

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, April 28, 2017

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:30 – 1:35

1. **Approval of March 24, 2017, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Loyl Bussell, STTC Chair

Item Summary: Approval of the March 24, 2017, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. **Consent Agenda**

Action       Possible Action       Information      Minutes: 0

2.1. **Federal Functional Classification System Amendments**

Presenter: Brian Flood, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of two amendments to the currently approved Federal Functional Classification System (FFCS).

Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on two proposed FFCS amendments within the Dallas TxDOT District. Both amendments involve the construction of new roadways which are included in the current Transportation Improvement Program. Additional information is provided in [Reference Item 2.1](#).

1:35 – 1:45

3. **Traffic Signal Grants Selection Criteria and 511DFW/Waze Grants Selection Criteria**

Action       Possible Action       Information      Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of selection criteria for the Traffic Signal and 511DFW/Waze grant programs will be requested.

Background: The RTC has approved two \$250,000 grant programs to encourage regional partners to make their (1) traffic signal data and (2) highway and traffic condition data accessible to connected vehicle developers, travel navigation services, and other public entities. [Reference Item 3.1](#) lists the questions for

applicants and the evaluation criteria for the Traffic Signal Data grant program and [Reference Item 3.2](#) lists the questions for applicants and the evaluation criteria for the 511DFW/Waze grant program.

1:45 – 1:55

4. **Southern Dallas County Funding Partnership**

Action       Possible Action       Information      Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of a funding partnership between Dallas County, City of Lancaster, City of Hutchins, and the RTC for several roadway projects in the South Dallas Inland Port area will be requested.

Background: The southern Dallas County funding partnership is proposed to be programmed as a part of the RTC's Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) funding program within the RTC's Strategic Partnerships category. The proposed projects are beneficial to the region as they provide critical connections to IH 45, future connections to Loop 9, and connections to intermodal facilities, and were developed from the original [Southern Dallas County Infrastructure Analysis Final Report](#) completed in October 2012. Details of the funding partnership are available in [Reference Item 4](#).

1:55 – 2:05

5. **2019-2022 Transportation Improvement Program Development**

Action       Possible Action       Information      Minutes: 10

Presenter: Adam Beckom, NCTCOG

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

Background: A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area.

For regionally significant projects to proceed to implementation, they must be included in the TIP listings. To this end, NCTCOG staff will meet with local partners to receive input and updates on all active projects. The data from these meetings will be assessed and organized into a draft project listing which is financially constrained against the funding allocations to be identified in the Unified Transportation Program. Special attention will be placed on projects that are at risk of losing federal funds. Details of the 2019-2022 TIP development process, timeline, and focus areas are available in [Electronic Item 5](#).

2:05 – 2:15

6. **2045 Demographics**

Action       Possible Action       Information      Minutes: 10

Presenter: Donna Coggeshall, Research and Information Services, NCTCOG

Item Summary: Staff will present information regarding development of the North Central Texas Council of Governments (NCTCOG) demographic forecast for the year 2045. In addition, the 2017 annual population estimates will be highlighted.

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

2:15 – 2:25

7. **Legislative Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. In addition, a recently approved resolution supporting the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program can be found in [Electronic Item 7.1](#), and a letter supporting Texas Emissions Reduction Plan programs can be found in [Electronic Item 7.2](#).

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

2:25 – 2:35

8. **High-Speed Rail Station Planning Update**

Action       Possible Action       Information      Minutes: 10

Presenters: Kevin Feldt, NCTCOG

Item Summary: Staff will provide an update of recent progress regarding the station area planning of three high-speed rail stations.

Background: The Regional Transportation Council (RTC) has adopted regional policies guiding the development of high-speed rail implementation within the Dallas-Fort Worth region. Currently, three separate projects designed to serve the region are ongoing. North Central Texas Council of Governments

(NCTCOG) staff continues to coordinate with project partners to ensure the efforts are consistent with the adopted RTC high-speed rail policies and with all transportation partners, consultants, and the public to ensure successful high-speed rail service implementation. NCTCOG staff issued three Requests for Proposals for three station area planning studies in Fort Worth, Arlington, and Dallas seeking consultant assistance regarding station area plans and development opportunities. An update on these efforts and the NCTCOG staff effort to identify alignment alternatives will be presented.

2:35 – 2:45

9. **Mobility 2045**

Action       Possible Action     Information      Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Work is underway on the region's next long-range transportation plan, Mobility 2045. Staff will present a brief overview of the purpose, schedule, and new initiatives being considered for Mobility 2045. Staff will also highlight several policy considerations related to Metropolitan Transportation Plan (MTP) recommendations to be reviewed in the development of the new plan.

Background: The last comprehensive update of the MTP occurred in 2016 with the adoption of Mobility 2040. Staff has initiated the development of a new MTP, Mobility 2045. This plan will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. Development will continue over the next 12 months with draft recommendations expected later this year. The Regional Transportation Council is expected to take action on Mobility 2045 in June 2018.

2:45 – 2:55

10. **Fleets for the Future Update and Bootcamp Invitation**

Action       Possible Action     Information      Minutes: 10

Presenter: Bailey Muller, NCTCOG

Item Summary: Staff will provide an update on Fleets for the Future and will present information on an upcoming meeting scheduled for Wednesday, May 24, 2017.

Background: The Fleets for the Future project is a cooperative procurement opportunity for local governments to purchase alternative fuel vehicles. Both light-duty and heavy-duty vehicles are eligible for purchase, and available fuel types include: dedicated electric, plug-in hybrid electric, propane, and natural gas vehicles. All public fleets are encouraged to participate in order to maximize discounts through a group purchase. A "bootcamp" is scheduled for Wednesday, May 24 and will provide detailed information catered to both fleet managers and purchasing staff. Details are available in [Electronic Item 10.1](#). A letter encouraging fleets to participate was recently mailed to local governments across the region and is available as [Electronic Item 10.2](#).

2:55 – 3:05

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

Action       Possible Action       Information      Minutes: 10

Presenter: Whitney Vandiver, NCTCOG

Item Summary: Staff will present on Air North Texas Clean Air Action Day 2017 which will be held on June 23. Staff will also provide information on plans for the region as well as how Surface Transportation Technical Committee (STTC) members and member cities can participate using technology.

Background: Air North Texas is a regional air quality awareness initiative administered by North Central Texas Council of Governments (NCTCOG) with the support of regional partners. The effort seeks to generate a regionally consistent branding campaign that will promote air quality public education and support key elements in the State Implementation Plan and other air quality initiatives. During Air North Texas Clean Air Action Day, North Texans are asked to commit to clean air actions and share their experience with the community via [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday) or on social media. This effort provides North Texans the opportunity to experience that clean air actions can be easy and adopt them as regular behaviors, especially on Ozone Action Days. Additionally, NCTCOG staff will engage STTC members to host Clean Air Action Day challenges within their organizations and present on how challenges can be implemented. Information on Clean Air Action Day is provided as [Electronic Item 11.1](#), and the Air North Texas Partner Agreement is provided as [Electronic Item 11.2](#).

3:05 – 3:20

12. **Fast Facts**

Action       Possible Action       Information      Minutes: 15

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

1. *Carli Baylor* – March Public Meeting Minutes ([Electronic Item 12.1](#))
2. *Carli Baylor* – May Public Meeting Notice (Handout)
3. *Carli Baylor* – 2017 Spring Outreach Events ([Electronic Item 12.2](#))
4. *Amy Hodges* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 12.3](#))
5. *Jenny Narvaez* – Ozone Season Update ([Electronic Item 12.4](#))
6. *Kristina Ronneberg* – New Proposed Rate Structure for Street Lighting ([Electronic Item 12.5](#))
7. *Mark Kinnaman* – Transportation Improvement Program Modification Deadline Reminder
8. *Adam Beckom* – East/West Equity Quarterly Update ([Electronic Item 12.6](#))
9. *Camille Fountain* – Traffic Incident Management Executive Level Course Announcement, May 4, 2017 ([Electronic Item 12.7](#))
10. *Tom Bamonte* – North Texas Smart Cities Summit, May 16, 2017 ([Electronic Item 12.8](#))
11. *Kevin Feldt* – DFW Core Express Study Alternatives Analysis Report Comments ([Electronic Item 12.9](#))

12. Written Progress Reports:
  - Local Motion ([Electronic Item 12.10](#))
  - Transportation Partners Progress Reports ([Electronic Item 12.11](#))
13. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on May 26, 2017, at the North Central Texas Council of Governments.***

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
March 24, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 24, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, David Boski, Kristina Brevard, Chris Funches (representing Keith Brooks), Mohammed Bur, Loyl Bussell, Dave Carter, Cody Wildoner (representing Kent Collins), John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Michael Hasler, Curvie Hawkins, Matthew Hotelling, John Brunk (representing Kirk Houser), Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Joseph Jackson, Tom Johnson, Sholeh Karimi, Paul Luedtke, Yang Jin (representing Srini Mandayam), Laura Melton, Brian Moen, Julie Anderson (representing Mark Nelson), Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, Greg Royster, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Walter Shumac III, Randy Skinner, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Caroline Waggoner, Bill Wimberley, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Natalie Bettger, Jason Brown, Leah Brown, Ken Bunkley, Sarah Chadderdon, Shawn Conrad, Brian Dell, Kevin Feldt, Marcos Fernandez, Brian Flood, Joe Garcia, Christie Gotti, Jill Hall, Heather Haney, Jeff Hathcock, Victor Henderson, Alan Hendrix, Rebekah Hernandez, Chris Hoff, Yagnesh Jarmarwala, Mike Johnson, Dan Kessler, Mark Kinnaman, Ken Kirkpatrick, Dan Lamers, April Leger, Amanda Long-Rodriguez, Chris Masters, Mark Middleton, Mindy Mize, Jenny Narvaez, Nick Page, Erica Paige, Chris Reed, Rylea Roderick, Kyle Roy, Dean Stuller, Greg Vowels, Mitzi Ward, Amanda Wilson, and Brian Wilson.

Michael Morris recognized Mykol Woodruff for his two years of service on the Surface Transportation Technical Committee and also as a previous alternate member of the Regional Transportation Council.

1. **Approval of February 24, 2017, Minutes:** The minutes of the February 24, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program, provided in Reference Item 2.1.1, was requested. Administrative amendments were provided for information in Electronic Item 2.1.2.
  - 2.2. **Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council approval of modifications to the FY2016 and FY2017 Unified Planning Work Program, provided in Reference Item 2.2.1, was requested. Additional information was provided in Electronic Item 2.2.2.

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

3. **Critical Freight Corridors: Regional Connections:** Jeff Hathcock briefed the Committee on the proposed 2017 Critical Urban Freight Corridor designations for the region. The effort identifies important freight corridors that provide critical connectivity to the State Freight Network and the National Highway Freight Network. There are three systems within the region: 1) the Primary Highway Freight System (federal, interstate highways), 2) the Texas Freight Network (state highways), and 3) Critical Freight Corridors (regional). Critical freight corridors include urban corridors that are designated by Metropolitan Planning Organizations and rural corridors designated by the Texas Department of Transportation. Staff anticipates that approximately 100 miles are expected for 2017 designations. Proposed freight corridors for the region were evaluated through a qualitative and quantitative process and as mentioned the rural corridors will be designated by the State. Staff has reviewed some of the rural corridors and will provide suggestions to the State. Through this effort, staff proposed to ensure that the designations align with the goals of the Metropolitan Transportation Plan, the Transportation Improvement Program, and the 10-Year Plan. Performance based planning was utilized to develop a scorecard that considered truck travel data, intermodal facility location connections, connections to freight oriented developments, connections to the primary highway freight system, connections to the Texas freight system, and connections to the major freight generator logistic centers and manufacturing warehousing/industrial properties. A map of the proposed 2017 Critical Urban Freight Corridors was shown, including how the regional proposed designations fit into the overall system. Reference Item 3 contained a map showing the proposed facilities for designation. Additional information, the scorecard used for ranking, and future proposal information was provided at [www.nctcog.org/cfc](http://www.nctcog.org/cfc). A motion was made to recommend Regional Transportation Council approval of the proposed 2017 Critical Urban Freight Corridor designations in Reference Item 3. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.
  
4. **Transportation Development Credits: Category Renewals and Additions:** Brian Dell presented proposed changes to the regional Transportation Development Credit (TDC) program. TDCs are earned by the region when toll revenues are used to fund capital projects on the public highway system and are available to be used as a local match to federal funding awards. In 2012, the Regional Transportation Council (RTC) received an allocation of approximately 465 million TDCs and as of September 2016, approximately 319 million remain available for programming. Current categories and the number of credits allocated to date for each were highlighted. In addition, proposed changes discussed at the February 9, 2017, RTC meeting were summarized. For Category 1, Strategic Awards to Small Transit Providers, staff proposed to continue the category and increase its allocation by 16 million. In Category 2, RTC has Revenue, staff proposed to continue the category, increase its allocation by 10.4 million, and remove Type 1 Call from its original name. For Category 3, Local Agency has Revenue, it was proposed to change the name by removing Type 2 Call from its original name; reduce the allocation by 73,484; and retire the category. For Category 4, staff proposed to continue the category and increase the allocation by 50 million. In Category 5, staff proposed more significant changes. Proposed changes include refinement of the category's goal to "Support regional programs and projects that improve air quality, congestion, reliability, safety, and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply." Staff envisions using these credits for other efforts such as sustainable development projects, Regional Turnback efforts, safety, and other strategic partnerships with agencies in the region and proposed to increase the allocation by 20 million. In addition, staff proposed the creation of an additional category for the Metropolitan Transportation Plan Policy Bundle with an allocation of 100 million credits. If approved, approximately 123 million credits will remain for future programming. Mr. Dell noted that additional allocations are for fiscal years (FY) 2017, 2018, and 2019, with the exception of Category 1 which includes 1 million credits from FY2016. Additional details were provided in Reference Item 4. A motion was made to recommend



Regional Transportation Council approval of the recommended changes to the regional Transportation Development Credit program detailed in Reference Item 4, approval of staff contacting other Metropolitan Planning Organizations in the state to assess interest in exchanging Transportation Development Credits for cash, and transmittal of a letter to Texas Department of Transportation Headquarters to clarify why the North Central Texas Council of Governments has not received additional allocations of Transportation Development Credits since 2012. John Polster (M); Lori Shelton (S). The motion passed unanimously.

