senate approves ban on texting while driving

BY ANNA M. TINSLEY atinsley@star-telegram.com

Dee Davila-Estelle had a hard time catching her breath Friday afternoon.

When she heard the Texas Senate passed a ban against texting while driving — moving it one step closer to Gov. Greg Abbott's desk — she was happier than she has been in years.

"This is the first step," said Davila-Estelle, a North Richland Hills woman who lost two of her three children in a deadly 2015 accident involving a distracted driver. "This is historic.

"If this had happened a few years ago, I'd like to think my kids would still be here."

This is the fourth session in a row that state Rep. Tom Craddick, R-Midland, has filed a bill banning texting while driving. State Sen. Judith Zaffirini, D-Laredo, carried the bill in the Senate.

Zaffirini noted Friday that House Bill 62 doesn't impact GPS systems or even music apps on cellphones.

She said signs would have to be posted throughout the state noting that texting and driving is not allowed here — and she said the measure prevents peace officers from taking drivers' cellphones and looking through them.

"I have waited 10 years to make this motion: I move final passage of HB 62," Zaffirini said before the Senate approved the bill on a 23-8 vote.

Texas is among four states — as well as Arizona, Missouri and Montana — that don't have statewide bans on texting while driving, according to the National Conference of State Legislatures.

Every year, hundreds of thousands of people across the country are injured in accidents that involve distracted drivers.

In Tarrant County last year, there were 22 fatal crashes, 236 incapacitating injury crashes and 1,851 possible injury crashes involving distracted driving, according to Texas Department of Transportation records.

Dozens of Texas cities from Arlington to San Antonio have outlawed texting while driving. And state laws do prevent texting in school zones and keeping both bus drivers with minor passengers and drivers younger than 18 from texting while driving.

But there has been no overall statewide ban.

HB 62 makes it a criminal offense if someone uses a “wireless communication device” while driving to “read, write or send an electronic message while operating a motor vehicle unless the vehicle is stopped.”

Violations would be a misdemeanor crime, punishable by a fine between \$25 and \$99, unless the person already has been convicted of such an offense. Multiple offenses would draw fines between \$100 and \$200, according to the bill.

Craddick has said he will agree with changes made in the Senate. If that happens, and if Abbott signs the bill into law as expected, a ban on texting and driving will go into effect Sept. 1.

A texting while driving ban passed the Legislature in 2011, but then-Gov. Rick Perry vetoed the proposal, saying it was a way to “micromanage the behavior of adults.”

Under the 2017 bill, Texas motorists could still talk on the phone while driving, if motorists have a “hands-free device” that only requires them to briefly touch the phone or car to begin or end a call.

It also would not be a violation for a Texas motorist to summon emergency help, report illegal activity, read a text a driver “reasonably believed concerned an emergency” or communicate with a dispatcher while behind the wheel.

Critics say this isn’t the best way to address texting while driving. They say such a proposal would be hard to enforce — and would encroach on individual liberties.

‘WE NEED TO SAVE SOME LIVES’

Davila-Estelle and her family — husband, Kevin, and their three children, Alex, 23, Gabbi, 19, and Zac, 18 — were last all together Dec. 21, 2015, when they went to Texas Motor Speedway to see Christmas lights.

As they headed home in their 2011 Ford Fusion, they found themselves stuck in a traffic jam on Interstate 35 near Heritage Trace. Suddenly their car was hit, pushed forward about 380 feet, from the outside lane to the inside lane, and Davila-Estelle blacked out.

When she woke up, she heard her youngest son say he was OK.

Her two oldest children, Alex and Gabbi, didn't make it.

"I told my babies it would be right," Davila-Estelle said after Friday afternoon's vote in the Senate. "This will help make it right."

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Pittsburgh Welcomed Uber's Driverless Car Experiment. Not Anymore.

MAY 21, 2017
By CECILIA KANG
New York Times

PITTSBURGH — When Uber picked this former Rust Belt town as the inaugural city for its driverless car experiment, Pittsburgh played the consummate host.

“You can either put up red tape or roll out the red carpet,” Bill Peduto, the mayor of Pittsburgh, said in September. “If you want to be a 21st-century laboratory for technology, you put out the carpet.”

Nine months later, Pittsburgh residents and officials say Uber has not lived up to its end of the bargain. Among Uber's perceived transgressions: The company began charging for driverless rides that were initially pitched as free. It also withdrew support from Pittsburgh's application for a \$50 million federal grant to revamp transportation. And it has not created the jobs it proposed in a struggling neighborhood that houses its autonomous car testing track.

Blame is being pointed in many directions. While Mr. Peduto had trumpeted his relationship with Uber's chief executive, Travis Kalanick, he didn't get any commitments in writing about what the company would provide for Pittsburgh. That became an issue in Pittsburgh's Democratic mayoral primary this month, with Mr. Peduto's challengers criticizing his relationship with Uber and one calling the company a “stain” on the city. (Mr. Peduto won the primary.)

“This was an opportunity missed,” said Michael Lamb, Pittsburgh's city controller, who has called on Uber to share the traffic data gathered by its autonomous vehicles.

The deteriorating relationship between Pittsburgh and Uber offers a cautionary tale, especially as other cities consider rolling out driverless car trials from Uber, Alphabet's Waymo and others. Towns like Tempe, Ariz., have already emulated Pittsburgh and set themselves up as test areas for self-driving vehicles. Many municipalities see the experiments as an opportunity to remake their urban transportation systems and create a new tech economy.

Yet Pittsburgh shows the clash of private-versus-public interests that can result. The lessons are college course level “101,” said Linda Bailey, the executive director of

Uber “is a business, and they want to make money,” she said. “With Pittsburgh, we learned we need to present the city's needs upfront.”

Uber said it was open to a deal with Pittsburgh but had yet to see a draft of proposed commitments the city is seeking from the company. Uber said it planned to share some data collected by its autonomous vehicles with the city this year, though Pittsburgh officials say the data Uber shares with other cities is insufficient.

The company, which still has allies in Pennsylvania's state and county government, said it had created 675 jobs in the greater Pittsburgh area and had helped local organizations like a women's shelter, among other moves.

“Uber is proud to have put Pittsburgh on the self-driving map, an effort that included creating hundreds of tech jobs and investing hundreds of millions of dollars,” the company said in a statement. “We hope to continue to have a positive presence in Pittsburgh by supporting the local economy and community.”

Pittsburgh’s frustrations with Uber are encapsulated in the Hazelwood neighborhood along the Monongahela River, where the company opened a driverless vehicle testing track last year. From the second floor of the neighboring Center of Life church, the track is in full view. Sky-blue Volvo S.U.V.s with large revolving lidar devices on their roofs navigate around shipping containers and stoplights. The area is enclosed by a chain-link fence wrapped in a black tarp.

When Uber picked the site in 2016, a company representative told community leaders that it wanted to hire from the neighborhood. Tim Smith, a pastor at the Center of Life church and the head of a neighborhood group, said he had given Uber a list of job candidates, including a mapping engineer and technicians.

Since then, Mr. Smith said, he has been told that applicants should go through Uber’s general jobs site. None have been hired.

“We have been underserved for decades, and now there are people who live right on the other side of that fence that are missing out,” he said.

Uber has benefited Pittsburgh in some ways. The company has raised Pittsburgh’s profile, and its Advanced Technologies Center there, which Uber opened for driverless research in 2015, has revived the former steel mill neighborhood known as the Strip District.

Yet city officials and residents are reconsidering even those benefits, especially as Uber has recently grappled with several controversies. Those include a Justice Department criminal investigation into Uber’s use of a software tool to deceive law enforcement. Some Pittsburghers also objected to Mr. Kalanick’s being a member of the Trump administration’s business advisory council this year.

In January, Pittsburghers for Public Transit, a nonprofit representing bus drivers and riders, organized a #DeleteUber social media campaign and a street demonstration against the company’s decision to continue airport service when taxi drivers had halted rides to protest the Trump administration’s travel ban.

Molly Nichols, executive director of the group, said Uber had called to ask her to cancel the protest, which ultimately went ahead.

“The warning signs about Uber’s questionable business practices were all over the place, and the mayor should have recognized that and worked harder to create a partnership that was more equitable,” Ms. Nichols said.

She added that there might be longer-term problems from autonomous vehicles, including automation’s effect on Uber’s 4,000 drivers in the city. Parking fees also make up about 15 percent of Pittsburgh’s revenue, and the city has not said how those funds would be replaced if fewer people owned and parked cars and used driverless services instead, she said.

Mr. Peduto, a third-generation Pittsburgher, has perhaps had the most noticeable change of heart.

Mr. Kalanick first approached Mr. Peduto in 2015 with plans to start driverless trials in Pittsburgh. At the time, Mr. Kalanick had hired away more than three dozen researchers and robotics experts from the city's Carnegie Mellon University, upsetting some faculty and officials. Mr. Peduto defended Uber and said he shared Mr. Kalanick's vision.

The two exchanged texts frequently. In September, Mr. Peduto became the first passenger to hail a driverless car and posted a photo of himself grinning in the back seat of an Uber car.

"It was inspiring, and we knew in Tempe, the innovation center of Arizona, we wanted to have that kind of partnership," said Mark Mitchell, the mayor of Tempe, where Uber began testing driverless cars last fall.

But hidden from the public was Mr. Peduto's simmering frustration with Uber. In early 2016, Uber had indicated it would support Pittsburgh's application for a federal grant to redo local transportation, according to Mr. Peduto. He asked Uber to commit private funds to enhance the proposal. Uber said that the request had come too late and that the desired amount — \$25 million — was too much. Pittsburgh didn't win the federal competition.

In January, Mr. Peduto was also surprised to get billed for a ride home in an Uber autonomous vehicle. "Travis Kalanick had told me the rides would be free and a service for the public," he said.

Uber said it had always intended to charge for driverless rides.

Still, there are signs that Uber is trying to improve some relations. The company said it had agreed to work with Hazelwood residents on an art installation along the black chain-link fence surrounding the test track. This month, Uber officials also invited Mr. Smith, the church pastor in Hazelwood, to discuss job training for young adults.

"I'm cautiously optimistic," Mr. Smith said.

Mr. Peduto, who has stopped texting Mr. Kalanick, said Uber and other self-driving car companies remained crucial to Pittsburgh's ability to break from its steel industry past. He said he was now talking to Ford, which is investing \$1 billion in a Pittsburgh-based driverless technology company, Argo AI, about signing commitments on data sharing and work force development. Ford declined to comment.

"When it came to what Uber and what Travis Kalanick wanted, Pittsburgh delivered," Mr. Peduto said. "But when it came to our vision of how this industry could enhance people, planet and place, that message fell on deaf ears."

https://www.nytimes.com/2017/05/21/technology/pittsburgh-ubers-driverless-car-experiment.html?_r=0

Frisco, McKinney in battle for nation's fastest-growing city, but a Texas rival edges them out

Filed under [Demographics](#) at 3 hrs ago

Written by

[Jill Cowan, Economy Writer](#)

Once again, Texas' sprawling suburbs dominate the U.S. Census Bureau's list of the 15 fastest-growing large cities in the country.

Between 2015 and 2016, Conroe — a Montgomery County suburb just past The Woodlands on Interstate 45 north of Houston — grew 7.8 percent, more than any city with more than 50,000 residents, data released this week shows.

That's also more than 11 times the nation's growth rate, 0.7 percent.

Ads by ZINC

The numbers add fuel to an economic hot streak that officials have been parlaying into still more residents and businesses. Experts have said for years that new Texans are lured by a booming job market and cheaper costs of living than they'll find on the coasts.

Coming in second and third on the list of fastest-growing cities: None other than Frisco, which grew 6.2 percent, and McKinney, posting a 5.9 percent gain — though McKinney added more residents.

New Braunfels, northeast of San Antonio, and Georgetown, a northern suburb of Austin, are on the list, but dropped from their top positions the previous year.

The only other state to have more than one city on the list was Florida.

“It's kind of more of the same with suburban growth, and growth in that Texas Triangle,” said Mike Cline, a demographer with the Hobby Center for the Study of Texas at Rice University.

Of course, Texas' biggest cities added more residents in total, even if that represented a smaller percentage growth. San Antonio, Dallas, Fort Worth, Houston and Austin were all among the nation's 10 cities that added the most people from 2015 to 2016.

Still, experts say that outward ripple of development into suburban cities farther and farther away from urban cores is worth tracking closely — even if suburban growth is nothing new.

“There’s a lot of jobs being created in those areas, which means a lot of infrastructure development as well. With new households showing up every day, they need places to live, a road to drive their cars on, schools,” said Lloyd Potter, Texas’ state demographer. “There’s this kind of pattern of satellite urbanization.”

<http://chartwerk.dallasnews.com/api/oembed/?url=http%3A%2F%2Fchartwerk.dallasnews.com%2Fapi%2Fcharts%2FYIZuGIjc%2F&size=double>

Plano, for instance, was once a fast-growing suburb of Dallas. But now, he said, the city’s population growth has slowed as it gets built out. Between 2015 and 2016, Plano’s population grew less than 1 percent.

McKinney, on the other hand, “does have land that has yet to be built out.”

So when people move to McKinney, they’re likely to treat Plano as a kind of “satellite” urban core — heading there for work or a night out — rather than Dallas.

That’s a scenario echoed throughout the state, Potter said.

Conroe residents can work at jobs in The Woodlands, which itself developed as a suburb of Houston. Georgetown, the nation’s fastest-growing city in 2014-15, is just north of Round Rock, which grew less quickly. And so on.

Pam Stein, executive director of the Urban Land Institute North Texas, said that movement outward is likely driven by affordability: In the suburbs, she said, you can get more house for your buck and gas is cheap right now, so commuting is an easier sell.

“The incentive to live close in is not as strong as it was perhaps 10 years ago,” she said. “The newer housing stock, with the bells and whistles — those tend to be built in Frisco and McKinney. ... If you’re going to work in Legacy, your commute from McKinney may not be any worse than Plano or Richardson.”

But while movement into suburbs has resulted in slowing growth or even population decline in some big cities (Chicago lost roughly 20,000 residents from 2015 to 2016), Potter said Texas’ economy has helped ensure that Dallas and Houston can keep pace with their suburban counterparts.

“It’s the land price and the price of doing business here,” he said. “They vote with their feet.”

Potter said the kind of residents who are headed for big cities is different: Dallas and Houston are both attracting immigrants from abroad, which is making them more diverse.

Houston's growth, in particular, has been largely driven by international migration, rather than movement from other states.

"Urban cores are becoming more people that are foreign-born or first or second generation," he said. "It's changing the cultural characteristics, especially in Houston in Dallas."

In any case, Cline said, it's unlikely that the growth will slow any time soon: Texas is still well on pace to double its population by 2050.

Texas also has another thing that sets its metro areas apart from those in other states: open land.

Stein said that makes for a unique opportunity — and challenge — to build suburbs of the future, rather than the more traditional communities that center on strip malls with big parking lots and single-family houses on acre lots.

"The concern is that there's a sustainability factor that doesn't necessarily appear in one or two developments, but if you get a lot of developments going in, you've got to extend highways and services," she said.

In the past, Stein said, families preferred to live on winding cul-de-sacs, far from their neighbors.

But, she said, that eats up a lot of land and resources more quickly — which makes it more expensive in the long term.

And that's a better match for the kinds of denser, walkable neighborhoods more families are seeking out.

So what does that mean for big cities?

"As long as you maintain employment centers in urban areas, they will continue to thrive," Stein said.

Tesla drivers can now recharge while watching a game in Arlington

BY ROBERT CADWALLADER rcadwallader@star-telegram.com

ARLINGTON

If any of the roughly 1,700 drivers of Tesla electric-powered cars in North Texas didn't figure they had any reason to visit Arlington, they do now.

The city and the luxury car maker have opened a Tesla Supercharger station in the Arlington Convention Center parking lot, the first of Tesla's fastest-charging "filling stations" in the Dallas/Fort Worth area.

The city put up \$150,000 of the roughly \$250,000 cost to build the station, which has 10 individual Superchargers available 24/7. Beyond the prestige, the city expects to benefit tangibly from a traveling demographic with significant disposable income.

Tesla vehicles range in price from about \$70,000 for a base model to around \$160,000 for a loaded Tesla Model X P100D with a range of close to 300 miles.

"Having a leading-edge technology company like Tesla having a presence in your city is certainly a positive one," said Deputy City Manager Jim Parajon. "And having Tesla customers visit our city has the potential benefit of them shopping and staying and partaking in all of the opportunities the city has."

The new site, which opened at 1200 Ballpark Way with a ribbon-cutting ceremony on May 13, is a centrally important dot on the sparse Tesla Supercharger refueling map.

The nearest Supercharger station is in Denton, the last stop before the Red River, and the rest in Texas are spread widely. About 100 miles to the west is a Supercharger at the Cisco Travel Plaza, and there's one 100 miles to the east at the Sulphur Springs Police Department. Waco has one at the Collin Street Bakery along Interstate 35, nearly 100 miles south, with a second coming soon.

Austin will have one by the end of the year, but the next operating station on I-35 south is in San Marcos.

The Arlington station is the missing link in a 1,500-mile east-west route of Superchargers from far West Texas to South Carolina, said Rick Bollar, president of Tesla Owners of North Texas.

"Starting west of Pecos, you can use the Superchargers all the way to Florence, South Carolina ... stopping every couple of hours," Bollar said. "And this one here in Arlington is the last step to make that possible."

Although all Tesla models get better than 200 miles on a single charge, California-based Tesla Motors is working feverishly to fill in its map, especially in North Texas, where Superchargers are expected to be installed in Fort Worth, Dallas, Grapevine and Plano by the end of this year.

Tesla has hundreds of older-model stations, where fully recharging a drained battery takes about five hours — which is why many are located at hotels, Bollar said. A Supercharger station like Arlington's will do that job in about an hour. Most Tesla owners get the charge for free.

Officials say building the refueling network is important because the number of Teslas on the road is expected to take off when the company rolls out its most affordable model in the next few months, the Tesla Model 3 sedan starting at \$35,000. Tesla reported a year ago that it has 373,000 pre-orders, and industry observers say the number, which Tesla has declined to update, likely has exceeded 400,000 and could be near 500,000.

Bollar said another benefit of the Arlington station is that apartment dwellers, who generally don't have garages for recharging at home, might now consider buying an electric car.

Mayor Jeff Williams welcomed the Supercharger as an illustration of the city's commitment to being "on the cutting edge of this transportation technology revolution." He noted the city will have driverless shuttles operating in the entertainment district this summer.

"In fact, we're hearing from a lot of automobile manufacturers that there will be more advancements in vehicles in the next five years than there has been in the last 50 years," he said. "The electrification of cars is on the rise ... and it isn't 10 years away," he said. "It's here now, and it's working extremely well, especially when you're in a vehicle like a Tesla."

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A More Multimodal Dallas Is Just A Vision Away
May 25, 2017 Julia Bunch, Dallas/Fort Worth

With a Downtown subway in the pipeline and whispers of better bikes lanes, integrated last-mile public transit, amended thoroughfares and sidewalks, Dallas has a lot of plans to make the city more appealing to non-drivers.

But without a clear vision between public and private interests regarding how to allocate resources toward a common goal, these initiatives stand to make parts of the city marginally more multimodal, without truly transforming the city's relationship with cars. Downtown Dallas parking, fountain place, lots Bisnow: Julia Bunch Surface parking lots in Downtown Dallas IN 107 DAYS! DON'T MISS THE LAS COLINAS DEVELOPMENT UPDATE -- Dallas-Ft. Worth 09.14.2017 Initiatives like DART's D2 subway, Downtown Dallas Inc.'s 360 plan and CityMap are working to give Dallasites options in how they get around. And while data shows Dallas is starting to loosen its grip on the keys, especially in the urban core, cars dominate all other forms of commuting, according to U.S. Census Bureau statistics. "Obviously, we're trying to change that," North Central Texas Council of Governments director of transportation Michael Morris said. Morris cites vehicle emissions, safety and poor land use for roadways as reasons to increase other modes of transit. Too Many Choices For Funding = Too Few Choices For Residents Patrick Kennedy wants to see more choices afforded to Dallas residents. Kennedy is the urban planner behind Space Between Design Studio and A New Dallas, and he sits on the DART board. He got a lot of attention for his blog called Car-Free In Big D that chronicled the life and times of an automobile-less urbanist in Dallas. Kennedy's voice has become one of the loudest on transit and urbanist subjects in Dallas. He does not want to make cars less appealing (though some of his opponents may say otherwise based on his campaign to tear down Interstate 345), but by making other modes more appealing. "We don't have enough choice. I don't think people would drive by choice," he said. Deep Ellum Foundation executive director Jessica Burnham thinks viable and appealing choices are lacking. "We don't have to be a car-centric city," Burnham said. But DART is not very reliable, the new D-Link in Deep Ellum takes a complicated route, sidewalks randomly end, and there are few protected bike lanes throughout the city, she said. Many of these transit conversations have become more important in the last real estate cycle because the urban core has reached something it never had before: critical mass. It is too difficult to build and maintain good transit without density that creates walkability to drive ridership, according to Greg Lindsay. Lindsay holds a slew of urbanist titles such as senior fellow of the New Cities Foundation and Atlantic Council's Strategic Foresight Initiative, director of strategy for mobility festival LACoMotion, a visiting scholar at New York University's Rudin Center for Transportation Policy & Management and co-author of "Aerotropolis: The Way We'll Live Next." In an ideal world, cities would build better sidewalks, bike lanes, public transit, roadways and thoroughfares all at once. But in the real world, you have to build incrementally and innovate where you can, he said. DART bus Courtesy of DART DART Bus IN 107 DAYS! DON'T MISS THE LAS COLINAS DEVELOPMENT UPDATE -- Dallas-Ft. Worth 09.14.2017 How decision-makers (and voters, to a lesser extent) choose to fund maintenance and improvements to roadways impacts the car culture in the city. Because of this, NCTCOG may be the organization with the most power to shape mobility. NCTCOG, Dallas' metropolitan planning organization, funds various infrastructure and transportation programs that advance regional priorities. In partnership with the Texas Department of Transportation and

Regional Transportation Council, NCTCOG decides how to spend federal, state and local dollars on transportation projects. Though NCTCOG holds the purse strings, few would say it is spearheading an overall vision that aligns with a multimodal future for Dallas' urban core. And that is a problem, experts say. "Every city must decide what it wants to be and what it wants to look like five, 10, 20 years from now," said Michael Flynn, director of city strategies at Sam Schwartz. "It's impossible to answer that without a vision. Knowing a city's overall priorities helps you figure out how to use resources." Mobility 2040, NCTCOG's road map for funding allocations, identifies regional solutions for travel options. Top priorities for Mobility 2040 include congestion alleviation and regional planning. Morris likens NCTCOG's role to a three-legged stool. The metropolitan planning organization must balance local, regional and international transportation agendas to make Dallas' network attractive on all levels. Approximately 85% of NCTCOG's budget comes from federal, state and local grants. (In 2015, the last fiscal year publicly available, NCTCOG spent \$154M on government activities.) The organization cannot prioritize one at the expense of another, Morris said. Kennedy believes the chain of command and breakdown of public dollars is part of Dallas' transit problem. "The local market always knows better what it needs, but [the] federal government gives most of our [transportation] money, which is then funneled through MPOs," Kennedy said. Highway 345 in Dallas Bisnow: Julia Bunch Interstate 345 in Dallas IN 107 DAYS! DON'T MISS THE LAS COLINAS DEVELOPMENT UPDATE -- Dallas-Ft. Worth 09.14.2017 Regional and local needs can be in conflict, Downtown Dallas Inc. CEO Kourtny Garrett said. But part of DDI's job is to find those potential conflict points and determine how regional projects (such as high-speed rail or the future of I-345) can integrate into the local grid in a gentle and interactive way, she said. A clear vision for the future should make prioritizing choices of where to spend resources easier, Flynn said. "Is the ultimate goal to offer more mode options in Downtown or is it to offer more options for commuters? Is it to relieve traffic congestion or promote economic development?" Flynn said. "If you have one agency focusing on one goal and another agency on a different goal, that can be hard to coordinate. You can do multiple things, but if it starts to be too much, it's difficult to move any one thing forward." Voices that are loudest, wealthiest and best-connected often find themselves the recipient of new public transit developments, Lindsay said. Many criticized DART's October decision to fund both the Cotton Belt suburb line and the D2 Downtown subway by saying it showed DART's inability to prioritize sprawl or urban core density, which could cause both to suffer. "We have to recalibrate the public sector and how we fund public infrastructure dollars. Right now, everything is geared toward sprawl," Kennedy said. A Plan To Have A Plan Dallas has parking issues, traffic woes, public transit inefficiency and little biking infrastructure. But stakeholders in the public and private sector have been making progress to mitigate these transit challenges as the city urbanizes. TxDOT's City Center Master Assessment Process plan (aka CityMap) assesses the status and potential solutions of the area's aging interstate system using expertise and opinions from stakeholders. Or, as Burnham describes it, CityMap is a plan to have a plan. "It's a forerunner in having stakeholder input at the beginning process, and it's also unique in that it's looking outside of roadways," Kennedy said. At 426 pages, CityMap might be the most comprehensive urban planning document Dallas has, but it is not the only set of initiatives or proposals available. Downtown Dallas, Omni Hotel, Convention Center, Bisnow: Julia Bunch Downtown Dallas IN 107 DAYS! DON'T MISS THE LAS COLINAS DEVELOPMENT UPDATE -- Dallas-Ft. Worth 09.14.2017 Many, including Kennedy and DDI, want to increase non-driving options between areas of the urban core where people take frequent trips. By determining that, for example, a significant population of Baylor

employees lives in Uptown, more direct public transit options could be implemented or thoroughfares amended to make for better DART routes, biking or walking experiences between the two districts. More than 95% of workers commuting to Baylor and the Medical District use a car to get to work compared to less than 78% Downtown. The Proposals District Connectors Much of Downtown Dallas Inc.'s 360 plan acts like a road map to better mobility. Within the 2.5-mile radius of Downtown, DDI has identified streets that run through multiple neighborhoods called district connectors (streets like Flora, Market, Main and Pearl). DDI is presenting updates to 360 to city council likely in June, asserting how to better design these roads, intersections and districts to facilitate all modes of transit, Garrett said. Improvements to the area could include redesigning the intersection or adding sidewalks. The idea is to use public investment to spur private dollars, Garrett said. Lower Greenville has been redesigned in the last few years and has seen increased foot traffic and entry and exit by car. Cedars DART Station in Dallas TOD Transit Oriented Development Courtesy of DART Cedars DART Station in Dallas IN 107 DAYS! DON'T MISS THE LAS COLINAS DEVELOPMENT UPDATE -- Dallas-Ft. Worth 09.14.2017 Transit-Oriented Development Scores of elected officials and media outlets (including Bisnow on occasion) have touted DART as the country's longest rail system. That is not necessarily an accolade, Lindsay said. DART is working on refining its routes to make the city's public transit more efficient. Private transit-oriented development dollars play a role in the success of DART routes. More development begets a larger tax base that begets more public money for transit innovation and upkeep. "If we put in high-quality transit, we give people choices so that they don't have to be driving," DART vice president of planning and scheduling Todd Plesko said. "Now what we see today is that there is an increasing interest in private sector. Developers want increased density around rail stations." This increased interest in transit-oriented development must apply to more than rail to be successful, Kennedy said. "We seem to think of rail as Class-A development and bus as Class-B," he said. He sees a need for the city to up-zone where transit is highest because density is a key aspect of ridership. "If we have a high-quality bus network, everything could be TOD." Bay Area Bike Share Creative Commons Last-Mile Integration DART is pilot testing mobility on demand concepts that would integrate last-mile ride-sharing, Plesko said. A rider could use one app to see which rail line or bus route would take them closest to their destination, then order a ride share for the last leg of the trip all from a single application. "We hope in future, we can offer people opportunity to not have a car. We have a ways to go before that," Plesko said. Bike Options Dallas has not seen a lot of public money invested in biking, from an infrastructure or programming standpoint. The Deep Ellum Foundation has been supportive of many biking initiatives, including installing several more bike racks to the neighborhood and advocating for a protected bike lane on Commerce Street. Local Hub Bicycle Co. runs a bike rental program with stations at the Katy Trail and Uptown Urban Market (in addition to its retail storefront). Co-owner Kristie Holt said the program has been successful. She said bike rental programs are less expensive for Local Hub to install than the city, and if Local Hub's rental program proves to the city that residents will use a public bike program, she is all for it. "If we can do our program affordably, we can show people that they don't need to own a bike. They'll see how accessible biking is and then we can change the car culture," Holt said. Cycling Infrastructure Holt and Burnham support the addition of a two-way protected bike lane on Commerce Street. Infrastructure is the only thing missing from Dallas' bike scene, Holt said. The Deep Ellum Foundation has been working on protected bike lanes on Commerce for two years. Burnham has pushed hard with Dallas' Public Works Department to put a bike lane option on the November bond election. Burnham believes Commerce will get

redone in the next two years, pending funding through the bond. DART's Ledbetter Station in Dallas Courtesy of DART Ledbetter Station in Dallas IN 107 DAYS! DON'T MISS THE LAS COLINAS DEVELOPMENT UPDATE -- Dallas-Ft. Worth 09.14.2017 Downtown Subway The most talked about initiative to better facilitate multimodal transportation in Dallas' urban core is D2, DART's future second light rail alignment that will run through (or, more accurately, under) Downtown. Public improvement districts like DDI and DEF are working with DART on where stations will go. DDI is pushing a comprehensive approach that layers how it envisions the highest and best use for each street and how surrounding infrastructure would interact with stations. Aside from those conversations, the subway could run into issues if the future of I-345 involves suppressing the highway. How the two underground routes interact would need to be solved. Plus, city council planned on the billion-dollar D2 using federal funds from the Core Capacity grant program that President Donald Trump has vowed to eliminate funding for in his budget. Such federal funding cuts could force the city's hand in deciding how to fund D2 and the Cotton Belt without hundreds of millions of federal dollars. Downtown Dallas Courtesy of Wadems/Wikimedia Down The Road The idea that every stakeholder in Dallas transportation would have a singular idea about best practices may be unrealistic, and such conversations are not unique to Dallas. Other classic Sun Belt cities such as Houston, Phoenix and Atlanta are also determining how to balance regional and local needs while urbanizing their cores. In a lot of ways, Dallas is just young but on the right track. Kennedy has been pleasantly surprised at how quickly the urban conversation has progressed since he moved to Dallas more than 15 years ago. "We're having bigger and broader dialogues, and more people are willing to listen. I think the private sector gets it more than anybody right now. They see the need for walkable neighborhoods," he said. And Flynn, with his national viewpoint, is optimistic. "Dallas has been showing a lot of ambition and putting energy into doing things a little differently. It's not all coordinated, but there's a definite interest in offering a broader range of mobility options."