5. **Hemphill/Lamar Connector Project and Partnership with Tarrant County and Other Agencies:**

Christie Gotti presented proposed action to finalize the partnership with the City of Fort Worth, the Texas Department of Transportation (TxDOT), Tarrant County, and the Regional Transportation Council (RTC) regarding the Hemphill/Lamar Connector project. In the Downtown Fort Worth area, Hemphill Street goes north from IH 20 and terminates just before downtown, south of IH 30. Lamar Street goes south out of downtown and stops just north of IH 30. This effort will build the connection between the two roadways at IH 30. As part of the IH 30 reconstruction in 2000, TxDOT built three bridges over Hemphill/Lamar to enable the construction of a connector in the future. The project was defederalized by the RTC in 2009 at the request of the City. Rising project costs have led to the need for a partnership to fill the funding gap and the use of local funds allows the project to proceed without going through the federal environmental process (which would further delay the projects). Staff reviewed records to identify a source for local funding and found that Tarrant County had committed \$20 million to the TEXRail project. Staff proposed to swap Tarrant County local funds with \$20 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and to use 4 million Transportation Development Credits in lieu of a local match for the TEXRail project. Tarrant County also agreed to contribute an additional \$3 million to the Hemphill/Lamar project. In exchange, \$1 million in CMAQ funds will be used for a transit pilot project in Forest Hill, Everman, and Crowley as requested by the County. In original discussions, Tarrant County requested assistance on the intersection at SH 199 and IH 820. With additional discussions, staff discovered that Tarrant County was more interested in the intersection at FM 1220 at Azle Avenue. TxDOT will assess the needed improvements at this intersection as part of the recently approved funding of \$415 million on SH 199. It is hoped that the SH 199 improvements will help alleviate the congestion at the FM 1220 intersection. If not, staff will work with TxDOT to backfill funds for the intersection if needed. A funding gap remains on Hemphill/Lamar so staff proposed to use \$3.4 million in Regional Toll Revenue (RTR) funds from the RTC to cover the remainder of the construction cost. The RTR funds will be transferred from the east to the west and federal funds returned to the east. Approximately \$7.1 million in RTR funds were set aside for Kaufman County as part of another partnership on Proposition 12 preliminary engineering/right-of-ways funds in 2012. The County gave up Proposition 12 funds as part of the partnership and received RTR funds in exchange, which were never assigned to a project. Kaufman County's needs are primarily on-system and federal funds would not harm the County so staff proposed that \$10 million in federal funds be provided to recognize Kaufman County is giving up more flexible RTR funds that would now go to Tarrant County. The balance of \$3.7 million in RTR funds will go into a regional account for a project to be determined at a later time. This swap will be reflected on the next quarterly east/west equity report. Ms. Gotti summarized the funding commitments discussed, totaling approximately \$53 million for the project. A timeline of the effort was highlighted. Tarrant County and the City of Fort Worth are going through the approval processes for their parts of the partnership. Bryan Beck thanked staff and those involved for the effort. A motion was made to recommend Regional Transportation Council approval of the partnership among Fort Worth, Tarrant County, the Texas Department of Transportation, and the Regional Transportation Council and to transfer Regional Toll Revenue funds between the eastern and western accounts as detailed in Reference Item 5. The motion also included approval to administratively amend the

2017-2020 Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to incorporate the changes. Bryan Beck (M); William Riley (S). The motion passed unanimously.

6. **Approval of Automated Vehicle Program Funding:** Tom Bamonte provided an overview of Automated Vehicle Program funding proposed for Regional Transportation Council (RTC) approval. Details were provided in Reference Item 6. Six automated vehicle projects are included in the upcoming Transportation Improvement Program modification cycle, and were presented individually. The first three projects are related to the United States Department of Transportation designation of Texas as an automated vehicle proving ground. The first request is \$350,000 to support a deployment of automated shuttles in and around the University of Texas Arlington campus in order to develop low-speed shuttles in campus environments and reduce short auto trips to and around campuses. Also recommended is a second automated vehicle shuttle deployment elsewhere in the region for \$250,000. This could serve multiple purposes such as automated transit vehicles at corporate campus, activity center circulators, or flexible neighborhood transit. The third related project funding is \$1 million to develop the IH 30 corridor as an automated vehicle test corridor focused on technology that would help increase capacity, speeds, reliability, and safety of the managed lanes. The next projects are related to automated vehicle data infrastructure to support transportation. The first project is to provide \$250,000 as grants to local communities to help make their traffic signal data accessible. There is significant interest among auto makers on traffic signal optimization and to make safer intersections. The second project is \$250,000 for 511DFW enhancement to provide grants to help communities make transportation data accessible. This will help the region share information about road closures, special events, and incident affecting traffic flow and traffic efficiency in the region. The final project is to develop a "mover" system for freight/people utilizing automated vehicle technology and enabling infrastructure in the region. Funding of \$575,000 would help develop an integrated system for moving people and freight using automated vehicles both in streets and in guideways. John Polster noted that some projects are proposed to be funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding and some with Surface Transportation Block Grant program funds and asked if the logic was to spread out funding. Mr. Morris noted the strategy outlined is preferred by staff. Where staff believes CMAQ is eligible, it has been proposed. Mr. Polster also asked about the project that indicates local match in which is not defined by whom. Mr. Bamonte noted the local match will depend on the type/location of the funded project. Shawn Poe asked if there was an opportunity to partner with private-sector companies who would be using local entity data to help fund some of the projects rather than using CMAQ funds that could be used on transportation projects or to cover local match since there is value to the data that entities provide. Mr. Bamonte noted that private-sector companies are contributing significant funding to develop data gathering, algorithms, and outreach efforts to local communities. A motion was made to recommend Regional Transportation Council approval of the automated vehicle related funding detailed in Reference Item 6. John Polster (M); Kristina Brevard (S). The motion passed unanimously.
7. **Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program Project Funding Buckets:** Heather Haney provided information on the proposed project selection process for Fiscal Year (FY) 2017-2020 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds scheduled to occur this year. During the 10-year planning effort approved by the Regional Transportation Council (RTC) in December 2016, projects were programmed using Category 2, Category 4, and Category 12 funds. Category 5 and Category 7 were not programmed and were used as a potential backstop for the 10-Year Plan. Now that approval of the 10-year planning effort is complete for the first year, it is time to program CMAQ and STBG funds. Anticipated available funds

for FY2017 total \$30-80 million total, FY2018 total \$70 million, FY2019 total \$140 million, and FY2020 total \$105 million. For FY2017, carry over from FY2016 are still being finalized so it will affect the available funds. FY2017 and FY2018 existing partnerships are included in these amounts. The proposed process is to select projects through 11 funding programs based on similar goals. Each of the proposed project funding programs were highlighted. Federal/Local Funding Exchanges will increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase Three of the RTC/Local program. Current requests include the Dallas Area Rapid Transit TRIP partnership, Glade Road/DFW Airport, TRE local swap, and the Kaufman County/City of Terrell partnership. The Automated Vehicle Program is to advance automated vehicle testing, infrastructure, and deployment in the region. Current requests include the Texas automated vehicle proving ground, automated vehicle data infrastructure, and multi-purpose mover prototyping. The Strategic Partnerships effort is to coordinate and develop partnership with local agencies to help fund high-priority projects, leverage non-RTC funds, and advance project development. Current requests include the Collin County LIP/LIRAP partnership, the Southern Dallas County partnership, and the Hemphill/Lamar funding partnership. Studies in Coordination with the Unified Planning Work Program will provide funding for feasibility studies to examine future project scenarios. Current requests include the Medical District/Harry Hines Study, the Conflans Road study, and the M-Line extension to Knox Street Study. The next program, 10-Year Plan/Proposition 1 Adjustments, will be used to fund any overruns on Proposition 1 projects not already handled through the 10-Year Plan effort. Projects are to be determined and staff will discuss/finalize details with the TxDOT districts. The Sustainable Development Phase 4/Turnback Program, Context Sensitive and TOD Projects effort is to support sustainable development initiatives by providing funds for turnback partnerships, context sensitive design, and TOD projects. Current requests include the downtown Weatherford Turnback, Harwood Road in Bedford, Lewisville Turnback, Main Street in Crowley, SH 356 Couplet Turnback in Irving, and Park Lane/Vickery Meadow in Dallas. Next, the Transit Program is to assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region. Current requests include high-intensity bus transit in the IH 30 corridor, Cotton Belt corridor, and Carpenter Ranch Station in Irving. Assessment Policy Programs/Projects is the implementation of a policy to assess the increased value of transportation improvements to adjacent property so as development occurs along the project area the RTC is repaid for improvements funded along the corridor. Current requests include the City of Haslet Assessment Policy and Ferguson Pkwy in the City of Anna. Local Bond Program Partnerships are developed to leverage bond funds for projects of strategic importance to local governments and the region. Current efforts include the City of Dallas and Parker County bond programs. The next effort is Safety, Innovative Construction, and Emergency Projects. This effort is to support operations, safety, innovative construction, and emergency improvements. Current efforts include the Wycliffe Avenue flooding project and Shady Shores bridges. Maintenance and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs is to consider extending existing and funding new regional air quality and management/operations programs. Current efforts include Congestion Management operations, the SH 161 tow truck staging, and Regional Emissions Reduction Program. Through this effort, projects will be selected from the Metropolitan Transportation Plan and program-related emphasis areas. Selection will occur in stages via the individual programs. Ms. Haney noted that feedback from entities is requested regarding the funding programs and projects to be considered in the individual programs. John Polster requested that the presentation be emailed to members. Chad Edwards asked if this is a call for projects; will these projects be rated against other projects. Ms. Haney noted that projects will be weighted in the appropriate programs based on similar goals and not ranked like a formal call for projects. Staff clarified that out of the money available, specific amounts are not allocated to specific programs.

8. **Legislative Update:** Rebekah Hernandez provided a federal legislative update. She noted the President recently released a portion of his proposed FY2018 budget and highlighted transportation-related items. Funding included \$16.2 billion of discretionary funds, which is a 13 percent decrease from the 2017 Continuing Resolution level. This portion of the budget makes up 29 percent of the total budget, so the remaining 71 percent is funded through mandatory budget authority that will be released in May. Related to transit, the proposed budget would limit funding for the Federal Transit Administration's Capital Investment Program (New Starts) to projects with existing full funding grant agreements. The proposed budget also eliminates the Transportation Improvements Generating Economic Recovery (TIGER) program, and the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program is funded at an average of \$900 million per year. Ms. Hernandez noted that the President's infrastructure plan is anticipated in the fall and may have additional transportation funding. An update on the 85<sup>th</sup> Texas Legislature was also provided. May 8 is the last day for House Committees to report House bills and May 20 the last day to report Senate bills. May 29 is the last day of the session. Bills related to the RTC Legislative Program were highlighted: 1) continue progress made toward improving transportation and air quality during recent legislative sessions, 2) invest in further progress toward meeting transportation and air quality needs, and 3) provide support for other transportation topics that may be addressed. Related to transportation funding, House Bill 1 and Senate Bill 1 are the general appropriations bills. The Senate Finance Committee approved a substitute of its version of the budget and the full Senate will debate the plan on April 4. The Committee did include all of the Proposition 7 funds but voted to delay the transfer of the funds by one month from August to September, so the payment would actually be in the next fiscal year. The House has come out publically against the strategy but have not voted out its version of the budget. Some additional transportation bills have been filed, including House Concurrent Resolution 108 that directs the comptroller to reduce transfers to the State Highway Fund (the anticipated Proposition 7 funds reduced by 50 percent in FY2018 and FY2019). Ms. Hernandez noted the RTC sent correspondence on this topic. In addition, bills that either use Proposition 7 funds for expanded uses, transfer some of the motor vehicles sales tax, or increase the gas tax have been filed but these are not likely to pass. Many bills have been filed regarding air quality, including HB 2321 and SB 2003 that would modernize and add flexibility to the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) program. These changes would allow those who meet the requirements of the program to participate at higher levels. HB 2321 is scheduled to be heard in the Environmental Regulation Committee on March 28. Several bills were also filed that would limit or end the motor vehicle inspection and maintenance program and ending or expanding the Texas Emission Reduction Plan (TERP). Ms. Hernandez noted the SB 1 contains a TERP rider that cut funding and was approved at \$70 million per year. The House version still has \$118 million per year. Regarding comprehensive development agreements, HB 2861 is the statewide CDA bill. Projects included from the region include IH 30 from IH 35W to east of Fielder, IH 635E from US 75 to IH 30, and IH 35E from IH 635 to US 380. HB 2295 has also been filed separately for IH 635E from US 75 to Royal Lane/Miller Road. Over 20 high-speed rail bills have been filed include restricting eminent domain, funding, or limiting high-speed rail. A rider in SB 1 would prohibit TxDOT from using state funds for high-speed rail operated by a private entity. Regarding transit, SB 385 was approved in the Senate Transportation Committee. This bill would require voter approval of local acceptance and use of federal funds for commuter rail projects. Mr. Hernandez also discussed other topics of interest. SB 312 was approved by the Senate on March 21. This is the TxDOT Sunset bill. Staff will continue to track this since additional transportation issues are often amended to the bill as the session moves forward. Finally, several bills related to safety have been filed including ending safety inspections, red light cameras, and wireless communication devices and are moving forward. Chad Edwards noted Dallas Area Rapid Transit (DART) was concerned with SB 385 and its impact on the Cotton Belt project. He noted DART staff