Read more at: https://www.bisnow.com/dallas-ft-worth/news/neighborhood/multimodal-dallas-74846?utm_source=CopyShare&utm_medium=Browser

Arlington leaders tackle transportation dilemma during forum

A lively discussion organized by the Arlington Voice and UTA Institute of Transportation Engineers shed light on the future of transportation in Arlington

By Karen Gavis
Fri, 05/26/2017 - 12:41pm

City leaders and citizens revisited the topic of transportation in Arlington Thursday evening at a public forum hosted by the *Arlington Voice* and UT Arlington's Institute of Transportation Engineers.

Arlington Mayor Jeff Williams, businessman Buddy Saunders, Biztalk Arlington host Mark Joeckel, and UTA Engineering Professor Saimak Ardekani talked about transportation issues as well as future possibilities within the city and also fielded questions from the crowd. *Arlington Voice* publisher Zack Maxwell moderated the hour-and-a-half long discussion.

Prior to the forum, the conversation heated up on social media with resident David Hart posting that he was not in favor of public transportation in Arlington because of inexpensive options such as Uber and Lyft.

"Uber and Lyft offer the flexibility that buses could never accomplish," Hart posted in an Arlington-focused Facebook group.

Williams later told the forum audience "We want to welcome Uber and Lyft. We are not Austin."

Williams also said that in a 99-square-mile city of 380,000 people, transportation is key, and Arlington needs to examine whether its infrastructure should move upward.

"We have to take a look at other options. Being able to connect is very important, and bridges help set the character for the City," Williams said. "It's not going to be any one thing that takes care of it. I think we're looking at a total overhaul."

Although mass transit was stalled by voters in 1985, and in 2002, Arlington currently has a 31-member transportation committee working to come up with solutions to meet the City's mobility needs. The citizen-led think tank is expected to deliver their recommendation this fall.

One option on the committee's radar, the EZ Mile EZ10, rolled into the Arlington Convention Center earlier this year to give people a spin in the latest driverless car technology. While not

designed for highway traveling, the vehicle could act as a shuttle in areas like the entertainment district.

However, Saunders questioned whether the EZ Mile's 15-to-20 miles per hour speed might cause more traffic problems than it solves. An innovative, less expensive option, he said, could include individual, private sector routes.

"When you have six people riding these things, you have six phantom taxpayers riding too," he said of the driverless technology.

When Maxwell asked Williams how much the driverless car program would cost taxpayers, Williams replied that the pre-programmed, 12-passenger cars with no steering wheels would be leased.

The majority of the audience raised their hands when Maxwell asked the crowd for a show of hands in support of the driverless car option.

"There are lawyers out there salivating at this," Saunders said. "Lawsuits will come, too. You can't have thousands and thousands of these out there and not have an accident."

Ardekani said California is in the process of making legislative changes to address the issue of accidents caused by driverless vehicles. He also said the cars could reduce the need to build extra traffic lanes.

Williams' number crunching estimated a \$100 million per mile cost for added lanes along I-30.

When asked if he thinks the major businesses within the entertainment district who benefit from a transit solution should pay for it, Williams responded that the stadiums and hotels pay into the trolley system, and tourism helps keep property owner's taxes lower than surrounding cities.

Williams discussed some of the City's current transportation options such as its trolley, which services entertainment district hotels, Handi-Tran, UT Arlington's shuttle, and a volunteer-based program that offers rides, as well as its MAX bus service. Although the MAX does not offer weekend routes or produce a cost effective means of transportation with its \$5 fares, Williams said he is unwilling to leave those who use it stranded.

Ardekani said that when he introduces himself as being from Arlington, people identify him with being "from that largest city without mass transit." He said he is concerned about the loss of business opportunities and does not believe bus systems will bring in homeless people and tear up streets, but would instead provide a safety net for blue collar workers that are without reliable means of transportation.

Joeckel, who shares a car with his son, said he gets around mainly with ZIP cars, which are only available on UTA's campus, as well as Uber. He also mentioned a "spine system" of transportation that could run along major corridors like Cooper and Collins streets.

"People are looking for a lifestyle where they're not dependent on a car," he said, adding that young professionals will want to be centrally located and "in a city that is innovative." Joeckel also said improvements in walkability would also be helpful.

Kelly Wilkinson, an audience member, asked the panel that since transportation decision makers would probably not be the primary users of public transportation if the people who would use it were being engaged.

Joeckel said those people are not typically the ones who gather to have the discussions, and that would always be a challenge. However, Williams insisted that the transportation committee is a diverse group which also includes people with physical disabilities.

The transportation topic appeared to gain momentum with talk of a high speed rail system, which Williams said has the potential to place a central hub in Arlington and connect the city to Houston as well as other cities. He also said five different companies are interested in the DFW leg because of economic development. The *Dallas Business Journal* announced last week, Williams said, that Arlington is the top city for economic development in North Texas.

Saunders said while high speed rail makes sense from Houston it would not get people from Arlington to Fort Worth or Dallas without giving them whiplash.

Ardekani offered that commuter rails could take over once people arrive in Arlington.

Saunders also asked if Arlington's goal was to reach a population of one million because he would like to retain its small town vibe. And if too many people are in an area no amount of transportation would solve the problem, he said.

"We don't have a choice," said Ardekani. "We're in the heart of a megaplex. This piecemeal solution will not work. Let's take a look at a systematic view of what's needed."

A show of hands from the audience revealed that most were in favor of taking the matter of transportation back to the polls. However, Williams said there needed to be some pilot projects in place first, and he doesn't want transportation to be a divisive issue among citizens.

"We've got to turn to a myriad, a cookbook of solutions," he said. And "we have to help [people] get to work, because we don't want them on welfare."

Williams talked about a future where cell phones communicate with "smart signals" to determine when a traffic light will change as well as a day when grandchildren will say "granddad, you used to drive a car? Wasn't that dangerous?"

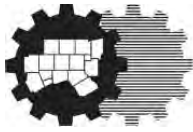
Although Saunders said he felt that might be an exaggeration on Williams' part, he added “we want the best transportation system for everybody, but it’s got to be affordable.”

UTA alum Courtney Borchert, 24, knows all about transportation affordability. She said she was glad to hear the forum address the important issue. She has never owned a car and relies on carpooling with friends to get around, she said. Borchert has been offered a job in Dallas where she plans to move, even though she said she would rather live in Arlington.

“I feel like I’m being forced out of Arlington because of the transportation,” she said.

Richter Cheung, 25, another UTA alum who attended the forum, said he would like to see Arlington get more transportation and walkability options for safety reasons.

The Arlington Transportation Forum was sponsored by the engineering firm of [Di Sciullo-Terry, Stanton & Associates, Inc.](#)



North Central Texas
Council of Governments

PRESS RELEASE

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NCTCOG Earns 7th SmartWay Affiliate Honor

EPA has recognized the Council of Governments every year of the challenge

May 3, 2017 (Arlington, Texas) – The North Central Texas Council of Governments has been recognized by the Environmental Protection Agency for the seventh time as a recipient of the SmartWay Affiliate Challenge, an honor given for its efforts to reduce truck emissions and improve the efficiency of freight movement.

NCTCOG and the American Trucking Associations are the only affiliates recognized each of the seven years of the challenge's existence (2007 and 2012-17). The SmartWay Affiliate Challenge is a national challenge developed by EPA to acknowledge organizations that are contributing to a clean energy economy by reaching out to inform and educate businesses, their communities, truck drivers and other stakeholders about steps they can take to reduce freight emissions and their other environmental impacts.

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

NCTCOG has been a SmartWay member since 2006 and promotes the initiative throughout the area as a tool to help partners involved in the freight industry continue to improve their operational efficiency. Policies that improve air quality are particularly important to Dallas-Fort Worth because 10 of the region's counties are in nonattainment for ozone pollution.

NCTCOG promotes SmartWay through a variety of different initiatives, including:

- A dedicated webpage for NCTCOG SmartWay promotional efforts, which aims to educate businesses about the program
- The Saving Money and Reducing Truck Emissions (SMARTE) program, committed to providing small trucking fleets and owner-operators with the technical advice, support and funds necessary to operate long-haul freight more efficiently as part of efforts to bring North Texas into attainment with federal ozone standards
- The AirCheckTexas Drive a Clean Machine Program, which helps vehicle owners comply with vehicle emissions standards by offering financial incentives to repair or replace vehicles

- Clean Fleets North Texas, which provided funding for projects including SmartWay-verified vehicle replacement, re-power, retrofit, or installation of idle reduction technology.

Staff sought to accelerate the adoption and market penetration of SmartWay-verified technologies by promoting financial assistance through which these technologies may be incentivized and providing application assistance to drivers at no cost. In an effort to continuously provide outreach to the public and private sectors, NCTCOG maintains and updates the air quality funding webpage, www.nctcog.org/aqfunding.

In addition to NCTCOG, the following public- and private-sector entities were recognized as winners of the SmartWay Affiliate Challenge:

- American Trucking Associations
- Environmental Defense Fund
- Colorado Motor Carriers Association
- International Sanitary Supply Association (in collaboration with Sustainability Dashboard Tools LLC)
- Mid-Atlantic Regional Air Management Association
- Penske Truck Leasing Co. LP
- Specialty Graphic Imaging Association
- Wisconsin Clean Cities

About the North Central Texas Council of Governments:

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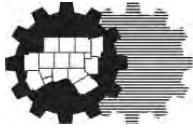
NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 170 cities, 24 school districts and 30 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

For more news from the NCTCOG Transportation Department, visit www.nctcog.org/trans/outreach/media.

About SmartWay:

EPA launched SmartWay in collaboration with business stakeholders to strengthen competitiveness and energy efficiency while contributing to cleaner air. Since 2004, over 3,500 companies have relied upon SmartWay data and assistance to lean their supply chains while shrinking their environmental footprints. Collectively, SmartWay partners have saved \$27.8 billion in fuel costs, while cutting over 1.7 million tons of NOx, 70 thousand tons of PM2.5 and 84 million metric tons of carbon from our nation's freight transportation networks. For more information on SmartWay, visit www.epa.gov/smartway/

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Bike to Work Week Kicks Off May 15

NCTCOG coordinating with DART, other partners to encourage cycling

May 4, 2017 (Arlington, Texas) – Pedaling to work may be easier than you think, and the week of May 15-19 is a good time to find out if it is for you. That is when the North Central Texas Council of Governments, regional transportation partners and groups across the country will celebrate Bike to Work Week.

NCTCOG is coordinating with two of the region's public transportation providers this month to celebrate the virtues of two-wheel transportation. Dallas Area Rapid Transit and the Denton County Transportation Authority are challenging residents to grab their bikes instead of car keys when heading to work in the morning.

DART, NCTCOG and Richardson Bike Mart are partnering for the second annual DART Bike to Work Challenge. DCTA is holding a separate event, the 2017 Bike Everywhere Challenge.

Both offer participants who log their bicycle commutes throughout May on www.tryparkingit.com, the region's alternative commute website, an opportunity to win prizes in exchange for demonstrating their cycling dedication.

Participants in the DART challenge will be entered into a drawing for a chance to win a \$200 gift card to Richardson Bike Mart. The challenge is open to residents of DART member cities.

The three Bike Everywhere Challenge participants with the most bike trips logged at the end of the month will win the following top prizes:

- **First Place** – \$150 gift card to Cadence Cyclery and sponsorship swag
- **Second Place** – \$75 gift card from Denton Bicycle Center and sponsorship swag
- **Third Place** – Two VIP tickets to the 2017 Lewisville Western Days Festival and sponsorship swag

The prizes will be provided by DCTA's three member cities – Denton, Lewisville and Highland Village – who are sponsoring the challenge. For more information about DCTA's Bike Everywhere Challenge, which is open to Denton County residents, visit www.bikedcta.net.

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

DART and DCTA allow bicycles on buses and trains, which makes it easier for residents who live several miles from work to participate in the challenges. They can use their bikes as "first-

and last-mile” connections to transit. For tips on how to load and unload bicycles from transit vehicles, as well as more information about the Bike to Work Challenge and Bike to Work Day visit www.dart.org/bikes.

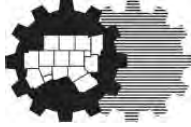
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North Central Texas
Council of Governments

PRESS RELEASE

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NCTCOG to Discuss Transportation Alternatives at Public Meetings

North Texans invited to provide input on regional topics beginning May 9

May 8, 2017 (Arlington, Texas) – NCTCOG invites residents to provide input about proposed projects that could improve bicycle-pedestrian access to schools and other parts of the region during public meetings in May.

Recommended Transportation Alternatives Set-Aside Program projects will be presented to the public at 6 pm May 9 in Richardson, 2:30 pm May 10 in Arlington and 6 pm May 15 in North Richland Hills. Approximately \$23 million is available.

Additionally, staff will present information on a proposed process to select projects via various funding programs. Overall, approximately \$345 million in federal funds is available. The projects will be categorized into approximately 11 programs based on similar goals. Project selection is proposed to occur in stages throughout 2017 and possibly into early 2018.

One of the primary responsibilities of a metropolitan planning organization is the development and maintenance of a Metropolitan Transportation Plan. The last comprehensive update of the MTP occurred in 2016 with the adoption of Mobility 2040.

Staff has initiated the development of a new Metropolitan Transportation Plan, Mobility 2045. This plan will reassess existing recommendations and include new demographics, financial forecasts and planning initiatives. Staff is working with partners to develop draft recommendations and will present an overview and proposed timeline for the plan.

NCTCOG is collaborating with military and community leaders for Joining Forces, a Regional Joint Land Use Study (JLUS) that will identify and recommend voluntary communications and land use strategies that support continued military capabilities.

During a JLUS, the cities and counties surrounding the military installation work with the installation to plan and carry out specific actions that will promote compatible community and economic growth. Staff will present project activities conducted to date as well as remaining public involvement opportunities.

Information on Clean Air Action Day and auto occupancy detection technology will also be available at the meetings.

Residents unable to attend a public meeting in person can still watch the presentations. A live streaming of the Arlington meeting will be available by clicking the “live” tab at www.nctcog.org/video. A recording of the presentations will also be available at www.nctcog.org/input.

Public Meeting Details

**Tuesday, May 9, 2017
6 p.m.**
Richardson Civic Center
411 W. Arapaho Road
Richardson, TX 75080

**Wednesday, May 10, 2017
2:30 p.m.**
North Central Texas
Council of Governments
616 Six Flags Drive
Arlington, TX 76011

**Monday, May 15, 2017
6 p.m.**
North Richland Hills Library
9015 Grand Ave.
North Richland Hills, TX 76180

About the North Central Texas Council of Governments:

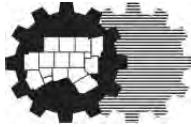
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About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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RTC Approves Funding for Key Southern Dallas County Projects

Regional partnership could improve access to important corridors

May 12, 2017 (Arlington, Texas) – The Regional Transportation Council voted Thursday to form a partnership with Dallas County and the cities of Lancaster and Hutchins to advance two area projects with important regional benefits.

A 1.3-mile section of Jefferson Street/Pleasant Run Road and a 2.25-mile stretch of Wintergreen Road will each be widened from two lanes to four. This strategic partnership will allow the leveraging of local and federal funding to improve access to intermodal facilities, Interstate Highway 45 and the future Loop 9 in southern Dallas County. Additionally, access will be enhanced for residents and businesses in the area.

The two projects would cost a total of \$28 million, with the RTC contributing \$18 million. The RTC funding would come from the Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program.

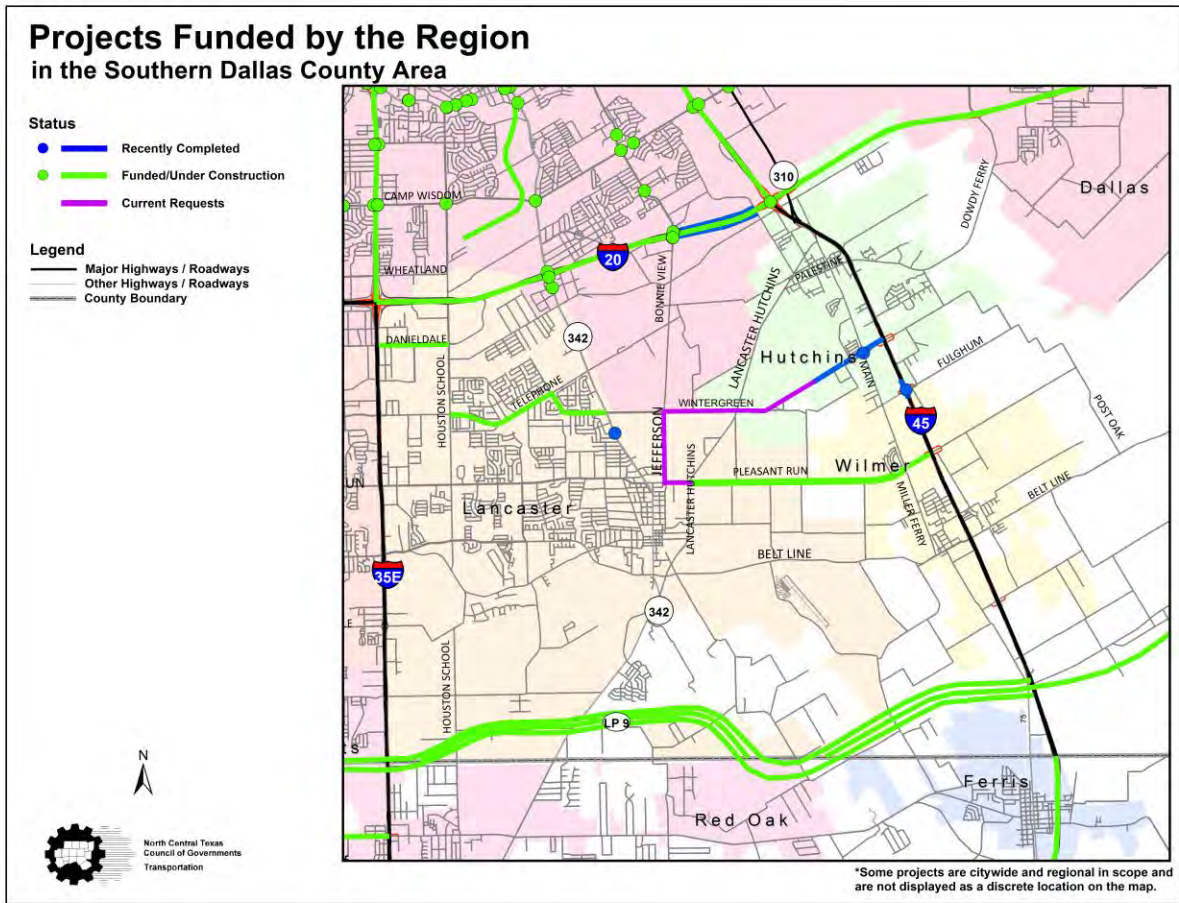
Here is a summary of the details:

Project	Fiscal Year	RTC	Lancaster	Hutchins	Dallas County	Total
Jefferson Street/Pleasant Run Road	2019	\$8.42	\$1.04	--	\$1.04	\$10.50
Wintergreen Road	2019	\$9.58	\$1.96	\$2.00	\$3.96	\$17.50
Total		\$18.00	\$3.00	\$2.00	\$5.00	\$28.00

These projects, which were presented at public meetings this month, join two others in the area ready to begin construction.

The Pleasant Run Road Trail, a proposed 3.1-mile shared-use path the Texas Department of Transportation has already approved, is expected to let in June. It will be built on the south side of Pleasant Run from Lancaster Hutchins Road to Millers Ferry Road. This same stretch of Pleasant Run will be widened from two to four lanes at a cost of \$15.4 million.

See the location of each roadway project on the map below.



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WFAA Channel 8 Transportation stories (week of May 1)

With money for roads tight, tech could ease traffic pain

<http://www.wfaa.com/news/local/with-funding-for-roads-tight-tech-could-ease-traffic-pain/435930636>

Tollway drivers paying for roads, past and present

<http://www.wfaa.com/features/original/tollway-drivers-paying-for-roads-past-and-present/436251355>

Seeing orange: Construction a blessing, curse for North Texans

<http://www.wfaa.com/features/original/seeing-orange-construction-a-blessing-and-curse-for-dfw/437024689>

NBC 5 Gridlocked Series (week of May 15)

All stories in the series available at:

<http://www.nbcdfw.com/traffic/stories/Gridlocked-422131063.html>

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

2017 Call for Projects
Recommendations
for the North Central Texas Region

Kevin Kokes
Regional Transportation Council
June 8, 2017



North Central Texas
Council of Governments

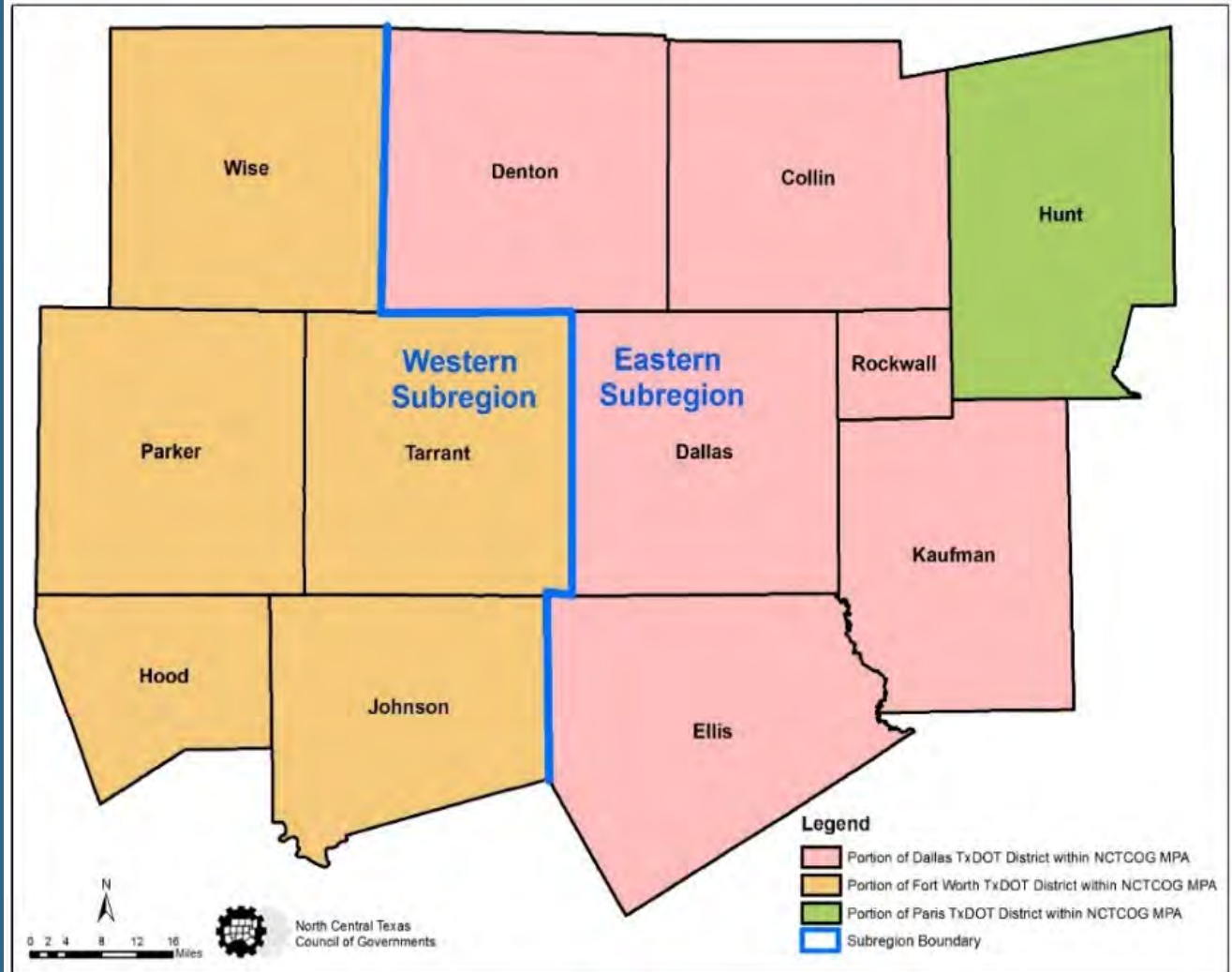
What is the Transportation Alternatives Set-Aside Program?

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

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



Eligible Project Area



Eligible Project Activities

2017 Call for Projects (North Central Texas)



Active Transportation

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

Safe Routes to School

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

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

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



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

Federal Funding Award Per Project

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

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

Evaluation and Scoring

Evaluation and Scoring Criteria for Active Transportation Projects

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

Evaluation and Scoring Criteria for Safe Routes to School Projects

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

Additional Considerations

Active Transportation Applications and Safe Routes to School Applications

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

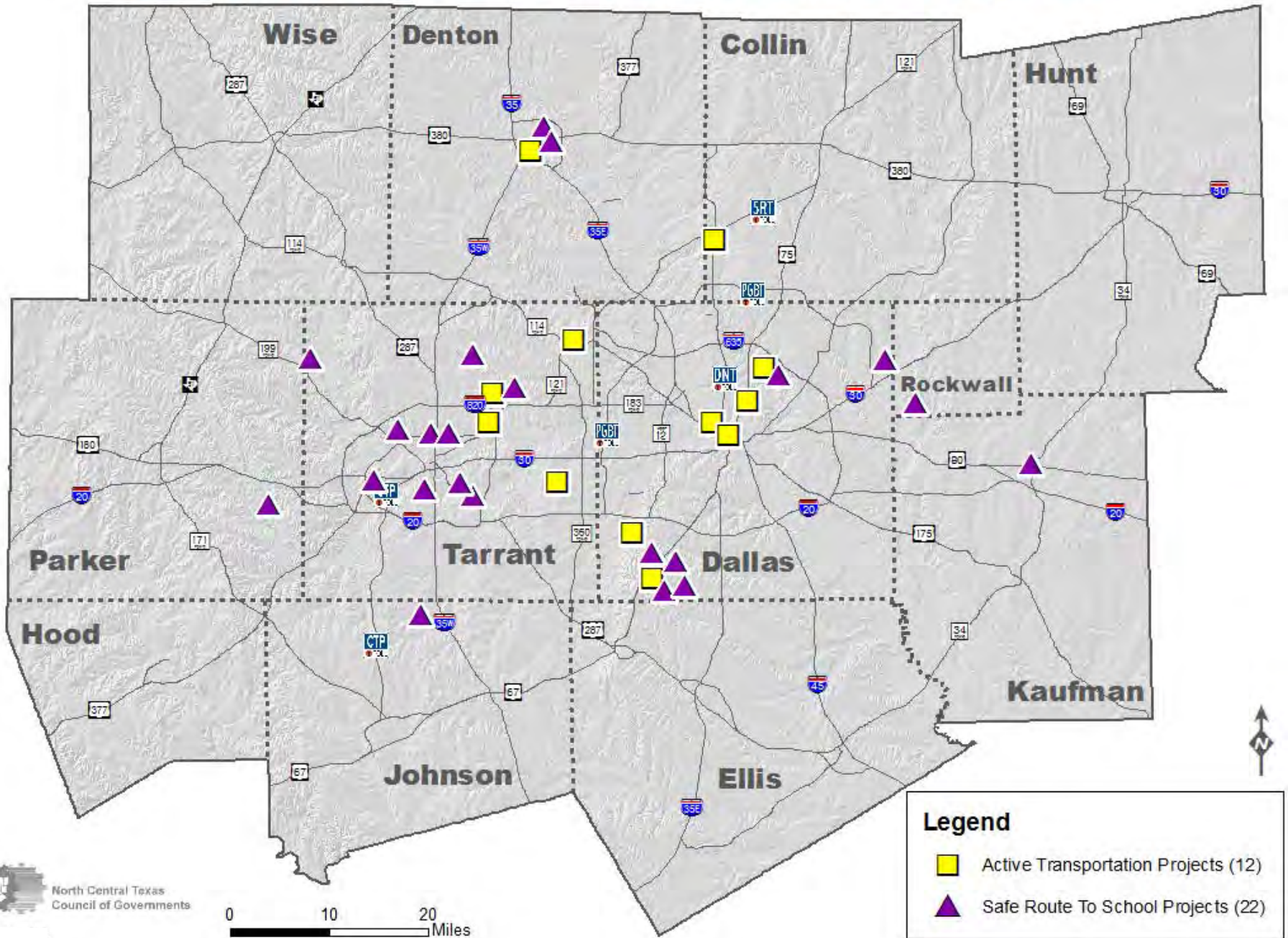
2017 TA Set-Aside Applications Received and Requested Federal Funding

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



Recommended Projects

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



Recommended Project Scoring Tables

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

\$

- Reduced amounts were confirmed with the recommended agency.



2017 TA Set-Aside Funding Recommendations

Fort Worth District: Active Transportation

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

\$

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

DRAFT

2017 TA Set-Aside Funding Recommendations

Fort Worth District: Safe Routes to School

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

2017 TA Set-Aside Funding Recommendations

Dallas District: Active Transportation

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

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2017 TA Set-Aside Funding Recommendations

Dallas District: Safe Routes to School

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

Recommended Federal Funding

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

Recommended Federal Funding, cont.

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



Schedule

Schedule

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

Requested Action

Approval of the:

- 2017 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects as provided in Reference Item 4.2, which includes the use of a combination of TA Set-Aside and Congestion Mitigation and Air Quality Improvement Program funds.
- Ability to administratively amend the TIP/STIP and any other documents as appropriate to include all TA Set-Aside projects in the Region.

Questions?



Contact Information

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North Central Texas
Council of Governments



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

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

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

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

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

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

¹ = Projects to be consolidated for funding agreement.

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

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

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

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

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

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

¹ = Projects to be consolidated for funding agreement.