spoke against the bill in Austin. Related to the President's budget, DART understands it is a suggestion from the President to Congress but removing the \$2.4 billion in capital investment funds would have a significant impact. This region would potentially lose billions as DART has two projects it is pursuing for use of these types of funds. Mr. Morris noted that staff will address both of the points if it has not already provided comment. Clarence Daugherty discussed the removal of TIGER funding and asked how the previous total compare. Ms. Hernandez noted that previous funding included both TIGER at \$600 million and FASTLANE at \$900 million. It is a reduction in funding for the \$600 million. However, the infrastructure plan may have additional funding. Kristina Brevard noted that the Denton County Transportation Authority (DCTA) appreciated comments on SB 385. DCTA also had representatives in Austin offered to provide its speaking points and messages to staff and suggested that DART speaking points may also be helpful.

9. **High-Occupancy Vehicle Subsidy Report:** Berrien Barks provided an update on the most recent managed lane performance report presented as part of the Regional Transportation Council's (RTC) Toll Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lanes policies. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the RTC paying the cost of the discount on two of the region's managed lane corridors. During development of the current managed lane policy, the need and desire for regular updates was expressed in order to track the HOV 2+ subsidy and to consider when and if moving to a 3+ requirement in order to receive the discount was necessary. A map of the region's near-term managed lane system was highlighted, showing managed lane facilities currently opened or facilities expected to be open and operating in the next five years. The RTC is responsible for the subsidy on the opened sections of the North Tarrant Express and the LBJ Express. As of January 2017, the current subsidy is approximately \$1 million. The RTC originally allocated approximately \$17 million to pay for these subsidies. In addition to the HOV subsidy users receiving a discount, also included in the policy is a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. This discount is available through a reimbursement request. As of January 2017, approximately \$2,400 in reimbursements have been requested. Based on these subsidy figures, staff believes it is safe for the region to remain at a 2+ occupancy requirement in order to receive the discount until June 2018 or earlier based on future subsidy reports. The North Texas Tollway Authority continues to serve as the billing agent for all tolled managed lanes in the region and has not communicated any customer service impacts or concerns to date. From a performance standpoint, staff reports to the Committee and RTC when the corridor speeds drop below 35 miles per hour (mph). To date, there has not been a qualify instance in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented. John Polster noted the limits of the IH 35E corridor on the map shown at the meeting should be adjusted for the corridor to end at Lake Lewisville. Mr. Barks noted that staff would make the adjustment to the map.
10. **Texoma Area Paratransit System Wrap Up:** Sarah Chadderdon provided an update on efforts to close out funding agreements and manage assets that were used to support transit service operated by Texoma Area Paratransit Systems (TAPS) in the south Collin County area between 2013 and 2015. In 2013, after Collin County and the City of McKinney selected TAPS to provide service in other parts of Collin County, the Regional Transportation Council (RTC) approved TAPS to provide service in the south Collin County area. Over the period from 2013 to 2015, financial problems became evident at TAPS. By the fall of 2015, TAPS was reducing service and in December 2015 TAPS canceled all service in Collin County. During the following year, and plus, staff has worked on closing out agreements and redistributing vehicles associated with that service. TAPS still operates in five counties outside the region and is the rural transit provider in Wise County. Because Wise County is within the planning boundary, staff continues to coordinate with TAPS on

transit planning activities. During the period TAPS provided service in south Collin County, the RTC approved several types of funding. In late 2015, to assist in keeping service running during its financial problems, RTC offered a loan backstop of \$250,000. TAPS did not access this offer. RTC also approved \$100,000 for financial consulting services to assure that requests for reimbursement were submitted and that there was appropriate documentation. The funds were repaid to the RTC using reprogrammed funds. To support the transit service in Collin County from 2013 to 2015, the RTC approved \$6.5 million over the three-year period and about \$5 million of this was returned which means TAPS did not use it or did not request reimbursement. The \$5 million was reprogrammed in the region. Lastly, the RTC awarded approximately \$1.9 million under various competitive transit funding programs and \$700,000 of this has been returned and will be reprogrammed. Across all approved funding, all requests for reimbursement from TAPS have been paid or canceled, and all funding agreements have been terminated. There is no further RTC liability to TAPS. In terms of transit assets, 28 vehicles funded by the RTC were used by TAPS. Per policy, the North Central Texas Council of Governments (NCTCOG) held a lien on the titles to maintain continuing control over the vehicles. When TAPS canceled service, NCTCOG was able to sell or transfer all 28 vehicles. Some of the vehicles TAPS purchased with RTC funds had features that made it more difficult to transfer or sell to other transit agencies in the region. Specifically, some of the vehicles were not lift equipped to meet Americans with Disabilities Act requirements and some were heavily branded. NCTCOG funding procedures have since been updated to preclude these issues in the future so that staff can maximize fleet flexibility moving forward. With the closing of funding agreements and reassignment of assets, staff also conducted an internal assessment of the TAPS experience. Several areas where we want to emphasize the importance of early and often communication were identified. Review of internal controls showed that the internal checks and balances were appropriate. Staff added additional communication checkpoints in the risk-assessment processes to ensure that a robust internal communication structure is maintained. Staff will also continue open communication with external stakeholders including STTC, RTC, the Texas Department of Transportation, and the Federal Transit Administration. In addition, the experience with TAPS can help raise local government/NCTCOG awareness of estimates and times for transit service that are too-good-to-be-true. Lastly, Ms. Chadderdon recognized successful partnerships among RTC and the Dallas Area Rapid Transit, Denton County Transportation Authority, STAR Transit, and Yellow Cab who all provided assistance with transit services during the TAPS situation. Next steps related to TAPS were highlighted. Staff will reprogram the returned \$700,000 through the open RTC Transit Call for Projects focused on increasing mobility options for seniors and individuals with disabilities; the Call closes April 7. Staff will also explore opportunities for a legislative approach related to transit board oversight of financials at smaller transit agencies. This was identified as an issue during this process and the goal would be to adjust the transportation code for smaller agencies to be more similar to the existing requirements for larger transit authorities. Finally, staff will continue to support cities in Collin County as they plan for ongoing and future transit services. Additional information was provided in Electronic Item 10.

11. **Start of Ozone Season and Other Air Quality Updates:** Jenny Narvaez provided an update on the 2017 ozone season that began on March 1 and ends November 30. As of the date of the meeting, there have been no exceedance days. The current design value is 72 parts per billion (ppb) for the years 2015 through 2017. Staff will continue to provide updates to the Committee throughout the ozone season. An update on the 2015 eight-hour ozone standard was also provided. Staff anticipates the Environmental Protection Agency (EPA) will provide designations by October 2017. By June 2, if the EPA believes it is necessary to make any modifications to State recommendations, the EPA will notify the State by letter 120 days prior to the designations effective date. Counties anticipated to be designated in nonattainment under the 2015 eight-hour ozone standard, based on 2014-

2016 ozone data, were highlighted. In addition to the counties currently in nonattainment, there was a recommendation from the State to include Hood County. Based on the most updated and current data, Hood County falls below the 70 ppb standard and it is hoped that Hood County will remain in attainment. Ms. Narvaez also highlighted outreach activities and education especially helpful during the ozone season. The Air North Texas website has been updated. The website, [www.airnorthtexas.org](http://www.airnorthtexas.org), contains a place to sign up for air pollution alerts, find air quality and ozone information, commit to clean air actions, and also become an Air North Texas partner. In addition, upcoming outreach events were highlighted, including the Fort Worth Earth Party, Earth Day Fest at Brookhaven College, University of North Texas University Day, Earth Day Celebration and the Dallas Fort Worth International Airport, Odyssey Day ([www.afvdayodyssey.org](http://www.afvdayodyssey.org)) and Earth Day Texas ([www.earthdaytx.org](http://www.earthdaytx.org)) in Dallas, a Fleets for the Future ([www.nctcog.org/f4f](http://www.nctcog.org/f4f)) panel session, and the regional Clean Air Act Day. Additional information regarding these events is also available at [www.airnorthtexas.org](http://www.airnorthtexas.org). Information on alternate fuel trainings and events is available at [www.dfwcleancities.org](http://www.dfwcleancities.org). Additional details were provided in Electronic Item 11.

12. **Potential Transportation Alternatives Program Funds Lapse:** Ken Bunkley provided an update on Transportation Alternatives Program (TAP) funds apportioned in Fiscal Year (FY) 2014 that are at risk of lapsing if not utilized by September 30, 2017. Federal regulations state that apportioned Transportation Alternatives Program funds are available for obligation for the year of apportionment plus three years. Any apportioned amounts that remain unobligated at the end of the period lapse. TAP funds apportioned in FY2014 must be obligated by the end of FY2017. Mr. Bunkley explained that the federal funding is allocated over multiple fiscal years. Staff is working with TAP funds from FY2013-FY2016. The funding is not project specific and any lapse in funds will reduce the total funding available. Since projects are obligated on a first-come, first-served bases as they become ready, the longer projects are delayed the greater the chance they will not receive funding. In June 2016, staff presented TAP funds from FY2013. Approximately \$2.1 million of the \$8 million was at risk of lapse, but six projects were able to obligate between July 2016 and September 2016 so none of the FY2013 allocated TAP funding lapsed. This year, staff coordinated with implementing agencies and the Texas Department of Transportation (TxDOT) to determine the current status and expected let date for each project. The North Central Texas Council of Governments (NCTCOG) and TxDOT then verified if the timelines were realistic and which projects might obligate in FY2017. Through this effort, risk level categories were identified and assigned to the remaining 21 projects. Low risk projects are scheduled to let in FY2017. Moderate risk projects are scheduled to let in FY2017, but based on current information may have delays. High risks projects are not likely to meet the FY2017 deadline to obligate or no responses were received from the implementing agencies. As of March 2017, \$300,000 of the FY2014 TAP funds have obligated. Approximately \$7.9 million of unobligated funds are at risk. Six projects are on schedule to obligate prior to the end of FY2017 with expected obligations of \$5.4 million (identified as low risk). Approximately \$8.3 million in projects were identified at moderate risk. At high risk are \$3.5 million in projects. Some of these projects were originally programmed in FY2018 so staff was aware these projects would not likely meet the deadline. Moving forward, NCTCOG staff will continue to work with TxDOT and agency staff to monitor projects. STTC members should coordinate with agency staff to ensure that projects remain on schedule to let or obligate in FY2017. Focus should be on projects that are currently identified as moderate risk as they are necessary to meet the obligation requirements. Mr. Bunkley reminder members that the amount of time it takes for TxDOT to review, approve, draft agreements, and other necessary steps varies for each projects. Cities need to coordinate with TxDOT to develop a realistic schedule and expectations. Details were provided in Electronic Item 12.

13. **Resolution in Support for the Texas Hyperloop Challenge Entry:** Tom Bamonte presented hyperloop technology and the Regional Transportation Council's (RTC) approval of the Texas entry in the Hyperloop One Global Challenge. Hyperloop is a system of sending passenger or freight pods through near-vacuum tubes at airline speeds using relatively low energy. A test track is being built in Nevada, pods are being designed and built, and governments around the world are racing to get commercially viable systems up and running by the early 2020s. Hyperloop One is a firm conducting a global competition to identify early hyperloop deployment sites throughout the world. Details were provided in Electronic Item 13.1. Approximately 2,600 entries were submitted for the competition and the Texas proposal was selected as a semifinalist. The Texas proposal would be for a line that would go carry both people and freight between Dallas-Fort Worth and San Antonio, with a spur to the Houston port and freight-only spur to Laredo. In January 2017, Hyperloop One narrowed the field to approximately 35 entries, with the US Texas Triangle (Austin, Dallas, and Houston) proposal being one of the 35 entries. Hyperloop One approached the Texas team to find out if it knew of a 40-mile corridor that could be a starting point for the United States deployment. The team proposed a corridor connecting the two major metropolitan recommendations. The initial segment will be woven into the Texas entry for the Hyperloop Global One Challenge. Mr. Bamonte noted the State of Texas is rich in medium-range routes and it is hoped Texas could emerge as a finalist in the competition. At the March 9, 2017, RTC meeting, the Council adopted a resolution in support of the Texas entry into the Hyperloop One Global Challenge, provided in Electronic Item 13.2.
14. **Fast Facts:** Michael Morris provided information on a proposed partnership with the Texas Transportation Commission that encourages an incentive to take on-system roadways off-system. A copy of the correspondence was provided in Electronic Item 14.1.

Michael Morris also provided noted that Electronic Item 14.2 contained a letter to the Federal Railroad Administration regarding the environmental impact study on the project between Dallas and Fort Worth.

Carli Baylor discussed the April public meeting notice distributed at the meeting in Reference Item 14.12. At the meetings, staff will provide updates on transportation funding and air quality initiatives. Additionally TxDOT will present information on its American with Disabilities Act accessibility program reporting.

Carli Baylor also highlighted information regarding the 2017 spring outreach season provided in Electronic Item 14.3. Staff will be at each of the events to answers questions and provide updates on transportation and air quality initiatives that help improve mobility and quality of life in the region.

Brian Wilson noted that the current edition of Mobility Matters was distributed at the meeting and also available in Electronic Item 14.4. The publication features stories on the automated vehicle program, and the FLYBY DFW app that seeks to generate interest in aerospace and aviation careers for elementary, middle, and high school students.

Jenny Narvaez provided information on the Southern Transportation and Air Quality Summit, scheduled for August 29-30, 2017. Details were provided in Electronic Item 14.5.

Allix Philbrick highlighted current air quality funding opportunities for vehicles. The Texas Commission on Environmental Quality Rebate Grants Program is opened until May 26, 2017. In addition, the Propane Vehicles Incentives for Texas program has expanded its fleet incentive to include local governments for the purchase of a propane vehicle or conversion to propane. Additional information was made available in Electronic Item 14.6.



Nancy Luong presented information on upcoming Car Care Clinics in April. The clinics encourage drivers to properly maintain their cars which will have a positive impact on air quality. Seven free clinics will be held throughout the region. Details were provided in Electronic Item 14.7.

Jenny Narvaez provided information on the upcoming Metropolitan Transportation Plan, Transportation Improvement Program, and air quality conformity schedule. A memo was recently provided to partners discussing the upcoming schedule and was included in Electronic Item 14.8.

Travis Liska discussed Transit Oriented Development Rail station area fact sheets that provide a brief overview of the demographic and transit service planning development data on existing and planned pedestrian and bicycle facilities that are within a half mile walking distance for light rail and commuter rail stations in the region. A link to the fact sheets was provided in Electronic Item 14.9 and at [www.nctcog.org/toddata](http://www.nctcog.org/toddata). He also noted a sustainable development zoning guidebook that is a resource with information on locally adopted zoning approaches supporting walkable, mixed-use, and transit-oriented developments. Additional information regarding the guidebook is provided at [www.nctcog.org/zoning](http://www.nctcog.org/zoning).

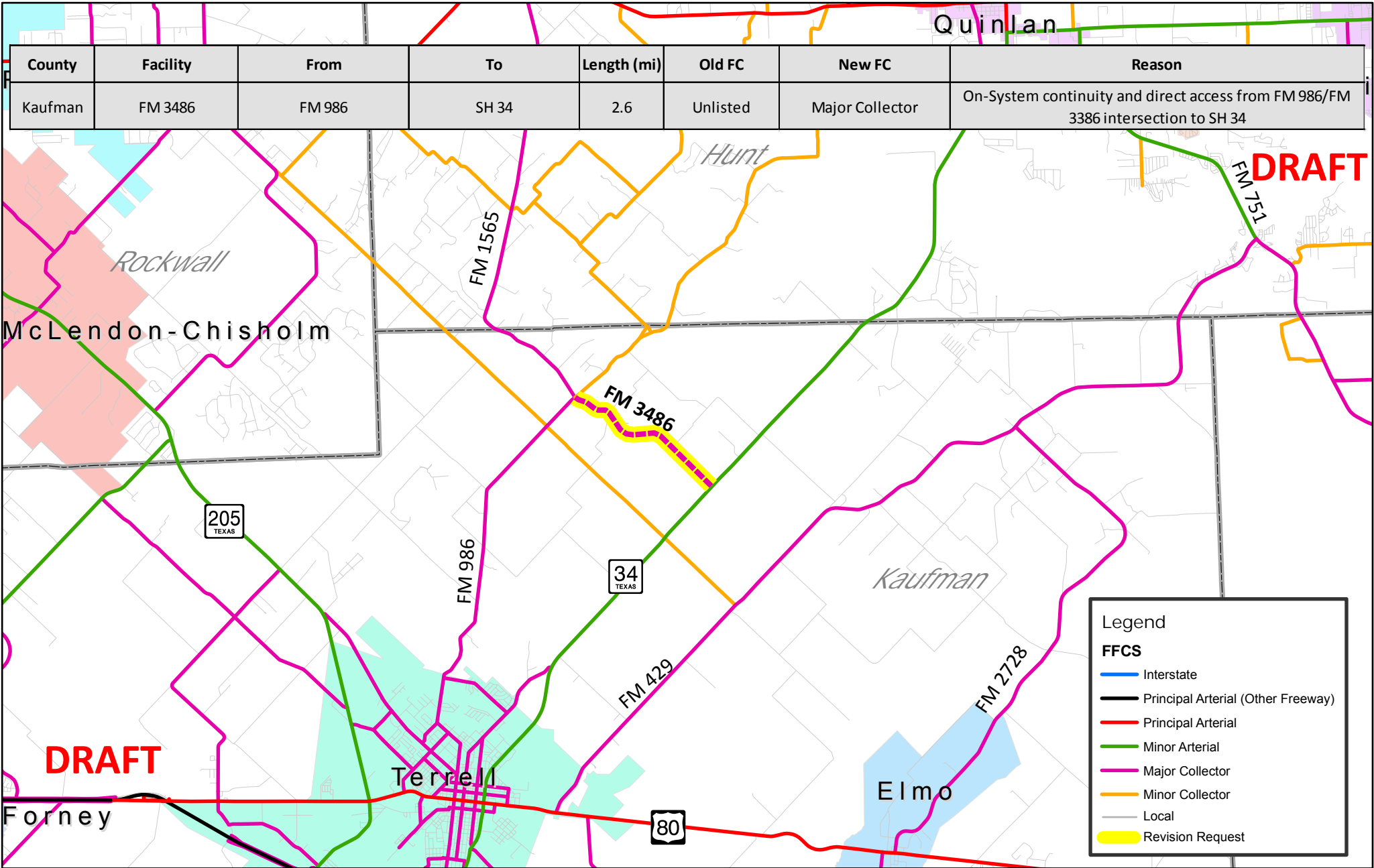
The current Local Motion was provided in Electronic Item 14.10 and transportation partner progress reports were provided in Electronic Item 14.11.

15. **Other Business (Old and New):** Dan Kessler introduced Victor Henderson, a new North Central Texas Council of Governments Transportation Department staff member.
16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 28, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:25 pm.

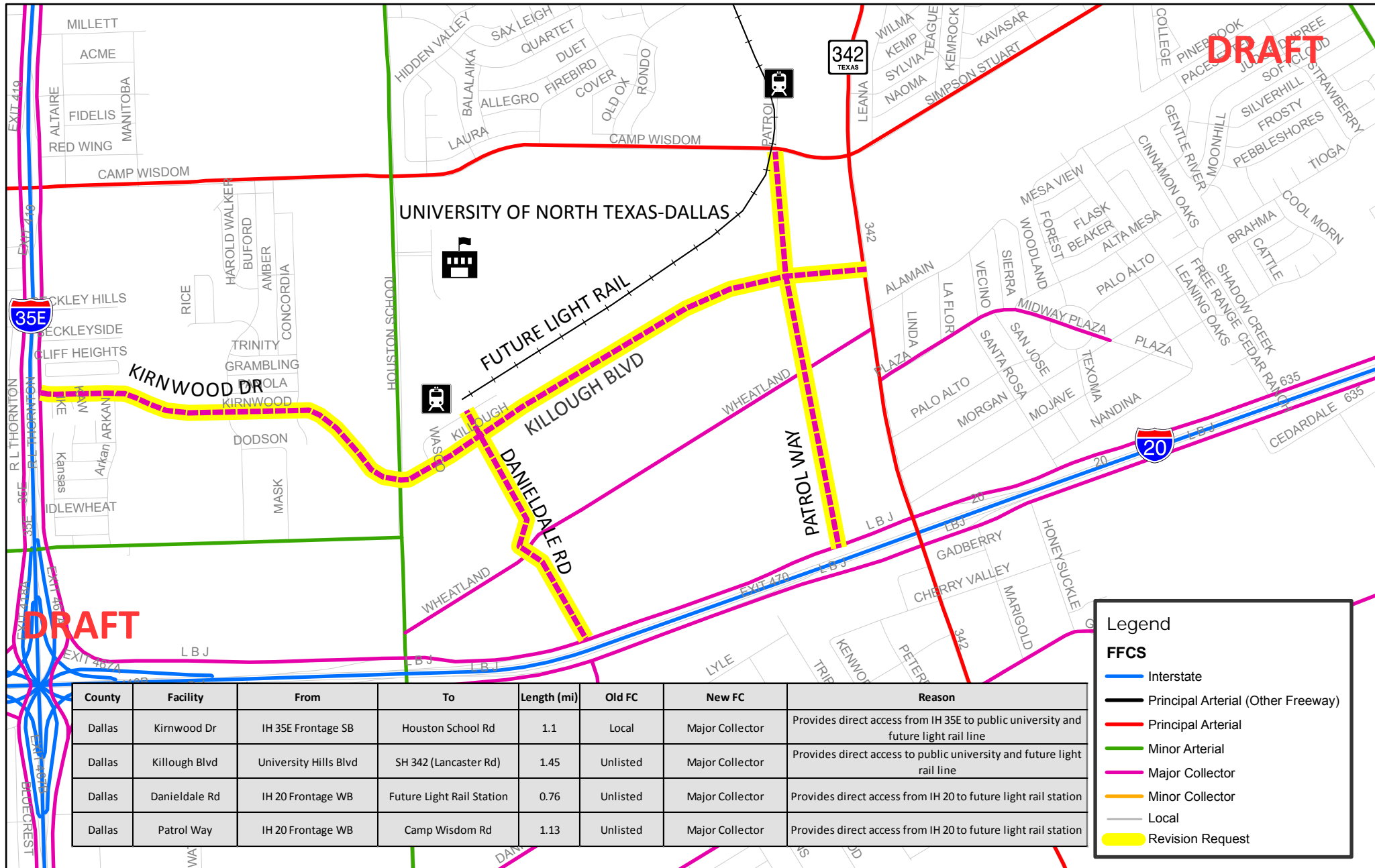
# Federal Functional Classification System (FFCS) Amendment

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



# Federal Functional Classification System (FFCS) Amendment

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



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

Traffic Signal Data Program  
Draft  
4/19/17

## TRAFFIC SIGNAL DATA SHARING PROGRAM Questions for Applicants and Evaluation Criteria

### QUESTIONS FOR APPLICANTS

1. Public entity name
2. Description of proposed technical solution:
3. Amount of funding sought (\$25,000 maximum): \$ \_\_\_\_\_
4. Expected allocation of funding
  - a. Staff/consultant time: \$ \_\_\_\_\_
  - b. Equipment: \$ \_\_\_\_\_
  - c. Software: \$ \_\_\_\_\_
5. Number of traffic signals in jurisdiction
6. Traffic signal software (e.g., ATMS) platform(s) in use (by vendor name)
7. Readiness: Number of traffic signals whose data can be shared via proposed technical solution
  - a. Immediately
  - b. Within one year
  - c. More than one year
8. Traffic signals on Routes of Significance ([List](#); [Map](#))
  - a. Routes
  - b. Number of signals
  - c. Readiness
    - i. Immediate data sharing
    - ii. Data sharing w/in one year
    - iii. More than one year
9. Is your public entity willing to make its traffic signal data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices:
  - a. Yes
  - b. No
10. Is your public entity willing to accept the terms and conditions of the draft ILA:
  - a. Yes
  - b. No (if no, describe exceptions)
11. Contact person
  - a. Name
  - b. Title
  - c. Email
  - d. Phone
12. Has this request received all necessary internal approvals to allow the public entity to implement its proposed solution in 90 days?
  - a. Yes

**Traffic Signal Data Program**

**Draft**

**4/19/17**

b. No

13. Is there anything you would like to add about your proposed solution or funding request?

## EVALUATION CRITERIA

### Eligibility Requirements

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

### Evaluation Criteria

1. Amount requested [10%]
2. Quality of proposed technical solution [60%]
  - a. Number of traffic lights made accessible
    - i. Immediately
    - ii. Within one-year
    - iii. Within more than one year
  - b. Number of traffic signals on Routes of Significance
  - c. Traffic volumes served by accessible traffic signals
  - d. Connectivity with other jurisdictions sharing their traffic signal data
  - e. Ability to share traffic signal data with multiple parties
3. Ability to implement proposed solution in a timely fashion [30%]

511DFW/Waze Program  
Draft  
4/19/17

## 511DFW/WAZE DATA SHARING PROGRAM Questions for Applicants and Evaluation Criteria

### QUESTIONS FOR APPLICANTS

1. Public entity name
2. Amount of funding sought (\$25,000 maximum): \$\_\_\_\_\_
3. Expected allocation of funding
  - a. Staff/consultant time: \$\_\_\_\_\_
  - b. Equipment: \$\_\_\_\_\_
  - c. Software: \$\_\_\_\_\_
4. Description of proposed technical solution:
5. What information related to highway and traffic or transit conditions does your public entity currently share with the general public or individual entities:
  - a. Planned road closures
  - b. Planned lane closures
  - c. Special events in community that may affect traffic
  - d. Road/lane closures due to weather events
  - e. Road/lane closures due to incidents such as crashes
  - f. Other information relating to highway and traffic or transit conditions (list)
6. How does your public entity share information about highway and traffic or transit conditions
  - a. .XML, .JSON or similar data feed
  - b. Email
  - c. Twitter
  - d. Facebook
  - e. Other social media (list)
  - f. Text messaging
  - g. Other (list)
7. Is your public entity a member of the Waze Connected Citizens Program or in the process of joining that program?
  - a. Yes
  - b. No
8. Is your public entity willing to make its highway and traffic or transit conditions data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices:
  - a. Yes
  - b. No
9. Is your public entity willing to accept the terms and conditions of the draft ILA:
  - a. Yes
  - b. No (if no, describe exceptions)
10. Contact person

**511DFW/Waze Program**

**Draft**

**4/19/17**

- a. Name
  - b. Title
  - c. Email
  - d. Phone
11. Has this request received all necessary internal approvals to allow your public entity to complete implementation within 90 days?
- a. Yes
  - b. No (please indicate how long it will take to implement proposed solution)
12. Is there anything you would like to add about your proposed solution or funding request?