DALLAS ROAD TOD CORRIDOR AND COTTON BELT TRAIL EXTENSION

WRITTEN COMMENTS RECEIVED

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

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Jay Gurley, May 11, 2017

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

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

Scott Hardeman, May 11, 2017

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

Doug Ritter, May 11, 2017

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

Charlie Stevens, May 11, 2017

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

Susan and Ray Harris, May 11, 2017

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

Sean Tanner, May 11, 2017

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

John Gannon, May 11, 2017

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

Ashley Tanner, May 11, 2017

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

Travis Smith, May 11, 2017

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

Krystyna Plut, May 12, 2017

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

Clarence Muller, May 12, 2017

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

Jeff Nielson, May 12, 2017

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

Gary Clinkingbeard, May 12, 2017

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

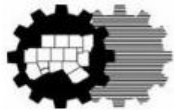
Debra Tridico, May 13, 2017

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

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

Regional Transportation Council

June 8, 2017



North Central Texas
Council of Governments
Transportation Department

MTP POLICY BUNDLE PROCESS: SUMMARY OF AGENCY RESPONSES

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

MTP POLICY BUNDLE PROCESS: ALLOCATION OF TDCS

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

Award of 8,000,000 TDCs Each

City of Dallas

City of Fort Worth

Fort Worth Transportation Authority

Award of 5,000,000 TDCs Each

City of Arlington

City of Plano

Award of 3,000,000 TDCs Each

City of Grapevine

City of Lewisville

City of McKinney

City of Mesquite

Denton County Transportation Authority

City of Richardson

MTP POLICY BUNDLE PROCESS: NEXT STEPS

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

EARLY PARTNERSHIPS

PROJECT AND PARTNERSHIP BACKGROUND

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

SOUTHERN GATEWAY DECK PLAZA COSTS AND CONCEPT



SOUTHERN GATEWAY FUNDING OPTIONS

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

OPPORTUNITIES FOR QUALIFYING AGENCIES

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

REQUESTED ACTION

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

CONTACTS

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Principal Transportation Planner

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Toll Cost Associated with IH 30 Closure Detour Route

Regional Transportation Council

June 8, 2017

Natalie Bettger



*North Central Texas Council of Governments
Transportation Department*

SCOPE OF CLOSURE

Location:

IH 30 from Cooper / Collins Street to PGBT

Timeframe:

Friday night from 9:00 pm to approximately 6:00 am
Monday

Strategies:

Traffic Signal Retiming

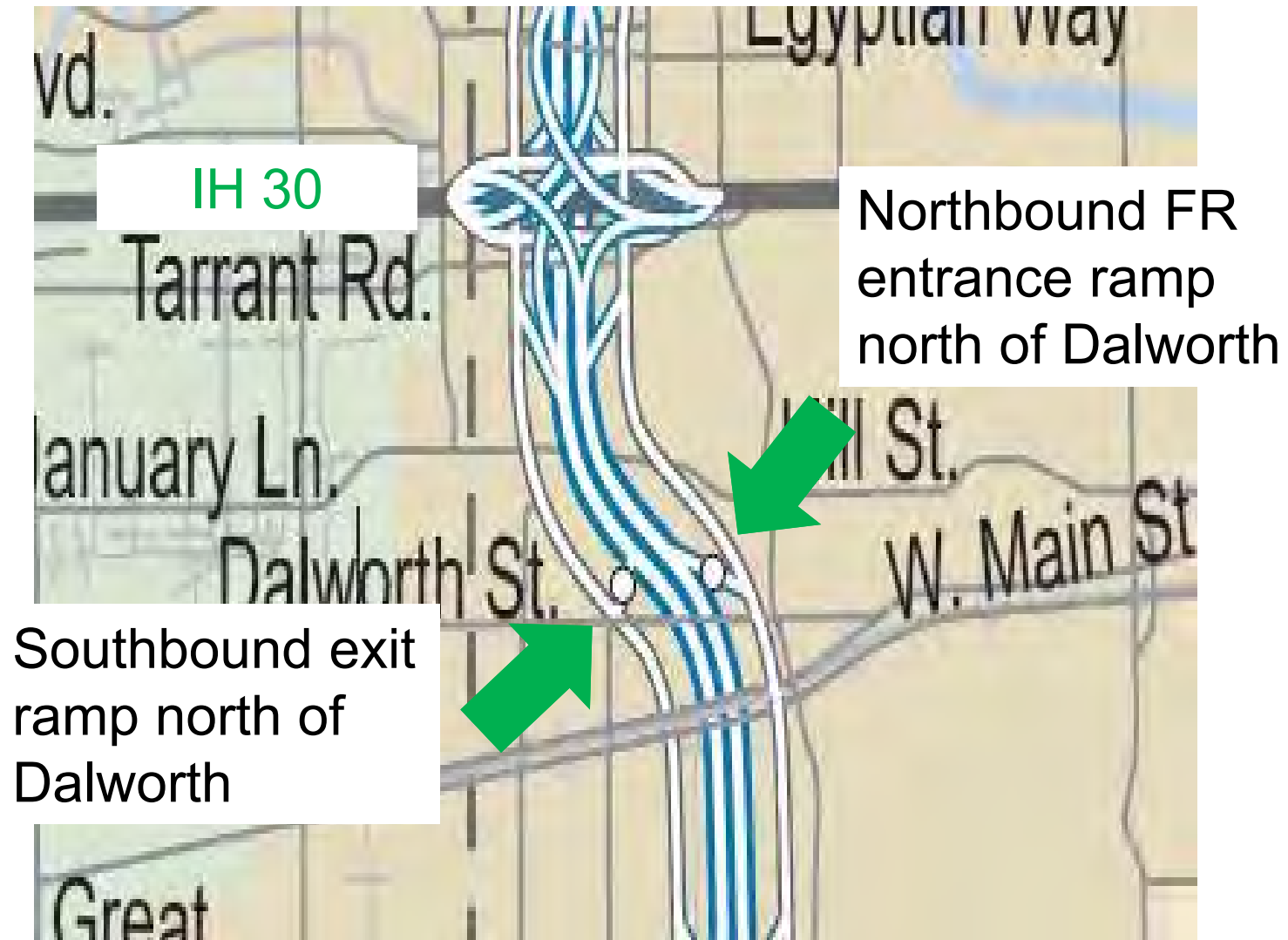
Tolls of \$0

Advanced Messages on DMS to Avoid the Area

Media Coverage

Monitor Traffic and Improve with Each Closure

TOLL GANTRIES



ACTION REQUESTED

Approve \$50,000 in Regional Transportation Council local funds to cover the cost of setting the tolls to \$0 on President George Bush Turnpike for the IH 30 detour route.

Direct staff to administratively amend the 2017-2020 TIP and other planning/administrative documents to incorporate this funding .

Direct staff to seek approval of the NCTCOG Executive Board and enter into an agreement with NTTA.

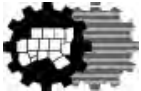
Questions

Natalie Bettger
Senior Program Manager
nbettger@nctcog.org
817-695-9280

Marian Thompson
Transportation System Operations Supervisor
mthompson@nctcog.org
817-608-2336

Demographic Update and Mobility 2045

Regional Transportation Council
May 11, 2017



Mobility 2045 Plan

Need new Air Quality (AQ) Conformity determination analysis by 11/23/18.

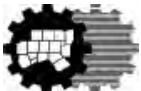
Incorporate new Transportation Improvement Program (TIP) information.

Incorporate new federal/State planning requirements.

Incorporate updated project development efforts.

Incorporate new planning initiatives.

Incorporate new demographics for 2045.



2017 Current Population Estimates

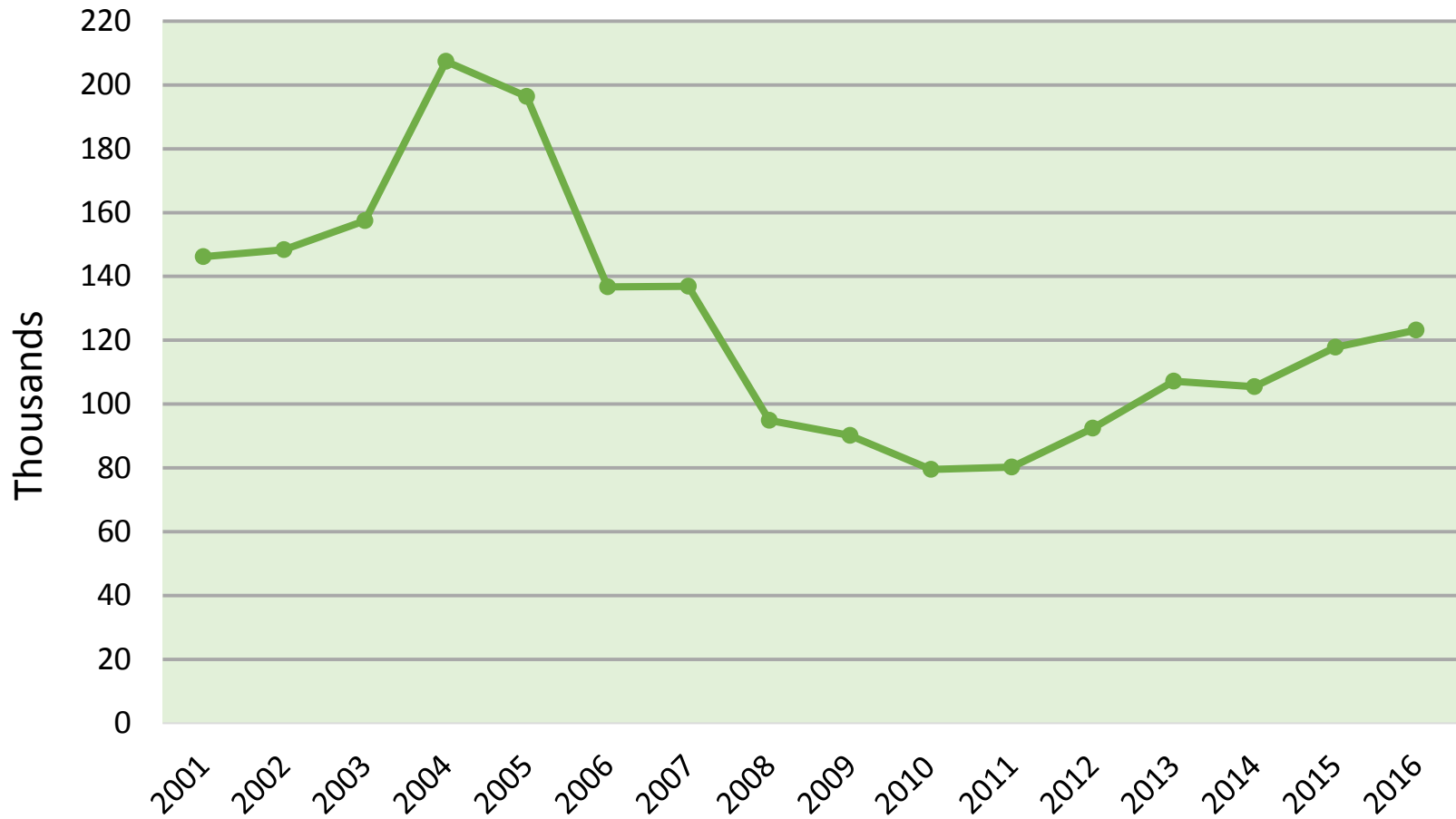


Methodology

DATA	SOURCE
Total new construction, demolitions, annexations	Cities
Group Quarters	Cities
Average persons per household	Decennial Census (2010) and American Community Survey (2011-2015)
Number of occupied single family by city	Decennial Census (2010) and American Community Survey (2011-2015)
Number of occupied multi-family by city	Independent research firms M/PF and ALN as well as ACS

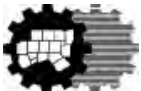


Regional Population Change

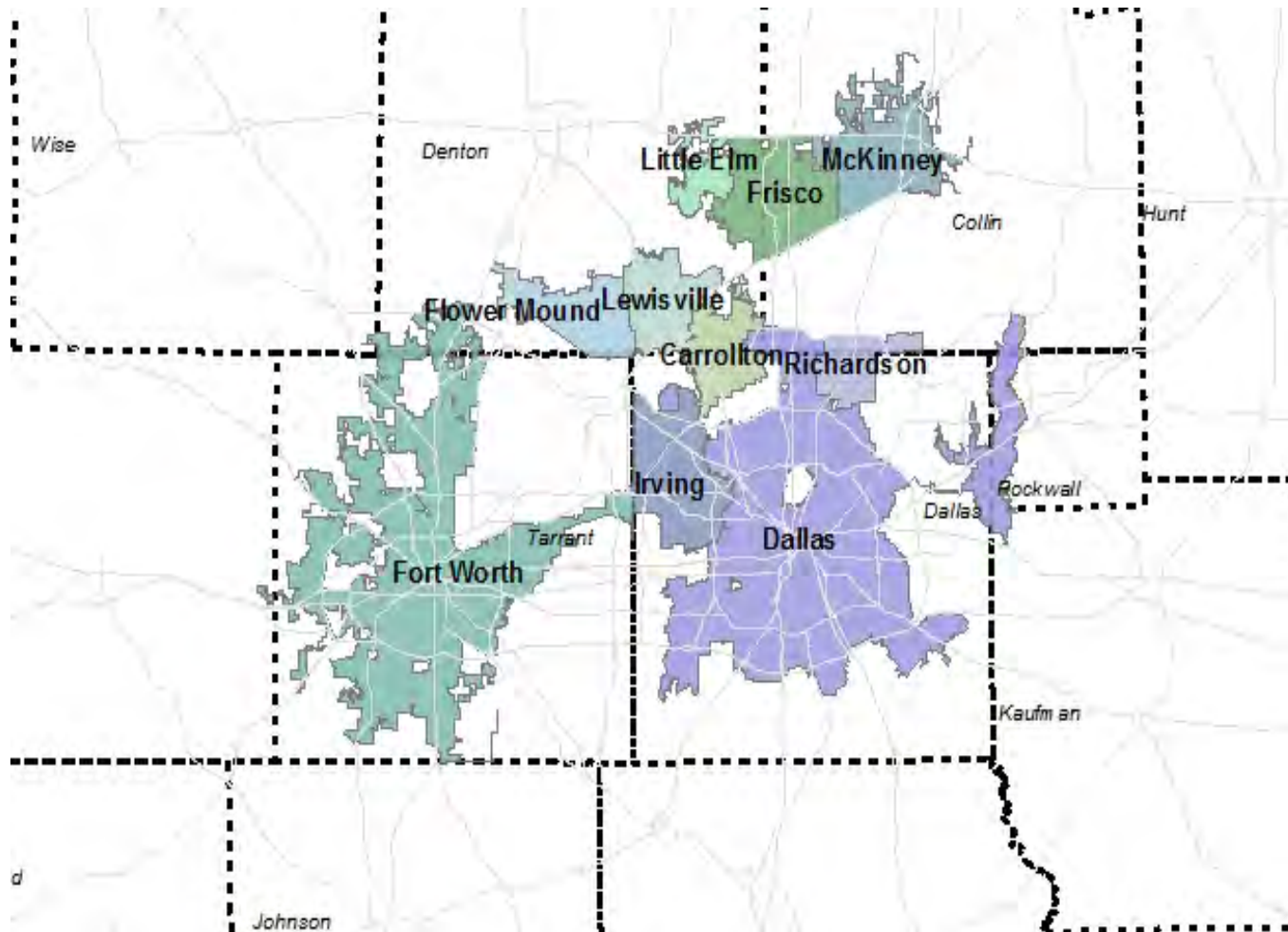


Top 10 Cities Population Growth 2016-2017 Absolute Change

1. Dallas	12,440
2. Fort Worth	9,050
3. McKinney	8,240
4. Frisco	7,880
5. Irving	3,670
6. Lewisville	3,240
7. Little Elm	3,200
8. Richardson	3,100
9. Carrollton	2,840
10. Flower Mound	2,780

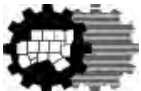


Top 10 Cities Population Growth 2016-2017



Top 10 Cities Population Growth 2010-2017 Absolute Change

1. Fort Worth	74,224
2. Dallas	72,354
3. Frisco	44,411
4. McKinney	38,593
5. Irving	18,420
6. Plano	17,879
7. Arlington	16,792
8. Denton	14,777
9. Little Elm	12,352
10. Carrollton	11,723



Regional Population Center



Regional Population

January 1, 2017

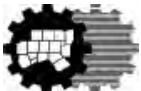
7,246,350

January 1, 2016

7,123,170

2016 Regional Growth

123,180



2045 Demographic Update



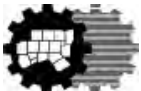
Background

The demographic forecasts provide a common base for regional planning and resource allocations. The forecasts are widely used by cities, counties, and partner agencies.

Demographic forecasting process at NCTCOG is a data-driven analytical approach with input/feedback from stakeholders.

Forecasts are provided at both the aggregate (region/county) and disaggregate (traffic survey zone) levels.

Current demographic forecast is through the year 2040 and was adopted by the NCTCOG Executive Board in May 2015.



2045 Forecast Methodology

Build From Adopted 2040 Forecast

Determine 2045 Control Totals

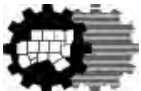
Growth in Each County Based on Extrapolation of Year 2005 Through Year 2040 Trend

Build and Execute Urbanization Model to 2045

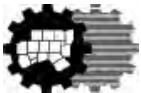
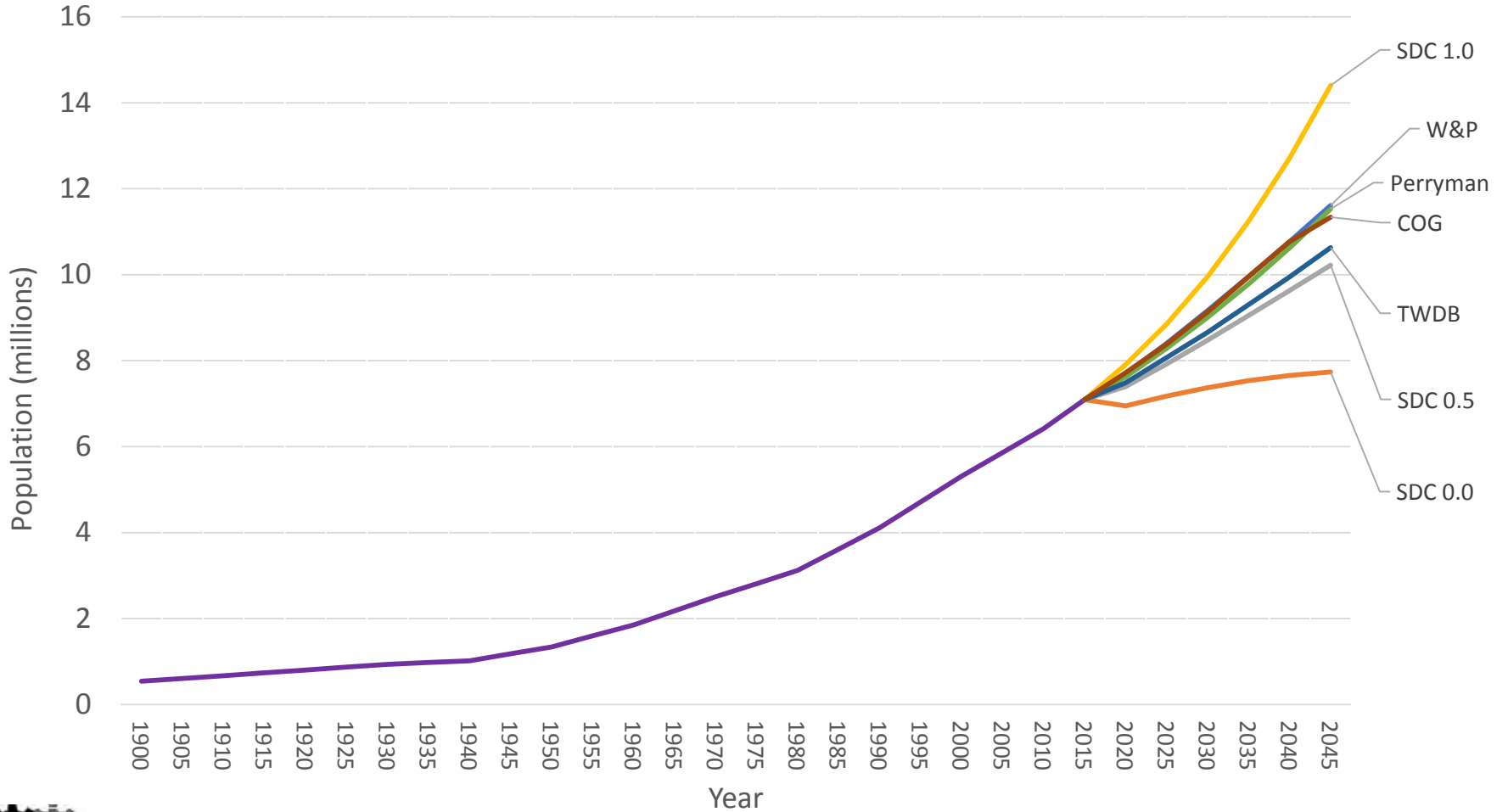
- **Utilize Observed Landsat Imagery Tracking Development Patterns and Vacant Land**
- **Utilize Same Future Land-use Plans as 2040 Forecast**
- **Use The Current 2040 Forecast Footprint To Predict 2040 To 2045 Change**

Local Government/Agency Review

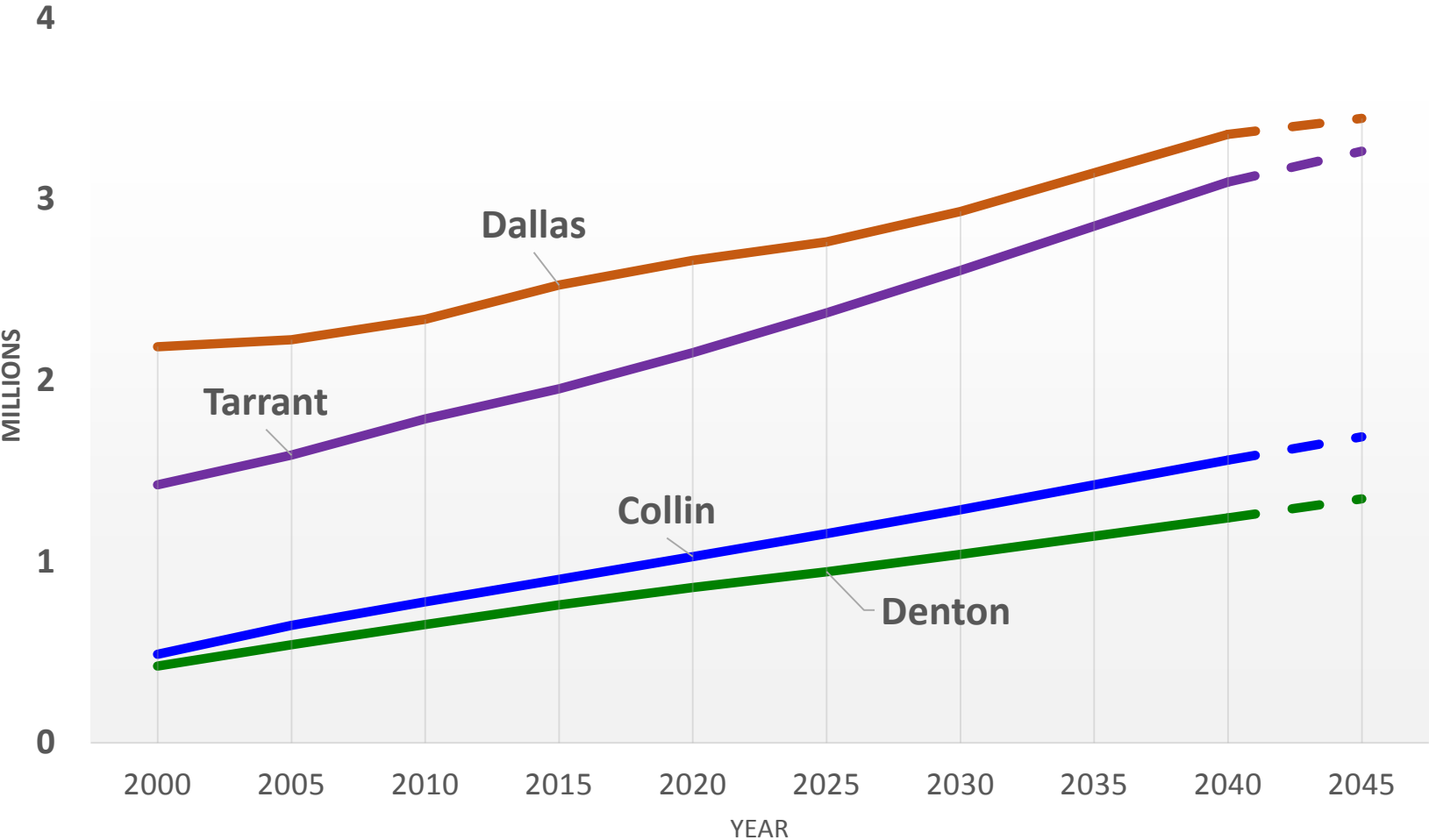
Executive Board Adopts 5-year Extension Only



Regional Control Total



Core County Population Growth



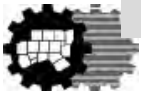
2045 County Population Forecast

County	2005	2040	2045	2040 - 2045 Change	2040 – 2045 % Change
Collin	647,831	1,560,421	1,689,170	128,749	8.3%
Dallas	2,224,183	3,357,469	3,445,189	87,720	2.6%
Denton	541,622	1,241,681	1,346,314	104,633	8.4%
Ellis	128,123	283,898	300,955	17,057	6.0%
Hood	45,934	81,578	85,739	4,161	5.1%
Hunt	80,978	131,022	134,291	3,269	2.5%
Johnson	138,231	252,521	262,868	10,347	4.1%
Kaufman	86,119	210,097	224,205	14,108	6.7%
Parker	98,950	195,286	206,811	11,525	5.9%
Rockwall	59,578	166,357	181,561	15,204	9.1%
Tarrant	1,587,173	3,094,649	3,263,616	168,967	5.5%
Wise	54,568	101,865	105,796	3,931	3.9%
Total	5,695,295	10,676,844	11,246,516	569,672	5.3%



County Population Growth Shares

County	2040	2045	2040 - 2045 Growth	Share of 2040 - 2045 Growth
Collin	1,560,421	1,689,170	128,749	22.6%
Dallas	3,357,469	3,445,189	87,720	15.4%
Denton	1,241,681	1,346,314	104,633	18.4%
Ellis	283,898	300,955	17,057	3.0%
Hood	81,578	85,739	4,161	0.7%
Hunt	131,022	134,291	3,269	0.6%
Johnson	252,521	262,868	10,347	1.8%
Kaufman	210,097	224,205	14,108	2.5%
Parker	195,286	206,811	11,525	2.0%
Rockwall	166,357	181,561	15,204	2.7%
Tarrant	3,094,649	3,263,616	168,967	29.7%
Wise	101,865	105,796	3,931	0.7%
MPA	10,676,844	11,246,516	569,672	100.0%



2045 County Employment Forecast

County	2005	2040	2045	2040 - 2045 Change	2040 - 2045 % Change
Collin	359,914	762,920	835,342	72,422	9.5%
Dallas	1,809,315	3,197,475	3,298,213	100,738	3.2%
Denton	205,991	445,070	479,620	34,550	7.8%
Ellis	53,591	96,872	102,696	5,824	6.0%
Hood	15,011	29,448	31,727	2,279	7.7%
Hunt	39,064	70,099	72,659	2,560	3.7%
Johnson	59,327	105,198	111,281	6,083	5.8%
Kaufman	35,352	64,040	68,290	4,250	6.6%
Parker	44,544	80,404	86,883	6,479	8.1%
Rockwall	24,025	53,372	58,611	5,239	9.8%
Tarrant	947,961	1,739,327	1,827,385	88,058	5.1%
Wise	23,710	47,224	51,510	4,286	9.1%
MPA	3,617,805	6,691,449	7,024,214	332,765	5.0%



County Employment Growth Shares

County	2040	2045	2040 - 2045 Change	Shares of 2040 - 2045 Growth
Collin	762,920	835,342	72,422	21.8%
Dallas	3,197,475	3,298,213	100,738	30.3%
Denton	445,070	479,620	34,550	10.4%
Ellis	96,872	102,696	5,824	1.8%
Hood	29,448	31,727	2,279	0.7%
Hunt	70,099	72,659	2,560	0.8%
Johnson	105,198	111,281	6,083	1.8%
Kaufman	64,040	68,290	4,250	1.3%
Parker	80,404	86,883	6,479	1.9%
Rockwall	53,372	58,611	5,239	1.6%
Tarrant	1,739,327	1,827,385	88,058	26.5%
Wise	47,224	51,510	4,286	1.3%
MPA	6,691,449	7,024,214	332,765	100.0%



Forecast Timetable

January-February 2017

- Select Control Totals
- Finalize 2040 to 2045 Urbanization Model

March-April 2017

- Develop 2045 Forecast
- Conduct internal review

May-June 2017

- Local Review

July 2017

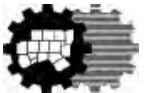
- Incorporate Local Review feedback

August 2017

- Executive Board Approval



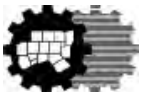
Mobility 2045



Mobility Plan Adoption Context

Action	Current Mobility 2040	Mobility 2045	Potential Mobility 2045 Amendment
RTC Adoption	March 9, 2016	June 14, 2018	~ June 2020
Air Quality Conformity Determination	November 23, 2016	*November 23, 2018	~ Nov. 2020
Comments	<p>Additional funding</p> <p>Policy bundle emphasis</p>	<p>Take advantage of required conformity</p> <p>New TIP</p> <p>Incorporate new planning requirements</p> <p>Incorporate project development efforts</p> <p>Incorporate new planning initiatives</p> <p>Incorporate 2045 demographics</p>	TBD

* Expected date based on previous determination



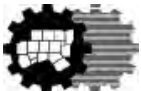
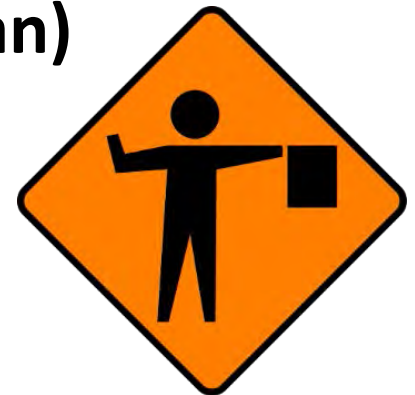
Mobility 2045 Ingredients

Incorporate Federal FAST Act Requirements

- Performance Measures and Targets
- Dedicated Freight Funding

Incorporate New State Requirements

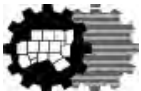
- 85th Texas Legislative Session Outcomes
- Consistency with HB 20 (10-year Plan)
- Statewide Freight Plan



Mobility 2045 Ingredients

Incorporate Latest Project Development and Planning Initiatives

- Consistency with Federal Environmental Documents
- High-Speed Rail
- Modern “People Movers”
- Emerging Technologies



Mobility 2045 Foundation

New Base Year – 2018

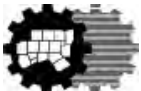
New Horizon Year – 2045

2045 Demographics

2045 Revenue Forecast

Restart 4-Year Mobility Plan Clock

Reflect Successes in Projects Completed



Partner Coordination

TxDOT

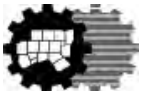
- **Dallas, Fort Worth, Paris Districts**
- **Transportation Planning and Programming, Austin**

Transportation Authorities

- **NTTA**
- **FUTA, DCTA, DART**
- **Small Transit Providers**

Local Governments

Public



Schedule

Milestone	Date
Continuous Public Involvement	Through March 2018
Mobility 2045 Draft	April 1, 2018
Public Meetings	April 9, 2018
2019-2022 TIP (STTC Action)	April 27, 2018
2019-2022 TIP (RTC Action)	May 10, 2018
Mobility 2045 and AQ Conformity (STTC Action)	May 25, 2018
Mobility 2045 and AQ Conformity (RTC Action)	June 14, 2018
Air Quality Conformity DOT Determination Deadline	November 23, 2018



Questions?