## EVALUATION CRITERIA

### Eligibility Requirements

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

### Evaluation Criteria

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

# **SOUTHERN DALLAS COUNTY PARTERSHIP**

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**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**APRIL 28, 2017**

# BACKGROUND




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

# PROPOSED PROJECTS




## Projects Funded by the Region in the Southern Dallas County Area

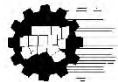
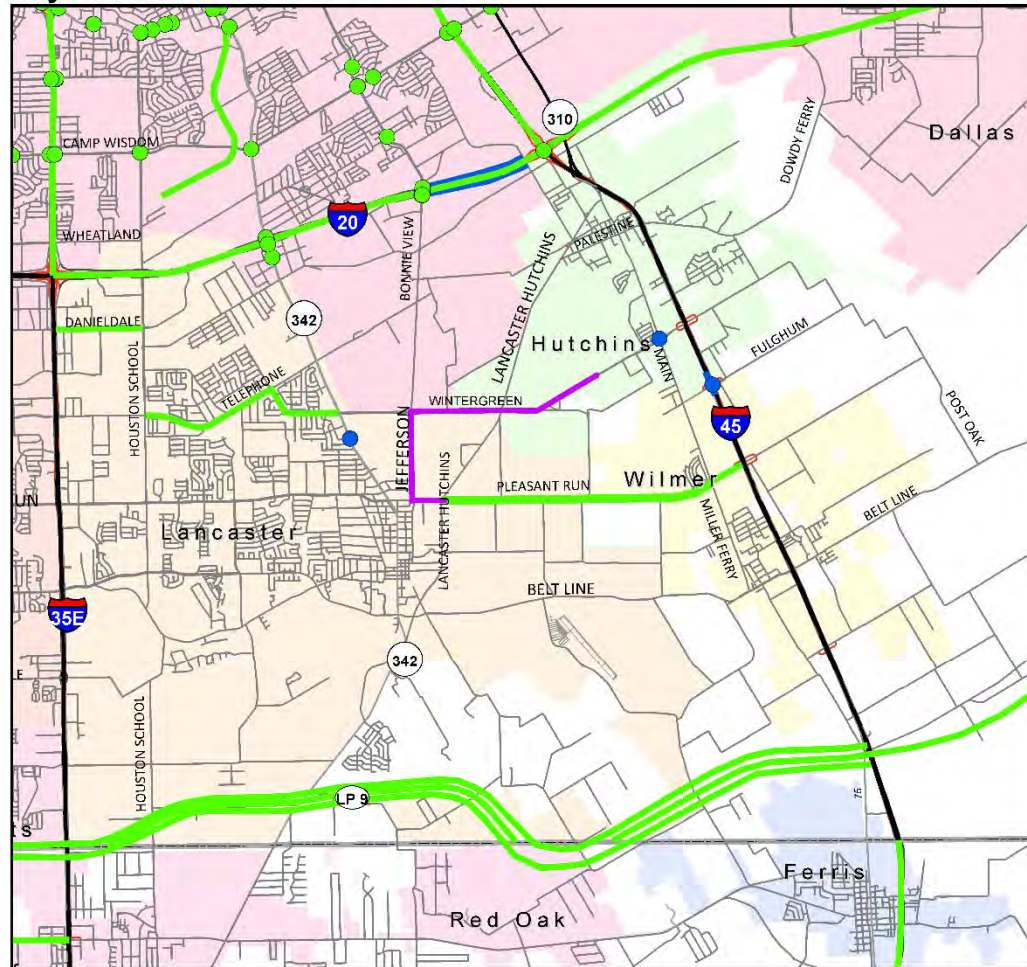
**DRAFT**

### Status

-  Recently Completed
-  Funded/Under Construction
-  Current Requests

### Legend

-  Major Highways / Roadways
-  Other Highways / Roadways
-  County Boundary



North Central Texas  
Council of Governments  
Transportation

\*Some projects are citywide and regional in scope and are not displayed as a discrete location on the map.

# PROPOSED FUNDING PARTNERSHIP (\$ in Millions)

**DRAFT**

Location	Fiscal Year	Description	RTC	City of Lancaster	City of Hutchins	Dallas County	Total Funding
Jefferson Avenue/ Pleasant Run Road	2019	Widen 2 to 4 Lanes	\$8.42	\$1.04	\$0.00	\$1.04	\$10.50
Wintergreen Road	2019	Widen 2 to 4 Lanes	\$9.58	\$1.96	\$2.00	\$3.96	\$17.50
<b>Total</b>			<b>\$18.00</b>	<b>\$3.00</b>	<b>\$2.00</b>	<b>\$5.00</b>	<b>\$28.00</b>

# **BENEFITS OF PARTNERSHIP**

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

# **ACTION REQUESTED**

- Recommend the RTC to approve the proposed funding partnership with Dallas County, City of Lancaster, and City of Hutchins for roadway projects in southern Dallas County.
- Administratively amend the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

# TIMELINE

November 2016  
-March 2017      Coordination with County and Cities

**April 2017**      Public Meetings

## **STTC Action**

May 2017      RTC Action

August 2017      Inclusion in the 2017-2020 TIP/STIP



# CONTACT

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# DEVELOPMENT OF THE 2019-2022 TIP

Information and  
Upcoming Schedule

Surface Transportation  
Technical Committee

April 28, 2017



**2019-2022** Transportation Improvement Program  
for North Central Texas

# PROCESS

1. Review all existing projects and solicit additional locally funded projects
2. Make needed adjustments to existing projects (staging, funding, scope)
3. Develop revised project listings
4. Balance project listings to estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners

# MEETING EXPECTATIONS

## ❖ Meetings to discuss individual projects will be:

- In-Person
- Conference Calls
- “Clustered”

## ❖ Who needs to attend?

- Project managers that can answer questions about the status of projects in question
- Fiscal managers to answer questions about expenditures, agreements, and invoicing
- Texas Department of Transportation (TxDOT) staff will be present to help set realistic expectations regarding timing and process

# MEETING EXPECTATIONS:

## Project Status Update

### ❖ Information is needed by phase

- Engineering
- Environmental
- Right-of-Way (ROW)
- Utilities
- Construction/Implementation

### ❖ Start and End dates

- Estimated dates if phase has not started
- Actual dates if phase has been started
- Dates provided must be realistic given the realities of project implementation steps

### ❖ Local Match availability

- When will the local match be available? (If required)

# MEETING EXPECTATIONS:

## Project Financial Information

### ❖ Status of Agreements

- Local Project Advance Funding Agreements (LPAFA) with TxDOT
- Interlocal agreements with North Central Texas Council of Governments (NCTCOG)

### ❖ Invoicing

- Timely billings to TxDOT (Federal/State funds)
- Monthly reporting to the Revenue and Project Tracking System (RAPTS) for Regional Toll Revenue (RTR) projects

# MEETING EXPECTATIONS:

## Requests for Project Modifications

- Venue for requesting:
  - Changes to Scope or Limits
  - Funding Changes
    - Advancing or delaying a project (subject to financial constraint)
    - Requests for additional funding will be taken during the meetings, and reviewed against funding availability
    - Cost savings at project completion
    - Certain changes may or may not be possible depending on expenditure levels
  - Changes to Implementing Agency

# FOCUS AREAS

- ❖ Projects on the 10 Year Milestone Policy List
- ❖ Projects on the Federal Highway Administration (FHWA) Inactive List
- ❖ Projects on the FHWA Preliminary Engineering (PE) Audit List
- ❖ Projects in the Transportation Alternative Program (TAP)
- ❖ Projects requesting to be placed in the first year of the new TIP (FY 2019)



# TIMELINE/ACTION TABLE

May-Aug 2017	Meeting with implementing agencies
Jun 2017-Jan 2018	Data input, financial constraint, and analysis
Feb 2018	Draft listings- STTC information
Mar 2018	Draft listings- RTC information Public meetings- draft listings
Apr 2018	Final listings- STTC action
May 2018	Final listings- RTC action
Summer 2018	Final document to TxDOT
Aug 2018	Anticipate TxDOT Commission approval (for STIP)
Oct 2018	Anticipate federal/State approval (STIP)

# Questions/Comments?

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(Tarrant, Hood, Johnson)

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(Collin, Hunt, Rockwall)



# Texas Clean Air Working Group

500 W. 13th. Street / Austin, TX 78701  
512/476-6174 fax: 512/476-5122

March 14, 2017

**RESOLUTION OF  
LEGISLATIVE PRIORITIES  
FOR THE 85th TEXAS LEGISLATURE**

**LOW-INCOME VEHICLE REPAIR ASSISTANCE, RETROFIT, AND ACCELERATED  
VEHICLE RETIREMENT PROGRAM**

**WHEREAS**, air quality impacts public health as well as the economic health of Texas, making compliance with the Federal Clean Air Act essential to Texas' long-term growth and prosperity, given the integrated nature of the Texas economy; and

**WHEREAS**, federally designated nonattainment areas and other areas of Texas participating in the Environmental Protection Agency's Ozone Advance program include thirty-nine counties; the cities of Arlington, Austin, Beaumont, Corpus Christi, Dallas, El Paso, Fort Worth, Galveston, Houston, Longview, Port Arthur, San Antonio, Tyler, Victoria, and Waco; and represent 72% of the state's population; and

**WHEREAS**, failure of clean air plans to reduce ozone precursors including Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) in these affected areas will trigger sanctions that will negatively impact the entire Texas economy; and

**WHEREAS**, the Texas Clean Air Working Group is an alliance of local governments, business groups and environmental organizations committed to serve as a resource and as an advocate for prudent and effectively stated policies that will assist affected nonattainment and near-nonattainment communities in meeting their clean air goals; and

**WHEREAS**, reductions in mobile source emissions are some of the most effective and important mechanisms in reducing ozone; and

**WHEREAS**, the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) is a successful program that reduces emissions from high emitting vehicles by offering financial assistance for qualified owners of vehicles that fail the emissions test or have vehicles that are at least ten years old;

**WHEREAS**, the Local Initiative Projects (LIP) improve air quality through programs that enhance mobility and fund law enforcement efforts to ensure the integrity of the emissions inspection program in Texas; and

**WHEREAS**, new Federal clean air standards may increase the number of areas classified as nonattainment that will need to work toward attainment in the near future;

**NOW THEREFORE BE IT RESOLVED** by the Texas Clean Air Working Group that the 85th Texas Legislature is hereby urged to adopt the following modifications to LIRAP and LIP to maximize the programs' effectiveness, improve Texas air quality, enhance public health, and protect economic prosperity:

1. Appropriate LIRAP's residual balance of previously collected funds and continue to fully appropriate revenues to LIRAP/LIP.
2. Modify registration provision for participating vehicles to require either current registration or registration for 12 of the past 15 months in a participating county;
3. Add a maximum repair assistance amount of at least \$800 while maintaining TCEQ regulatory authority to increase the amount;
4. Increase replacement assistance amounts to a minimum of \$4,000 for eligible cars and trucks and \$4,500 for cleaner vehicles, and give the Texas Commission on Environmental Quality the ability to establish future replacement assistance amounts to be consistent with the process established for repair assistance amounts;
5. Allow LIRAP/LIP revenues to be collected directly by counties;
6. Expand vehicle eligibility for the replacement program by one model year and change the odometer limit for replacement vehicles to 85,000 miles;
7. Add the definition of purchase as it relates to LIRAP to include a traditional vehicle purchase or a lease with a minimum 3 year term allowing at least 12,000 miles to be driven per year without penalty.
8. Allow any county in Texas to collect the LIRAP fee from registered vehicle owners and participate in the LIRAP replacement program;
9. Allow county oversight of LIP fund distribution, reserving a minimum 50% threshold of revenue for LIRAP;
10. Allow county oversight of LIP project selection, within program allowances as outlined in statute; and
11. Eliminate any LIP match requirements.

ADOPTED THIS 19<sup>TH</sup> DAY OF JANUARY BY THE TEXAS CLEAN AIR WORKING GROUP.



**Dr. Theresa Daniel**  
Commissioner – Precinct 1  
Dallas County  
Chairman, Texas Clean Air Working Group



# Texas Clean Air Working Group

500 W. 13th. Street / Austin, TX 78701  
512/476-6174 fax: 512/476-5122

The Honorable Greg Abbott  
Office of the Governor  
P.O. Box 12428  
Austin, Texas 78711-2428

The Honorable Dan Patrick  
Lieutenant Governor of Texas  
P.O. Box 12068  
Austin, Texas 78711

The Honorable Joe Straus, III  
Speaker of the House  
P.O. Box 2910  
Austin, Texas 78688

March 14, 2017

Dear Governor Abbott, Governor Patrick and Speaker Straus:

We want to express our support for the critical Texas Emissions Reduction Plan (TERP) programs. We ask that all TERP fees collected (approximately \$400 million) be fully appropriated to implement the TERP programs during the 2018-2019 biennium.

While our primary reasons for supporting full appropriations for TERP vary, the following are important to many of us:


TERP is a unique, but commonsense Texas solution that uses a voluntary approach to reducing emissions and helps comply with federal public health laws.

- The air pollution improvements associated with the TERP programs enable Texas to meet federal requirements for road-building, as well as continued federal highway funding.
- The voluntary TERP incentive programs are much less costly than the alternative mandates and restrictions they replaced.
- TERP is a cost-effective way for other areas of the state to potentially avoid the “nonattainment” designation as federal ozone standards tighten.
- These programs spur new technology development, help create jobs and encourage the broader use of Texas produced natural gas, propane and electricity to power vehicles and further reduce air pollution.

Fully appropriating the revenues to the TERP fund is also necessary if the legislature is to continue to progress in the effort to budget and use state revenues transparently and consistent with the purpose for which those who pay the fees were told the fees were justified.

Thank you for considering our request to fairly use all TERP revenues collected *for their original, intended purpose* (i.e., emissions reductions) by full appropriation. We welcome the opportunity to discuss the many benefits of TERP with you or your staff.

Respectfully,



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**Dr. Theresa Daniel**  
Commissioner – Precinct 1  
Dallas County  
Chairman, Texas Clean Air Working Group

Texas Conference of Urban Counties  
Alamo Area Council of Governments  
Air Alliance Houston  
CAPCOG  
CenterPoint Energy  
Clean Energy  
CNG  
CNG 4 America  
Dallas-Fort Worth Clean Cities Coalition  
EDF  
EHCMA  
Environmental Defense Fund  
Freedom-CNG  
Greater Houston Partnership  
Greater Houston Natural Gas Vehicle Alliance  
Lone Star Clean Fuels Clean Cities Coalition of Central Texas  
Mid Coast Energy Inc.  
Nat G CNG Solutions  
North Central Texas Council of Governments  
NOVUS Wood Group LP  
NRG Energy  
Nunu & Associates LLC  
Port Houston  
Public Citizen, Inc.  
Regional Transportation Council  
Sierra Club  
Texas Association of Business  
Trillium CNG  
WoodFuel.com  
Dallas County

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# FLEETS FOR THE FUTURE UPDATE AND BOOTCAMP INVITATION

Surface Transportation and Technical Committee

April 28, 2017



# Project Overview

**Focuses** on reducing the incremental costs of alternative fuel vehicles (AFVs) and supporting infrastructure.



## National Partnership



- Mid-America Regional Council (MARC)**
  - Greater Kansas City: 1.8 million
  - Mo. and Kan. bi-state: 8.842 million
- Metropolitan Washington COG (MWCOCG)**
  - District of Columbia: 4.7 million
  - Suburban Md., northern Va.: 14.376 million
- Metropolitan Area Planning Council (MAPC)**
  - Greater Boston: 4.732 million
  - Mass. 6.547 million
- North Central Texas Council of Governments (NCTCOG)**
  - Dallas-Fort Worth: 6.603 million
  - Texas: 25.145 million
- Pima Association of Governments (PAG)**
  - Tucson: 980,263
  - Ariz.: 6.392 million
- Clean Cities Coalition outreach areas:**
  - New York, Ohio, Utah, Washington



# Considerations of AFV Deployment

## Advantages

Total Cost of  
Ownership  
Approach

Importance of  
Maintenance  
Costs

Sustainability  
Initiatives

Return on  
Investment

High  
Utilization  
Rates

Lower Fuel  
Prices

## Feasibility

Use of Central  
Parking  
Facilities

Route  
Predictability



## Regional Cooperative Procurement

**Focusing** on local public fleets

**Organizing** the cooperative procurement of select vehicles to obtain volume discounts that fleets could not access individually

**Releasing** a vehicle bid Request for Proposals (RFP) to confirm vehicle specs with unique tiered-volume pricing

**Executing** Summer-Fall 2017

## Regional Cooperative Procurement *Anticipated Vehicles*



Propane Vehicles



Electric Vehicles (EV)

Plug-In Hybrid Electric Vehicles (PHEV)



Natural Gas Vehicles

***Both Light-Duty and Heavy-Duty Options Available***

# Regional Cooperative Procurement

## *Anticipated Process*

Fleet signs “soft commitment”  
with NCTCOG

Summer 2017



NCTCOG pools vehicle purchase commitments  
from participating fleets

Late  
September 2017



NCTCOG procures vehicles through vehicle bid  
contract to obtain volume discounts

October 2017



Each participating fleet coordinates directly  
with vendor for purchase order

November 2017

# Regional Cooperative Procurement

## *How to Get Involved*

### Attend Our Fleets for the Future Bootcamp

When: **May 24, 2017** from 10 am - 2 pm

Where: North Central Texas Council of  
Governments (NCTCOG) in Arlington



**Lunch will  
be provided!**

RSVP to [bmuller@nctcog.org](mailto:bmuller@nctcog.org) or (817)695-9299 by May 17

# Regional Cooperative Procurement

## *How to Get Involved*

### Action Steps:

1. Share Opportunity with Procurement and Fleet Staff
2. Evaluate Fleet Possibilities and Budget for Fiscal Year 2018
3. Complete the Soft Commitment Form





**Bailey Muller**

Air Quality Planner

[bmuller@nctcog.org](mailto:bmuller@nctcog.org)

817-695-9299

**Lori Clark**

Principal Air Quality Planner

[lclark@nctcog.org](mailto:lclark@nctcog.org)

817-695-9232

**Website:** [www.nctcog.org/f4f](http://www.nctcog.org/f4f)



Acknowledgment: This material is based upon work supported by the Department of Energy, Office of Energy Efficiency and Renewable Energy (EERE), under Award Number DE-0007462.



North Central Texas Council Of Governments

TO: Mayors  
 County Judges and County Commissioners  
 County Administrators and City Managers  
 Superintendents  
 School Board Presidents  
 Public Colleges and Universities  
 Special Districts  
 Regional Transportation Council  
 Surface Transportation Technical Committee

DATE: April 10, 2017

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

SUBJECT: Discounts on Alternative Fuel Vehicles through the Fleets for the Future Initiative

The North Central Texas Council of Governments (NCTCOG) encourages your participation in a regional cooperative procurement project called Fleets for the Future (F4F). Through this project, which is a partnership with the National Association of Regional Councils and five other regional councils, NCTCOG is working to help public fleets acquire alternative fuel vehicles at a lower price. To obtain discounts for fleets, NCTCOG will administer a Request for Proposals on behalf of all project participants, seeking prices for set volumes of vehicle orders. NCTCOG plans to coordinate a cooperative procurement for the following vehicle types:

1. Propane pick-up truck;
2. Light-duty battery electric vehicle (EV);
3. Light-duty plug-in hybrid electric vehicle (PHEV); and
4. Additional alternative fuel vehicles based on demand.

Related infrastructure for these vehicles may also be considered. Vendor selection is anticipated to be finalized in early fall 2017, enabling individual fleets to begin purchases at the beginning of the new fiscal year. In addition to this regional procurement, fleets will have an opportunity to participate in a national Fleets for the Future cooperative purchase in the coming months. This will offer an opportunity to obtain vehicle types that NCTCOG is not including in the regional cooperative procurement. More information on this national opportunity and the vehicles available will be provided at a later date.

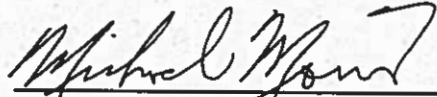
The more vehicles purchased, the better the anticipated discounts. Thus, to ensure project success, NCTCOG encourages all local governments to participate in the project as appropriate. To get involved; all local governments are urged to:



April 10, 2017

1. Send both purchasing and fleet staff to attend the **Alternative Fuel Vehicle Odyssey** at Earth Day Texas on **April 20, 2017**. This event will include informational sessions on various types of alternative fuel vehicles, as well as a special procurement kick-off session for this project. Event details and free registration information are available on the enclosed flyer, or at [www.nctcog.org/f4f](http://www.nctcog.org/f4f).
2. Send both purchasing and fleet staff to attend a **Fleets for the Future Boot Camp** to be held at the North Central Texas Council of Governments office, 616 Six Flags Drive, Centerpoint Two, Arlington, TX 76011 on **Wednesday, May 24 from 10 am - 2 pm in the Transportation Council Room**. At this event, staff will discuss vehicles to be procured, details of the cooperative procurement process and vehicle specifications to optimize opportunities for fleet participation. **Lunch will be provided**. Please RSVP by Wednesday, May 17 to [bmuller@nctcog.org](mailto:bmuller@nctcog.org) or (817) 695-9299 to ensure an accurate head count for lunch orders.

For more information on this project, please visit [www.nctcog.org/f4f](http://www.nctcog.org/f4f), or contact Bailey Muller, Air Quality Planner, at [bmuller@nctcog.org](mailto:bmuller@nctcog.org) or (817) 695-9299.



---

Michael Morris, P.E.

BM:mg  
Enclosure

cc: Bailey Muller, Air Quality Planner, NCTCOG

# ALTERNATIVE FUEL VEHICLE ODYSSEY



ODYSSEY KICK-OFF 8:30 AM - 9:45 AM AND AFV SUMMIT 10 AM - 5 PM, APRIL 20, 2017

## FLEET DISCOUNTS

NCTCOG and DFW Clean Cities are proud to partner with Earth Day Texas and the National Alternative Fuels Training Consortium to present the Fleets for the Future (F4F) project. North Texas public fleets have an opportunity to get substantial discounts on alternative fuel vehicles (AFVs) for next year! Join us at this informational breakout session to learn how your fleet can participate in and benefit from this unique regional cooperative procurement process.

F4F is a national partnership between regional councils, Clean Cities coalitions, & industry leaders, coordinating regional scale procurement initiatives. This cooperative procurement is designed to consolidate bulk orders of AFVs and their related infrastructure to reduce purchase costs for public fleets.

More info at [www.nctcog.org/f4f](http://www.nctcog.org/f4f).



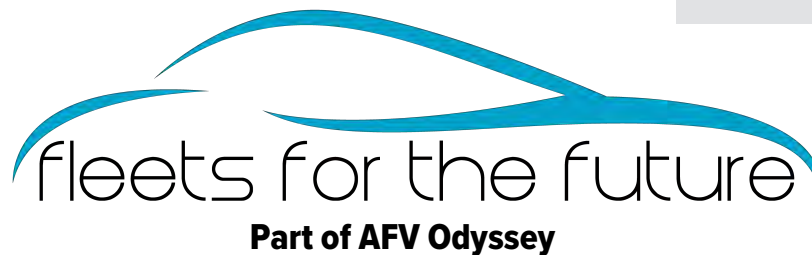
REGISTER AT  
[www.nctcog.org/f4f](http://www.nctcog.org/f4f)

## WHY PARTICIPATE?

- Get free AFV procurement advice from industry professionals at the F4F breakout session.
- Network with other industry experts at the AFV Odyssey Kick-off from 8:30 - 9:45 am.
- Learn more about AFVs through industry speakers, workshops, and presentations at the AVF Summit from 10 am - 5 pm.

## GROUP PURCHASES FOR:

- Propane Pick-Up Trucks
- Electric Vehicles
- Plug-In Hybrid Electric Vehicles
- Vehicle Procurement in Fall 2017



## ABOUT AFV ODYSSEY

National Alternative Fuel Vehicle Day Odyssey is the largest, nationwide event dedicated to promoting the use of and educating numerous audiences about alternative fuel and advanced technology vehicles. From electric cars to natural gas-powered vehicles, many options exist for clean-powered, alternative fuel vehicles!