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(817) 695-9263

Kevin Feldt

Program Manager

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(817) 704-2529

Mitzi Ward

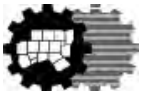
Principal Planner

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(817) 695-9272



mobilityplan@nctcog.org



**CMAQ/STBG Funding Program
Planning and Other Studies Program**

Project	FY 2018	FY 2019	Federal Funding Source	Match to Federal Funds	Total Federal Funding
Harry Hines Corridor Conceptual Study and Preliminary Design		\$1,000,000	STBG	Local Funds	\$1,000,000
McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study	\$1,000,000		STBG	Local Funds/TDCs ¹	\$1,000,000
High Speed Rail Core Express ²	\$2,000,000		STBG	TDCs ³	\$2,000,000
Total Funding by Fiscal Year (FY)	\$3,000,000	\$1,000,000			\$4,000,000

¹ The City of Dallas may wish to use TDCs being allocated to the City through the MTP Policy Bundle effort.

² In addition to the \$3,000,000 previously funded for a total of \$5,000,000

³ Regional TDCs

CMAQ/STBG FUNDING: TRANSIT PROGRAM

Regional Transportation Council
June 8, 2017

CMAQ/STBG Project Funding Programs

- The Programs include:
 - Federal/Local Funding Exchanges
 - Automated Vehicle Program
 - Strategic Partnerships
 - Planning and Other Studies
 - 10 Year Plan/Proposition 1 Adjustments
 - Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
 - **Transit Program**
 - Assessment Policy Program(s)/Project(s)
 - Local Bond Program Partnerships
 - Safety, Innovative Construction, and Emergency Projects
 - Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

CMAQ/STBG¹ FUNDING PROGRAM: TRANSIT PROGRAM

Description/ Purpose	To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.
Current Requests	<ul style="list-style-type: none">• High-Intensity Bus Transit in the IH 30 and IH 35W Corridor• Cotton Belt Corridor• Carpenter Ranch Station- Irving
Next Steps	Anticipated for action in Summer or Fall 2017.

¹ Congestion Mitigation and Air Quality Improvement Program (CMAQ)/
Surface Transportation Block Grant (STBG)

PROPOSED TRANSIT PROJECTS

DRAFT

Project Name	Agency	Proposed FY	Proposed Federal Funding ²
Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano ¹	DART	2019	\$20,000,000
		2020	\$40,000,000
		2021	\$30,000,000
		2022	\$10,000,000
7 th Street District Circulator Electric Buses and charging stations (in Fort Worth)	FWTA	2018	\$2,880,000 ³
IH 30 High Intensity Bus Pilot Service from the western terminus of IH 30 managed lanes to Downtown Dallas	DART ⁴	2018	\$13,000,000 ⁵
IH 35W High Intensity Bus Pilot Service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton	FWTA/ DCTA	2019	\$1,000,000 ⁵
Legacy Transportation Management Association (TMA)	Plano	2018	\$300,000
		2019	\$400,000
Carpenter Ranch Station on the Orange Line in Irving	DART	2020	\$8,800,000
Total			126,380,000

¹ This project replaces the \$100M placeholder in the Transportation Improvement Program (TIP) with the actual project to be implemented.

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

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

⁴ To be refined through future coordination efforts with transit agencies.

⁵ Propose to move buses from one corridor to the other with phased pilot service.

TIMELINE

STTC Information	May 26, 2017
RTC Information	June 8, 2017
STTC Action	June 23, 2017
RTC Action	July 6, 2017
Add to the 2017-2020 TIP/STIP (through November 2017 cycle)	July 28, 2017

QUESTIONS?

Adam Beckom, AICP

Principal Transportation Planner

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**CMAQ/STBG Funding Program
Transit Program**

Agency	Project	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Funding Source	Total Federal Funding²
Dallas Area Rapid Transit (DART)	Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano ¹		\$ 20,000,000	\$ 40,000,000	\$ 30,000,000	\$ 10,000,000	CMAQ & STBG	\$100,000,000
Fort Worth Transit Authority (FWTA)	7th Street District Circulator Electric Buses and Charging Stations (in Fort Worth)	\$ 2,880,000					CMAQ	\$2,880,000 ³
DART ⁴	IH 30 High Intensity Bus Pilot Service from the western terminus of IH 30 managed lanes to Downtown Dallas	\$ 13,000,000					CMAQ	\$13,000,000 ⁵
FWTA/Denton County Transit Authority (DCTA)	IH 35W High Intensity Bus Pilot Service from the Fort Worth Intermodal Transportation Center (ITC) to Texas Health Presbyterian Park-n-Ride in Denton		\$ 1,000,000				CMAQ	\$1,000,000 ⁵
Plano	Legacy Transportation Management Association	\$ 300,000	\$ 400,000				CMAQ	\$700,000
DART	Carpenter Ranch Station on the Orange Line in Irving			\$ 8,800,000			CMAQ	\$8,800,000
Total Funding by Fiscal Year (FY)		\$ 16,180,000	\$ 21,400,000	\$ 48,800,000	\$ 30,000,000	\$ 10,000,000		\$126,380,000

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

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

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

⁴ To be refined through future coordination efforts with transit agencies.

⁵ Propose to move buses from one corridor to the other with phased pilot service.

AGENDA

**Regional Transportation Council
Multimodal/Intermodal/High-Speed Rail/Freight
Subcommittee
Thursday, June 8, 2017
North Central Texas Council of Governments**

- 11:30 – 11:35** 1. **Introductions & Agenda Review**
 Action Possible Action Information Minutes: 5
 Presenter: Chairman Rob Franke; Kevin Feldt, NCTCOG
 Item Summary: Chairman Franke and Kevin Feldt will review the agenda and today's meeting purpose.
- 11:35 – 11:45** 2. **Presentation by Texas Central Partners on the Houston to Dallas High-Speed Rail Project**
 Action Possible Action Information Minutes: 10
 Presenter: Travis Kelly, Texas Central Partners
 Item Summary: Presentation by Texas Central Partners representatives regarding recent progress on the Houston-Dallas High-Speed Rail Environmental Impact Statement and public involvement efforts.
- 11:45 – 11:55** 3. **High-Speed Rail Update and Station Area Planning Efforts**
 Action Possible Action Information Minutes: 10
 Presenters: Kevin Feldt and Michael Morris, NCTCOG
 Item Summary: Presentation focusing on recent NCTCOG staff efforts regarding high-speed rail station planning efforts in Fort Worth, Arlington, and Dallas. Staff presentation will include consultant recommendations for station areas and staff analysis of potential alignment options. Implications to the environmental process will be discussed.
- 11:55 – 12:00** 4. **Dallas-Fort Worth High-Speed Rail Governance Update**
 Action Possible Action Information Minutes: 5
 Presenter: Ken Kirkpatrick, NCTCOG
 Item Summary: NCTCOG staff will provide information regarding recent progress toward developing a local entity to oversee the implementation of high-speed rail in the Dallas-Fort Worth region. Discussions will also occur with regard to the need for this contingency.
- 12:00 – 12:05** 5. **85th Texas Legislature Briefing**
 Action Possible Action Information Minutes: 5
 Presenter: Amanda Wilson, NCTCOG
 Item Summary: NCTCOG staff will provide information regarding the recently concluded 85th Texas Legislative Session focusing on high-speed rail initiatives and the impact to the Dallas-Fort Worth high-speed rail efforts.

12:05 – 12:20 6. **Coordination With Congressional Delegation**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG
Item Summary: NCTCOG staff will provide information regarding recent efforts to discuss the region’s request to federal authorities regarding Dallas-Fort Worth Core Express Service high-speed passenger rail service implementation. In addition, privately funded high-speed rail and next generation high-speed rail are being pursued. Chair Meadows is assisting in this process. Private and federal infrastructure funds are being considered.

12:20 – 12:30 7. **Subcommittee Next Steps & Future Agenda Items**
 Action Possible Action Information Minutes: 10
Presenter: Chairman Rob Franke
Item Summary: The Subcommittee will discuss action items, future agenda items and potential dates for future Subcommittee meetings.

Regional Transportation Council Attendance Roster
June 2016-May 2017

RTC MEMBER	Entity	6/16/16	7/14/16	8/11/16	9/8/16	10/13/16	11/10/16	12/8/16	1/12/17	2/9/17	3/9/17	4/13/17	5/11/17
Monica R. Alonzo (07/15)	Dallas	P	E	P	P	P	P	P	P	P	P	P	P
Bruce Arfsten (08/15)	Addison	P	P	P	P	P	P	P	P	P	P	P	E
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	P	E(R)	P	P
Sara Bagheri (12/16)	Denton	--	--	--	--	--	--	P	P	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	P	E	P	A	P	P	E	P	A	P	E	P
Loyl Bussell (05/17)	TxDOT, FW	--	--	--	--	--	--	--	--	--	--	--	P
Mike Cantrell (1/07)	Dallas Cnty	P	A	P	P	P	R	E	P	P	P	P	P
David L. Cook (05/16)	Mansfield	P	E	P	P	P	P	P	P	P	P	P	E(R)
Rudy Durham (7/07)	Lewisville	P	P	P	E(R)	E	P	P	P	P	P	E(R)	P
Andy Eads (1/09)	Denton Cnty	P	A(R)	P	P	P	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	E	P	P	P	P	P	E(R)
Robert Franke (1/08)	Cedar Hill	P	P	P	E	P	E(R)	P	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	P	E(R)	P	P	P	P	E	P	P	A	P	P
Mojoy Haddad (10/14)	NTTA	P	P	A	P	P	P	E	A	A	P	A	P
Roger Harmon (1/02)	Johnson Cnty	P	P	A	P	E	P	P	P	E(R)	P	P	E
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	E	A	P	P	P	P	P	E	E	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	E(R)	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	P	P	P	E	P	P	E	P	E
Brian Loughmiller (04/15)	McKinney	P	P	E(R)	P	P	P	P	P	A	P	P	P
David Magness (06/13)	Rockwall Cnty	P	A(R)	P	P	A	P	E	P	E	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	P	P	P	P	E(R)	P	P
Matthew Marchant (07/08)	Carrollton	P	A	P	A	A	P	P	E	P	P	P	P
Maher Maso (10/08)	Frisco	P	P	P	P	E(R)	P	P	P	P	E	P	P
B. Adam McGough (07/16)	Dallas	--	P	P	P	E	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	--	--	--	--	--	--	--	--	E	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	E	P	P	P	P	E(R)	P	E(R)	P	P
Stan Pickett (06/15)	Mesquite	P	A	P	E(R)	P	E(R)	P	P	P	E	E(R)	P
Mark Riley (1/09)	Parker Cnty	P	E(R)	P	P	E(R)	E	P	P	P	P	P	E(R)
Kelly Selman (02/15)	TxDOT, Dallas	P	P	P	P	P	P	E(R)	E(R)	P	P	E(R)	P
Gary Slagel (11/15)	DART	P	P	P	P	P	P	P	P	P	P	E	P
Lissa Smith (6/12)	Plano	P	P	P	P	P	P	P	P	E	P	E	E
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	E(R)	P	P	P	P	P	P	P	E
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	E	P	P	P	E(R)	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	--	--	--	--	--	--	--	--	--	P	P	P

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

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

Regional Transportation Council Attendance Roster
June 2016-May 2017

RTC MEMBER	Entity	6/16/16	7/14/16	8/11/16	9/8/16	10/13/16	11/10/16	12/8/16	1/12/17	2/9/17	3/9/17	4/13/17	5/11/17
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	E	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	E(R)	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E	P	P	P	E	P	E	E	P	P	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	E	E	P	P	E(R)	E	P	P	P	E	P
Erik Wilson (07/15)	Dallas	P	E	P	A	P	P	E	P	E	P	P	A
W.B. "Zim" Zimmerman (9/12)	Fort Worth	E	E(R)	P	P	E(R)	P	P	P	P	P	P	(R)

P= Present

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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
April 2016-April 2017

STTC MEMBERS	Entity	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17
Antoinette Bacchus	Dallas County	P	A	P	P	P	P	A	A	P	P	P	P
Micah Baker	Dallas County	--	--	P	A	P	A	P	A	A	A	A	A
Bryan Beck	Fort Worth	P	A	P	P	P	P	P	P	A	P	P	P
Katherine Beck	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	--	--	P	A	P	P	P	P	P	P	P	P
Kristina Brevard	DCTA	P	P	R	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	P	P	P	R	P	A	P	P	A	R	P
Mohammed Bur	TxDOT, Dallas	A	A	P	P	P	P	P	P	P	P	P	P
Loyl Bussell	TxDOT, FW	P	P	A	P	P	P	P	P	P	P	P	P
Dave Carter	Richardson	P	P	P	P	P	A	P	A	A	P	P	P
Kent Collins	Coppell	--	--	--	--	--	P	P	P	P	P	R	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	P	P	A	P	P
Hal Cranor	Euless	P	A	P	P	P	P	P	P	P	P	P	R
Clarence Daugherty	Collin County	P	A	P	P	R	R	R	P	P	P	P	P
Chad Davis	Wise County	P	P	P	A	P	P	A	P	A	A	P	A
Greg Dickens	Hurst	R	R	R	R	R	A	R	R	A	R	R	R
David Disheroon	Johnson County	A	P	P	P	A	P	P	P	P	P	A	P
Massoud Ebrahim	Greenville	A	P	P	P	P	P	P	P	A	P	P	P
Chad Edwards	DART	P	P	A	A	P	P	P	P	P	P	P	P
Claud Elsom	Rockwall County	P	P	P	P	P	P	P	P	A	P	P	P
Keith Fisher	Cleburne	--	--	--	--	--	--	--	--	P	R	P	P
Eric Fladager	Fort Worth	A	P	A	A	P	P	A	P	P	P	A	P
Chris Flanigan	Allen	P	P	R	P	R	P	P	P	P	P	P	P
Ann Foss	Arlington	--	--	P	P	P	P	P	P	P	P	P	R
Gary Graham	McKinney	P	R	P	R	P	R	P	R	R	P	P	R
Tom Hammons	Carrollton	A	A	A	A	A	P	A	A	A	A	A	A
Ron Hartline	The Colony	--	--	--	R	P	R	P	P	R	A	R	R
Michael Hasler	Duncanville	P	P	P	P	P	A	P	A	P	A	P	P
Curvie Hawkins	FWTA	A	A	A	P	P	P	P	P	P	A	P	A
Mark Hines	McKinney	--	--	P	A	A	A	A	A	A	A	A	A
Matthew Hotelling	Flower Mound	P	P	P	P	P	A	P	P	P	P	P	P
Kirk Houser	Dallas	P	P	P	P	P	A	P	P	A	P	R	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	R	A	P	P	P	P	P	P	A	P	P	P
Paul Iwuchukwu	Arlington	P	A	P	P	P	A	P	P	P	P	P	P
Joseph Jackson	Ellis County	A	P	A	P	P	P	P	P	A	P	P	R
Tim James	Mesquite	A	A	P	A	A	A	A	P	P	A	A	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A	A	A
Tom Johnson	DeSoto	A	P	P	A	P	P	P	A	P	A	P	P
Sholeh Karimi	Grand Prairie	P	P	A	P	P	P	A	P	P	P	P	P
Paul Knippel	Frisco	--	--	P	R	A	P	A	P	A	A	A	A
Chiamin Korngiebel	Dallas	A	A	A	A	A	P	P	P	P	P	A	A

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

Surface Transportation Technical Committee Attendance Roster
April 2016-April 2017