EARTH DAY TEXAS • FAIR PARK • APRIL 20-23 • 150,000+ EXPECTED

# CLEAN AIR ACTION DAY JUNE 23, 2017

**Surface Transportation Technical Committee**

**Whitney Vandiver, Communications Coordinator**



North Central Texas  
Council of Governments

**April 28, 2017**



# What is Air North Texas?



A public awareness campaign that encourages residents of North Texas to make clean air choices

Composed of a coalition of regional organizations committed to improving the air in North Texas



Air North Texas aims to generate a consistent region-wide brand that promotes behavioral and lifestyle changes that impacts our health and the environment

# Challenge Actions



Do at least one thing to help improve air quality on Friday, June 23, 2017

Example actions are:

- Carpool
- Take lunch to work
- Use mass transit
- Bike or walk
- Combine errands
- Telecommute
- Avoid idling
- Maintain vehicle



More at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday)

# How STTC Members Can Participate on June 23



Carpool to the June STTC meeting

Join the June STTC meeting remotely instead of attending in person (more details to come)

Become an Air North Texas partner and bring signed partner agreement to June 23 STTC meeting or submit to [airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org)

Implement a Clean Air Action Day Challenge at your organization

# Challenge Overview



Challenge each department within your organization to participate in Clean Air Action Day

The department within your organization with the highest percentage of participation will be recognized

Organization with the highest participation will receive recognition

# Challenge Implementation



Notify Air North Texas staff that you will be implementing a challenge at your organization by June 5, 2017, with the following information:

- Organization/entity
- Challenge contact person
- Number of departments
- Number of employees
- Brief description of your challenge to be implemented
- Rewards you plan to provide

You may request Clean Air Action Day Challenge artwork, materials, template notification email, etc. from Air North Texas staff at [airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org).

Additional details for challenge implementation will be provided through email.



# Air North Texas Partners



American Lung Association  
 – DFW Region  
 Brookhaven College  
 City of Anna  
 City of Arlington  
 City of Bedford  
 City of Cedar Hill  
 City of Dallas  
 City of Denton  
 City of Fort Worth  
 City of Grand Prairie  
 City of Grapevine  
 City of Kennedale  
 City of Mesquite  
 City of North Richland Hills  
 City of Plano  
 City of Richardson  
 Cedar Valley College  
 DART  
 DCTA  
 DFW Airport  
 Health and Wellness  
 Alliance for Children  
 Hood County  
 Insta-brite Technologies  
 NCTCOG  
 The North Texas  
 Commission  
 Dallas County  
 Parker County  
 Tarrant County  
 TxDOT – Dallas District  
 TxDOT – Fort Worth District  
 U.S. Green Building Council  
 – North Texas Chapter  
 University of North Texas  
 Health Science Center  
 University of Texas at  
 Arlington  
 UT Southwestern  
 The-T

# Contacts



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[airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org)

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



## AIR NORTH TEXAS PARTNER AGREEMENT

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

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

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

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

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

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

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

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

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

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

## **Section 2.**

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

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

## **Section 3.**

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

#### **3.1 Branding**

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

#### **3.2 Implementation**

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

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

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

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

### **3.2.3 Media Relations**

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

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

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

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

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

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

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

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

\_\_\_\_\_  
Name

Title

Entity

**MINUTES****Regional Transportation Council  
PUBLIC MEETINGS*****Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program  
(UPWP) Modifications******Development of Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work  
Program (UPWP)******Transportation Development Credits******Regional East-West Equity Update Due to Latest Transportation Bill*****Meeting Dates and Locations**

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

1. Monday, March 13, 2017 – 6:30 pm – Bessie Mitchell House (Grapevine); attendance: 2; moderated by Christie Gotti, Senior Program Manager
2. Wednesday, March 15, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 16; moderated by Christie Gotti, Senior Program Manager
3. Monday, March 20, 2017 – 6:30 pm – Josey Ranch Lake Library (Carrollton); attendance: 3; 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. Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications – presented by Vickie Alexander (Grapevine and Arlington); Dan Kessler (Carrollton)
2. Development of Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program (UPWP) – presented by Vickie Alexander (Grapevine and Arlington); Dan Kessler (Carrollton)
3. Transportation Development Credits – presented by Brian Dell
4. Regional East-West Equity Update Due to Latest Transportation Bill – presented by Amanda Long-Rodriguez

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at [www.nctcog.org/input](http://www.nctcog.org/input), and a video recording of the public meeting held in Arlington March 15, 2017, was posted at [www.nctcog.org/video](http://www.nctcog.org/video).

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

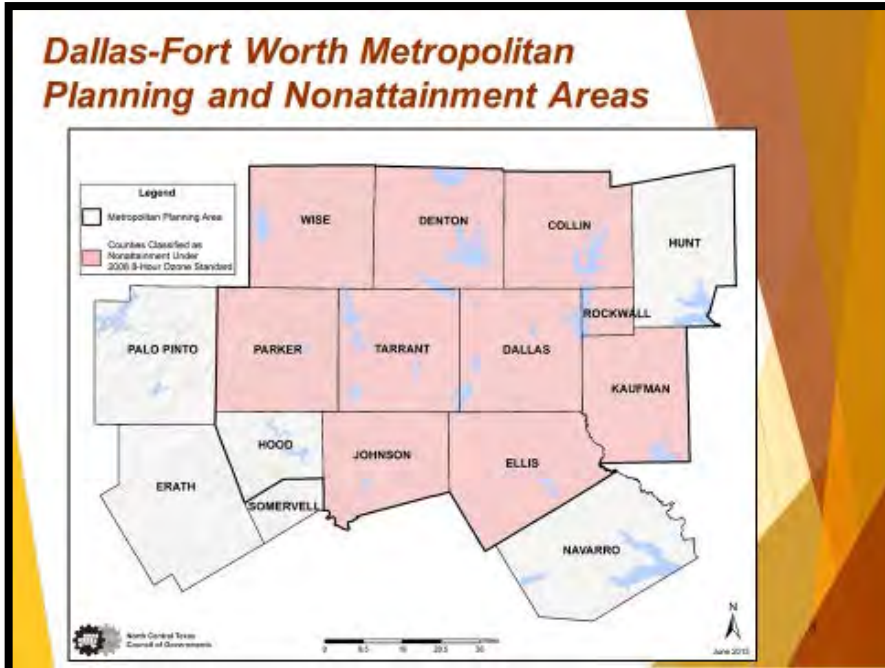
## Summary of Presentations

### A. Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications

- Unified Planning Work Program for Regional Transportation Planning



- Dallas-Fort Worth Metropolitan Planning and Nonattainment Areas





- Unified Planning Work Program for Regional Transportation Planning

***Unified Planning Work Program for Regional Transportation Planning***

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations

- New Initiative – Transportation Planning Funds

***New Initiative – Transportation Planning Funds***

Project	Financial Action	Description
Travel Forecasting Support – Modeling Managed Lanes in Long-term Planning Process in Dallas-Fort Worth (2.01)	\$50,000 TPF	Add project and funding to support university assistance in the enhancement of travel models for managed lane planning.

- Updates – Transportation Planning Funds

**Updates – Transportation Planning Funds**

Project	Financial Action	Description
Demographic Data and Forecasts – Regional Demographic/Land-use Model Improvement and Support and Development of Forecasts (2.03)	(none)	Reflect staff activities to develop 2045 demographic forecasts to support long-range planning
Public Transportation Planning and Management Studies – Regional Public Transportation Coordination (3.05)	\$50,000 TPF	Add funding and reflect university assistance on planning for access to opportunity.
Capital and Operational Asset Management System – Asset Management Data Collection and Analysis (5.04)	\$50,000 TPF	Add funding to support additional evaluation on corridors already identified in the UPWP.

- New Initiative – Other Funding Sources

**New Initiative – Other Funding Sources**

Project	Financial Action	Description
Coordination of Transportation and Environmental Planning Processes - Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) Evaluation of Sustainability in Denton Greenbelt Corridor (4.03)	\$50,000 FHWA \$50,000 RTC Local	Add project and funding to reflect receipt of FHWA grant award for the identification of areas where sustainability best practices can be applied to an update of the Regional Outer Loop Corridor feasibility study, including the Denton County Outer Loop/Greenbelt Parkway.
Regional Transportation Studies – Strategic Corridor Initiatives (5.01)	(none)	Add the Denton County Outer Loop/Greenbelt Parkway as a corridor for study.

- Updates – Other Funding Sources

**Updates – Other Funding Sources**

Project	Financial Action	Description
Regional Air Quality Planning – Air Quality Planning (3.02)	\$15,000 Local	Add funding for sponsorship of the Southern Transportation Air Quality Summit.
Coordination of Transportation and Environmental Planning Processes – Quantifying Benefits of Environmental Stewardship Efforts (4.03)	(none)	Reflect possible use of consultant assistance.
Regional Transportation Studies – Corridor Studies/Environmental Study Support (5.01)	\$50,000 TxDOT	Add funding to support NCTCOG assistance to TxDOT and TTI on corridor initiatives.

- Updates – Other Funding Sources

**Updates – Other Funding Sources**

Project	Financial Action	Description
Regional Transportation Studies – North Texas Tollway Authority Feasibility Studies (5.01)	\$75,000 NTTA	Add funding to support NCTCOG travel demand modeling and traffic forecasting assistance to NTTA.
Congestion Management Planning and Operations – Automated Vehicles: Development and Deployment (5.05)	\$50,000 RTC Local \$40,000 RTC Local	Add funding to reflect two initiatives to be conducted with university assistance – building an information tool for policy makers and the general public, and examining employment-related impacts of automated vehicles.

- Modification Schedule

**Modification Schedule**

<b>March 13, 15, 20</b>	<b>Public Meetings</b>
<b>March 24</b>	<b>Action by Surface Transportation Technical Committee</b>
<b>April 13</b>	<b>Action by Regional Transportation Council</b>
<b>April 27</b>	<b>Action by NCTCOG Executive Board</b>
<b>April 28</b>	<b>Submittal of modifications to Texas Department of Transportation</b>

**B. Development of Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program (UPWP)**

- Unified Planning Work Program Development Schedule

**Unified Planning Work Program Development Schedule**

DATE	UPWP DEVELOPMENT
February 10	Initiation of Requests for NCTCOG Assistance
February 17	STTC Notification of UPWP Development
March 9	RTC Notification of UPWP Development
<b>March 13, 15 &amp; 20</b>	<b>Public Meetings on UPWP Development</b>
March 24	Project Submittals for NCTCOG Assistance Due
May 26	Draft Document Provided to STTC for Information
June 1	Draft Document Due to TxDOT
June	Public Meetings on Draft Document.
June 8	Draft Document Provided to RTC for Information
June 23	STTC Action on Recommended UPWP
July 13	RTC Action on Recommended UPWP
July 27	Executive Board Action on Recommended UPWP
August 1	Final Document Due to TxDOT

### C. Transportation Development Credits

- Background

## BACKGROUND

- Transportation Development Credits = TDCs
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- TDCs are not money or cash
- They do not increase funding for a given project
- They are eligible to “match” a federal funding award
- The Dallas-Fort Worth Region has been allocated 465,486,222 in TDCs
- As of September 30, 2016, the Dallas-Fort Worth Region has 319,121,623 of TDCs available for future allocation

- Current TDC Categories

## CURRENT TDC CATEGORIES

Category	Award Methods	Current Allocation
1	Strategic Awards to Small Transit Providers	10,000,000
2	Type 1 Call: Regional Transportation Council (RTC) has Revenue <ul style="list-style-type: none"><li>• Transportation Alternatives Program</li><li>• Texas Department of Transportation (TxDOT)/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality</li><li>• Collin County LIP/LIRAP<sup>1</sup> Partnership</li></ul>	9,600,000
3	Type 2 Call: Local Agency has Revenue	16,764,599
4	Selling TDCs to other Metropolitan Planning Organizations (MPOs)/TxDOT	100,000,000
5	Regional Programs/Management and Operations	10,000,000
TDC Pool	For Future Allocation	319,121,623

1: LIP: Local Initiative Projects; LIRAP: Low-Income Vehicle Repair, Retrofit and Accelerated Retirement Program

- Category 1: Strategic Awards to Small Transit Providers

**CATEGORY 1: STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS**

Goal	<ul style="list-style-type: none"> <li>• Support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match</li> </ul>
Proposed Action	<ul style="list-style-type: none"> <li>• Continue the category with no changes</li> <li>• Increase its allocation by 16,000,000 (one million for FY 2016 and five million each for FY 2017, 2018, and 2019)</li> </ul>

- Category 2: Type 1 Call – Regional Transportation Council (RTC) Has Revenue

**CATEGORY 2: TYPE 1 CALL – REGIONAL TRANSPORTATION COUNCIL (RTC) HAS REVENUE**

Goals	<ul style="list-style-type: none"> <li>• Advance initiatives of strategic importance</li> <li>• Expedite delivery of projects</li> <li>• Free up local or State funds for use on:             <ul style="list-style-type: none"> <li>• Projects that can be expedited outside the federal process</li> <li>• Projects not typically eligible for federal funds</li> </ul> </li> </ul>
Proposed Action	<ul style="list-style-type: none"> <li>• Remove “Type 1 Call” from the name and rename to “RTC Has Revenue”</li> <li>• Continue the category and increase its allocation by 10,400,000</li> </ul>