STTC MEMBERS	Entity	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17
Richard Larkins	Grapevine	P	A	A	A	P	P	P	A	A	P	A	P
Alonzo Liñán	Keller	--	--	--	--	--	--	--	--	--	P	A	P
Paul Luedtke	Garland	P	A	P	P	A	P	P	P	P	P	P	R
Stanford Lynch	Hunt County	P	P	P	R	P	P	P	A	R	P	A	P
Rick Mackey	TxDOT, Paris	A	P	P	P	P	P	P	P	A	A	A	A
Srini Mandayam	Mesquite	P	A	R	R	R	R	R	R	R	A	R	R
Laura Melton	Burleson	P	A	A	P	P	P	P	P	A	A	P	P
Brian Moen	Frisco	R	A	A	A	A	A	A	A	A	A	P	P
Cesar Molina, Jr.	Carrollton	A	A	P	P	P	A	P	P	A	P	A	P
Lloyd Neal	Plano	A	P	P	P	P	P	P	P	P	P	A	P
Mark Nelson	Denton	P	P	R	P	P	P	P	P	P	P	R	P
Jim O'Connor	Irving	P	P	P	P	P	A	P	P	P	P	P	P
Kenneth Overstreet	Bedford	P	A	A	A	A	R	P	P	A	A	A	A
Kevin Overton	Dallas	P	P	A	P	P	P	A	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	P	R	P	P	P	P	P	P	P
Todd Plesko	DART	A	A	P	A	P	P	P	P	P	P	P	P
Shawn Poe	Rowlett	--	--	--	--	--	--	P	P	P	P	P	P
John Polster	Denton County	P	P	P	P	P	P	P	P	A	P	P	P
Tim Porter	Wylie	--	--	--	--	--	--	--	P	A	P	P	P
Daniel Prendergast	Plano	--	P	P	A	P	A	P	P	P	P	P	P
Lisa Pyles	Addison	A	A	A	A	P	A	P	A	P	P	A	A
William Riley	Tarrant County	P	A	P	P	P	P	P	P	P	P	P	A
Greg Royster	DFW Int. Airport	A	P	A	A	P	P	A	P	A	A	P	A
Moosa Saghian	Kaufman County	P	A	P	A	P	A	P	P	P	P	P	P
David Salmon	Lewisville	P	P	P	P	P	P	P	P	R	P	P	P
Elias Sassoon	Cedar Hill	E	P	P	P	P	P	R	P	R	P	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	A	P	P	P	A
Randy Skinner	Tarrant County	A	P	A	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	P	P	A	P	A	P	A	P	P	A	A
Chelsea St. Louis	Dallas	--	--	--	--	--	--	--	--	P	P	P	R
Caleb Thornhill	Plano	P	P	A	P	A	P	P	P	A	P	P	P
Dave Timbrell	Garland	--	--	--	--	--	--	--	--	A	A	A	A
Mark Titus	Richardson	P	P	P	P	P	A	P	P	P	P	P	P
Timothy Tumulty	Rockwall	A	P	P	A	A	P	P	A	A	A	P	A
Gregory Van Nieuwenhuize	Haltom City	P	P	R	P	R	P	P	P	P	P	P	A
Daniel Vedral	Irving	A	P	A	P	A	P	A	A	A	P	A	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	A	P	P	P	P
Sam Werschky	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	A
Jared White	Dallas	P	P	P	P	P	A	A	P	P	P	A	A
Bill Wimberley	Hood County	R	A	P	A	P	P	P	P	P	P	P	R
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE April 28, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 28, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, David Boski, Kristina Brevard, Keith Brooks, Mohammed Bur, Loyl Bussell, Dave Carter, Kent Collins, John Cordary Jr., Allen Harts (representing Hal Cranor), Clarence Daugherty, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Andy Richardson (representing Ann Foss), Robyn Root (representing Gary Graham), Brian McNulty (representing Ron Hartline), Michael Hasler, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Ted Kantor (representing Joseph Jackson), Tim James, Tom Johnson, Sholeh Karimi, Richard Larkins, Alonzo Linan, Wayne Kirchner (representing Paul Luedtke), Stanford Lynch, Yang Jin (representing Srin Mandayam), Laura Melton, Brian Moen, Cesar J. Moline Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Randy Skinner, John Brunk (representing Chelsea St. Louis), Caleb Thornhill, Mark Titus, Daniel Vedral, Caroline Waggoner, and Jimmey Bodiford (representing Bill Wimberley).

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

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

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

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

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

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

5. **2019-2022 Transportation Improvement Program Development:** Adam Beckom provided an update on efforts related to the development of the 2019-2022 Transportation Improvement Program (TIP). The development process involves a review of all active projects and solicitation of information on locally funded projects. Necessary adjustments will be made to the projects, including staging, funding, and scope changes. Staff will then develop revised project listings and balance the projects against the available revenue using allocations in the latest Unified Transportation Program. A Mobility Plan and air quality review will also be conducted to ensure the proposed projects are consistent with the appropriate documents. Information will then be presented for public review and comment. Lastly, the final project listings will be submitted to partners. North Central Texas Council of Governments (NCTCOG) staff meetings with local partners to receive input and updates on projects will be held in person or by conference call. Attendees should include project managers that can provide status of the project and fiscal managers that can provide information on expenditures and invoicing. Texas Department of Transportation (TxDOT) staff will be included to help set realistic expectations for project implementation. Project status information should be realistic and provided for start and end dates by phase. In addition, information regarding local match availability will be requested. Status of Local Project Advance Funding Agreements with TxDOT, interlocal agreements with NCTCOG, and invoicing is necessary. Staff will also request monthly reporting to the Revenue and Project Tracking System for Regional Toll Revenue projects. Mr. Beckom reminded members that this is an opportunity to request changes to project scope, limits, funding, and implementing agencies. He noted that special focus will be placed on projects that are at risk of losing federal funds such as projects on the Federal Highway Administration Inactive List and Preliminary Engineering Audit list, projects in the Transportation Alternative Program, as well as the Regional Transportation Council (RTC) 10-Year Milestone Policy list. In addition, projects placed into the first year of the Transportation Improvement Program will also be reviewed closely and TxDOT will be asked to concur that the projects can be implemented in the first fiscal year. NCTCOG staff will begin meeting with implementing agencies in May and begin financial constraint and analysis of projects over the summer. It is anticipated that draft listings will be presented to the Committee in February 2018 and to the RTC in March. Final action is anticipated in the April/May timeframe. Once approved, the final document will be submitted to TxDOT in the summer of 2018. State approval is anticipated in August, and federal approval by October 2018. John Polster requested that a copy of the presentation be provided to members following the meeting. Details were provided in Electronic Item 5.

6. **2045 Demographics:** Donna Coggeshall, Research and Information Services (RIS) Department, presented information regarding the development of the North Central Texas Council of Governments (NCTCOG) demographic forecast for the year 2045. Development of the forecast is a joint effort between the NCTCOG Transportation Department and RIS Department. The long-range demographic forecast for the region provides a base for the Metropolitan Transportation Plan, as well as for local government and partner agency planning. The forecasting process is data-driven and includes input and feedback from stakeholders. The current NCTCOG forecast extends to the year 2040 and work has begun on the development of a forecast that will encompass an additional five years, taking the forecast out to 2045. The forecast is being developed, in part, to support upcoming efforts related to the development of Mobility 2045, the 2019-2022 Transportation Improvement Program, and the corresponding air quality conformity analysis. Ms. Coggeshall highlighted the demographic forecast methodology. The process includes determining the 2045 control totals, projecting growth in each county, and developing anticipated urbanization patterns. It was noted that control totals are compared to other sources. For example, long-range county level projection data from the State Demographers Office, as well as data purchased from

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The meeting adjourned at 3:05 pm.



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

June 2017

Calendar

June 2, 11 am

DRMC

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

June 7, 8:30 am

TRTC

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

June 8, 1 pm

Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

June 30, 1:30 pm

**Surface Transportation
Technical Committee**

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Region can 'take steps toward improving AQ' June 23

Across the region June 23, North Texans will do something extra to reduce ozone-causing pollution, as part of the eighth annual Clean Air Action Day. This year's theme is "Take Steps Toward Improving Air Quality," and with 19 potential clean air choices, there are several actions they can take to do their part. The full list is available at www.airnorthtexas.org/cleanairactionday.

Air North Texas, the regional clean air campaign, is sponsoring a social media contest in the days leading up to June 23 to encourage residents to share their steps toward improving air quality. Residents simply post about their clean air actions on June 23 or earlier with the hashtag #CAAD2017 to be entered into a drawing for prizes.

Partners around the region have planned clean air contests, social media campaigns and events for their residents and businesses for June 23. For the second year, the City of Dallas will host a lunchtime outreach event and environmental fair downtown, at City Hall and Pegasus Plaza, including a mobile clinic from Asthma Chasers.

The City of Grand Prairie will continue its annual traditions of holding a Clean Air Action Challenge for local businesses and a Clean Air Party for city employees. On June 22, Grand Prairie will also highlight Clean Air Action Day at the Texas AirHogs baseball game for the Get Fit GP Guys Night Out. UNT Health Science Center will host an outreach event to raise awareness about clean air. Attendees can enjoy popsicles, watch short films about environmental issues and sign the campus sustainability pledge.

In addition, Clean Air Action Day is the theme for the City of Plano's latest Live Green in Plano newsletter and social media campaign. To learn how you can help improve air quality, visit www.airnorthtexas.org.



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

Bryce Charles wins NCTCOG student art contest

When Grand Prairie middle school students were asked to illustrate their vision of the future of transportation, Bryce Charles knew what to draw. Bryce envisioned a system that would streamline commuting, reducing the stress that his parents and many other drivers regularly experience.

The Grand Prairie Fine Arts Academy seventh-grader was named the winner of the North Central Texas Council of Governments' annual art contest for his tunnel road over the Trinity River. He drew ergonomically shaped cars that will save gas and operate more efficiently.

Bryce's accomplishment was recognized during a ceremony in May at the Grand Prairie Independent School District's monthly board meeting. His drawing is on the cover of the 2017 version of Progress North Texas, NCTCOG's annual transportation report. He received a framed copy of the cover. His school was also presented with one to display.

The study of architectural and automobile magazines inspired Bryce's creation, which included cars traveling over a sun-splashed Trinity River into downtown Dallas. Sean Martin, also a Grand Prairie Fine Arts Academy student, finished second and Valere Martinez, who attends the Young Women's Leadership Academy, was third.

The art contest allows NCTCOG to reach younger North Texans and introduce them to transportation, taking advantage of their fresh ideas and vivid imaginations. One day, these students will need to get to work. And whether they choose a car, train, bike or vehicle yet to be invented, they will want to arrive safely and on time. See the art entries and read the report at www.nctcog.org/ourregion, where copies can be requested.



Bryce Charles, a student at Grand Prairie Fine Arts Academy, won the NCTCOG transportation art contest with his version of innovative transportation.

RTC approves funding for key southern Dallas County projects

The Regional Transportation Council has approved a partnership with Dallas County and the cities of Lancaster and Hutchins to advance two area projects with important regional benefits. The partnership is a result of the Southern Dallas County Infrastructure Study completed in 2012. The study, whose goal is to support growth of a high-quality, well-integrated inland port in southern Dallas County recommends several roadways including the two approved in this partnership.

A 1.3-mile section of Jefferson Street/Pleasant Run Road and a 2.25-mile stretch of Wintergreen Road will each be widened from two lanes to four. This strategic partnership will allow the leveraging of local and federal funding to improve access to intermodal facilities, Interstate Highway 45 and the future Loop 9 in southern Dallas County. Additionally, access will be enhanced for residents and businesses in the area. The two projects would cost a total of \$28 million, with the RTC contributing \$18 million.

Mobility 2045 planning underway in North Texas

NCTCOG has begun work on Mobility 2045, the region's new Metropolitan Transportation Plan.

Air quality conformity regulations require a new analysis of the region's air quality, giving planners an opportunity to develop the next MTP. NCTCOG is asking partners interested in proposing new projects to submit ideas by August 31.

Public meetings will likely be scheduled for the fall so residents can provide input on their transportation priorities over the next 25-plus years.

This plan will include projected improvements to the region's multimodal transportation system through 2045, when a new demographics forecast suggests the region will be home to 11.2 million residents. Mobility 2045 will build off the current MTP, Mobility 2040, which the Regional Transportation Council approved in 2016.

The new plan will be consistent with the 10-Year Plan, the Fixing America's Surface Transportation (FAST) Act and Texas Freight Plan. It will also include a more prominent emphasis on emerging technologies. Innovations such as high-speed rail and automated vehicles are among the exciting advances in which North Texas will be involved.

New TEXpress Lanes open on IH 35E

The Texas Department of Transportation opened an 18-mile TEXpress Lane corridor on Interstate Highway 35E from IH 635 in Dallas County to Swisher Road in Denton County in May. The corridor features two concurrent lanes from IH 635 to Valwood Parkway and two reversible lanes from Valwood Parkway to Swisher Road. A total of 14 entrance ramps and 15 exit ramps are part of the project, as well as direct connections to and from the LBJ TEXpress Lanes.

Southbound lanes are open Monday through Friday from 3 am to 11 am and all day Saturday and Sunday. The weekend schedule may be adjusted to accommodate special events. Northbound lanes are open weekdays from 1 pm to 1 am. The TEXpress Lanes provide drivers an option. They can choose to take the main lanes at no cost or pay to use the TEXpress Lanes, which are designed to keep traffic moving at 50 mph or faster. — Written by TxDOT

85th Legislature wraps up in Austin

The 85th session of the Texas Legislature, where State lawmakers debated many transportation issues, concluded on May 29. In previous years, the Legislature took major steps to provide additional funding for transportation. Lawmakers this session instead focused on issues such as high-speed rail, safety and emerging technologies.

Two high-speed rail bills approved will implement security requirements for private high-speed rail operators and rules prohibiting the use of State funds for high-speed rail operated by a private entity. Numerous bills seeking to end the planned high-speed rail from Dallas to Houston did not receive final approval; the project will continue as planned.

Related to safety, a measure outlawing texting while driving was approved by both chambers, after numerous attempts to outlaw it in past years. Finally, automated vehicle driving regulations were created in anticipation of vehicle testing on roadways. The last day Governor Greg Abbott can sign or veto bills passed during the regular session is June 18.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

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

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

19

The number of potential clean air options residents and businesses can choose on Clean Air Action Day and throughout the year.

PUBLIC *Involvement*

NCTCOG to discuss transportation funding

NCTCOG will present a draft summary of transportation and air quality planning efforts, as well as proposed federally funded transit projects for fiscal year 2017 during June public meetings.

Residents are encouraged to provide input on the Unified Planning Work Program and transit projects proposed by several agencies at public meetings on June 13 (Dallas), June 14 (Arlington) and June 20 (Hurst). The UPWP is a required summary of activities to be undertaken by NCTCOG as the metropolitan planning organization.

Information on proposed modifications to funded projects, the AirCheckTexas Drive a Clean Machine Program and Clean Air Action Day will also be highlighted. Watch the Arlington meeting in real time by clicking the “live” tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Additionally, the Federal Highway Administration and Federal Transit Administration are conducting a review of the metropolitan planning process for the Dallas-Fort Worth area. A presentation and survey are available for review and comment at www.nctcog.org/input.

Public Meeting Details		
June 13, 2017 6 p.m. Meadows Conference Center 2900 Live Oak St. Dallas, TX 75204	June 14, 2017 2:30 p.m. NCTCOG 616 Six Flags Dr. Arlington, TX 76011	June 20, 2017 6 p.m. Hurst Public Library 901 Precinct Line Rd. Hurst, TX 76053

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.