- Category 3: Type 2 Call – Local Agency Has Revenue

**CATEGORY 3: TYPE 2 CALL - LOCAL AGENCY HAS REVENUE**

Goals	<ul style="list-style-type: none"> <li>• Advance projects of strategic importance</li> <li>• Support capacity expansion of roadway, transit, and bicycle/pedestrian projects</li> <li>• Leverage projects to maximize revenue available to regional transportation projects</li> <li>• Expedite multi-modal project delivery</li> <li>• Demonstrate innovative funding, partnering, or project delivery methods</li> </ul>
Proposed Action	<ul style="list-style-type: none"> <li>• Remove "Type 2 Call" from the name and rename to "Local Agency Has Revenue"</li> <li>• Decrease the allocation by 73,484 to match the awarded amount</li> <li>• Retire the category</li> </ul>

- Category 4: Sell TDCs To TxDOT And Other MPOS/MPO Revolver

**CATEGORY 4: SELL TDCS TO TXDOT AND OTHER MPOS/MPO REVOLVER**

Goal	<ul style="list-style-type: none"> <li>• Generate local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments</li> </ul>
Proposed Action	<ul style="list-style-type: none"> <li>• Continue the category</li> <li>• Increase allocation by 50,000,000</li> <li>• Permit future use of the tool if the opportunity arises</li> <li>• Send letters to other MPOs in the State to re-test the market</li> </ul>

- Category 5: Regional Programs/Management And Operations

<h2 style="text-align: center;">CATEGORY 5: REGIONAL PROGRAMS/MANAGEMENT AND OPERATIONS</h2>	
Goal	<ul style="list-style-type: none"> <li>• Support regional programs that improve air quality, congestion, and reliability</li> </ul>
Proposed Action	<ul style="list-style-type: none"> <li>• Continue the category and increase its allocation by 20,000,000</li> <li>• Refine the goal of the category:               <ul style="list-style-type: none"> <li>• "Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply"</li> </ul> </li> <li>• Expand the category and utilize it to assist with:               <ul style="list-style-type: none"> <li>• Strategic partnerships with regional agencies</li> <li>• Future Sustainable Development projects (Phase 4)</li> <li>• Regional Turnback Program efforts</li> <li>• Land use/transportation integration for military bases</li> <li>• Projects/programs that improve safety</li> </ul> </li> </ul>

- Proposed New Category

<h2 style="text-align: center;">PROPOSED NEW CATEGORY</h2>
<ul style="list-style-type: none"> <li>• Metropolitan Transportation Plan (MTP) Policy Bundle               <ul style="list-style-type: none"> <li>• Mobility 2040, the current MTP for the region, contains a list of policies that local governments and transportation agencies can adopt to advance regional objectives</li> <li>• Goal: Provide support to agencies that implement policies that further those Mobility Plan objectives</li> </ul> </li> </ul>



- Proposed New Category

## PROPOSED NEW CATEGORY

- MTP Policy Bundle
  - Propose to allocate 100 million TDCs to this category (Approximately 50 million per year for at least the next 2 years depending on the level of interest)
    - A "bank" of credits for this program was approved as part of Mobility 2040 action in March 2016
  - Eligibility
    - An agency will be considered eligible if it meets 50% of the MTP policies
    - Eligible agencies will then be able to submit projects for consideration (RTC approves via Transportation Improvement Program (TIP) action)

## PROPOSED NEW CATEGORY

- MTP Policy Bundle (cont'd)
  - Selection Process and Use Requirements
    - Agencies must submit the survey to initiate the process
    - Response level from agencies will determine the number of credits awarded to an agency (Credits will be prorated depending on the demand)
      - Propose to use approximately 50 million of the 100 million TDCs (with approximately five million TDCs per agency as needed) in Year One
    - Annual survey submission by agencies:
      - Confirm eligibility if previously qualified
      - Create window for new certifications (for any new agency)
    - TDCs must be assigned to a project within one year (TDCs that are not programmed in the TIP will be returned to the regional pool for reuse in the next year)
    - By State law, project agreement must be signed within two years of award or assignment to a project
    - Agencies cannot sell or transfer TDCs

## PROPOSED NEW CATEGORY

- MTP Policy Bundle (cont'd)
  - Deadlines:
    - Agency Survey Submittal was March 3, 2017 (First Friday of March in future years); 17 surveys were submitted
    - First Opportunity for Project Submittal: Due by the deadline for the August 2017 TIP Modification cycle (April 28, 2017)
    - Can also submit projects through the November 2017, February 2018, and May 2018 TIP Modification cycles
  - Additional Information: [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)

- Summary of Proposed Actions

## SUMMARY OF PROPOSED ACTIONS

Category	Proposed Action(s)
1 – Strategic Awards to Small Transit Providers	Continue the category and increase its allocation
2 – RTC Has Revenue	Continue the category and increase its allocation; Change name
3 – Local Agency Has Revenue	Retire the category after adjusting its allocation and name
4 – Selling TDCs to Other MPOs/TxDOT	Continue the category and increase its allocation
5 – Regional Programs/Management and Operations	Refine and expand the category's goal and scope; Increase its allocation
6 – MTP Policy Bundle	Create the category

- Proposed New Allocation Amounts

### PROPOSED NEW ALLOCATION AMOUNTS

Category	Award Methods	Current Allocation	Proposed Change	Revised Allocation <sup>1</sup>
1	Strategic Awards to Small Transit Providers	10,000,000	+16,000,000	26,000,000
2	Type 1 Call: RTC has Revenue	9,600,000	+10,400,000	20,000,000
3	Type 2 Call: Local Agency has Revenue	16,764,599	-73,484	16,691,115
4	Selling TDCs to other MPOs/TxDOT	100,000,000	+50,000,000	150,000,000
5	Regional Programs/Management and Operations	10,000,000	+20,000,000	30,000,000
6	MTP Policy Bundle	0	+100,000,000	100,000,000
TDC Pool	For Future Reallocation	319,121,623	-196,326,516	122,795,107
Total		465,486,222		465,486,222

<sup>1</sup>Additional allocations are for fiscal year 2017, 2018, and 2019

- Remaining TDC Amount

### REMAINING TDC AMOUNT

- If the proposed allocations are approved, our region would have ≈122.8 million TDCs left for future allocation.
- Staff plans to work with TxDOT to determine why our region has not received more TDCs
  - Is the State not meeting the federal maintenance of effort (MOE) requirement?
  - Or, is the State meeting MOE, but not requesting approval of new credits?
- Propose to send a letter to the State requesting clarification of the above issues

- Future TDC Awards

## FUTURE TDC AWARDS

- If additional TDCs are awarded, the RTC will be asked to approve the adjusted allocation to the respective category at that time.
  - Example: Approval of transit projects using Category 1 TDCs will be accompanied by approval of an increased allocation for that category to cover the awarded amount, if needed.
- The TDC balances will then be adjusted to reflect the new allocations.

- Timeline

## TIMELINE

February 2017	Committee Information
March 2017	Council Information Public Meetings Committee Action
April 2017	Council Action

#### D. Regional East-West Equity Update Due to Latest Transportation Bill

- Background

### BACKGROUND

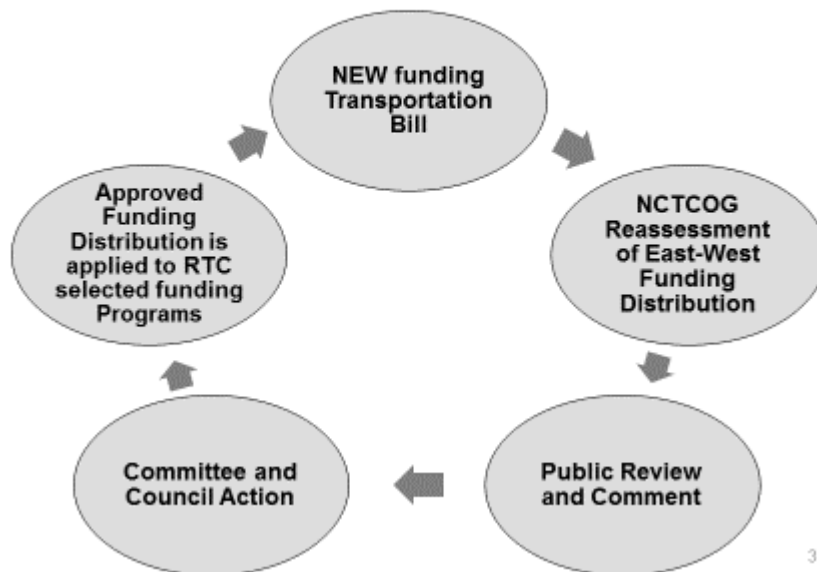
#### Fixing America's Surface Transportation (FAST) Act

- Signed into law on December 15, 2015.
- Provides long-term funding for surface transportation infrastructure planning and investment.
- Authorizes \$305 billion nationally from Fiscal Year (FY) 2016 to FY 2020.
  - Over five years Texas will receive \$18.2 billion under the FAST Act.
- Expires at the end of FY 2020.
- As new transportation funding bills are approved, NCTCOG staff reassesses the East-West funding distribution.

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- East-West Equity Reassessment Process

### EAST-WEST EQUITY REASSESSMENT PROCESS



3

- Federal/State Funding Allocation

## FEDERAL/STATE FUNDING

### Allocation

#### **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.
  - Allocations to the region are based on population and air quality nonattainment factors.
  - Ozone precursors include: Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx)

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## FEDERAL/STATE FUNDING

### Allocation

#### **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.
- Allocation to the region is based on population.
- Previously named Surface Transportation Program – Metropolitan Mobility (STP-MM).

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- Nonattainment Area Boundary



- Regional Transportation Council (RTC) Bylaws for Determining Funding Distribution

## REGIONAL TRANSPORTATION COUNCIL (RTC) BYLAWS FOR DETERMINING FUNDING DISTRIBUTION

Funding Program	RTC Bylaws
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Re-evaluated with each new funding bill
Surface Transportation Block Grant Program (STBG)	Re-evaluated with each new funding bill
Transit Section 5307 Urbanized Area Formula Funding	Re-evaluated annually with new Federal Transit Administration (FTA) apportionments.

- Previous Distribution Percentages

## PREVIOUS DISTRIBUTION PERCENTAGES

Transportation Funding Bill	STP-MM		CMAQ	
	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA <sup>1</sup>	33%	67%	33%	67%
TEA-21 <sup>2</sup>	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU <sup>3</sup>	31%	69%	31%	69%
MAP-21 <sup>4</sup>	32%	68%	34%	66%

<sup>1</sup> Intermodal Surface Transportation Efficiency Act (1991)  
<sup>2</sup> Transportation Equity Act for the 21<sup>st</sup> Century (1998). TEA-21 funding distributions of 32% in the west and 68% in the east were originally approved. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.  
<sup>3</sup> Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)  
<sup>4</sup> Moving Ahead for Progress in the 21<sup>st</sup> Century Act (2012)

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- FAST Act Funding Distribution

## FAST ACT FUNDING DISTRIBUTION

### Inputs and Assumptions

#### STBG

1. 2010 urbanized areas (UZAs)
2. 2014 NCTCOG demographics
3. Vehicle Miles Traveled (VMT) were derived from the 2014 demographic forecasts and roadway network.
4. Activity = Population + (1.587\* Employment)
  - 1.587 is the latest employment ratio for the region

#### CMAQ

1. Emissions from NCTCOG forecast for 2016 Transportation Conformity 10-county analysis of 2017 roadway network.

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- Current Formula Inputs for FAST Act

## CURRENT FORMULA INPUTS FOR FAST ACT

DRAFT

<b>STBG</b> <small>Based on 10-County STBA Boundary</small>	Western Subregion	Eastern Subregion
Population	34.11%	65.89%
Employment	30.72%	69.28%
Activity (Pop+Emp Equalized)	32.42%	67.58%
Vehicle Miles of Travel	32.36%	67.64%
Average	32.40%	67.60%
Rounded Average	<b>32%</b>	<b>68%</b>

<b>CMAQ</b> <small>Based on 10-County Non-Attainment Area</small>	Western Subregion	Eastern Subregion
Ozone Precursors tons per day <sup>1</sup> (%)	64.68 (34.03%)	125.37 (65.67%)
Recommendation Ozone Precursors <sup>2</sup> Tons of VOC and NOx (Rounded Average)	<b>34%</b>	<b>66%</b>

<sup>1</sup>NCTCOG forecast for 2016 Transportation Conformity ten-county analysis of 2017 roadway network.  
<sup>2</sup>VOC: Volatile organic compounds; NO<sub>x</sub>: Nitrogen Oxides.

- Environmental Justice

## ENVIRONMENTAL JUSTICE

Population Type		Western Subregion	Eastern Subregion	Total
Minority	Population	1,007,941	2,384,036	3,391,977
	Percent	<b>30%</b>	<b>70%</b>	
Low Income	Population	328,457	649,180	977,637
	Percent	<b>34%</b>	<b>66%</b>	
Minority or Low Income	Population	1,111,283	2,527,911	3,639,194
	Percent	<b>31%</b>	<b>69%</b>	

Source: 2014 American Community Survey 5-Year Estimates

Environmental justice indicators show a minority and low income population distribution similar to the proposed funding distribution for western and eastern regions.

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- Summary

**SUMMARY** DRAFT

- The proposed regional distribution of FAST Act funds is outlined below:

<b>Funding Program</b>	<b>Western Subregion</b>	<b>Eastern Subregion</b>
<b>STBG</b>	32%	68%
<b>CMAQ</b>	34%	66%

- Moving forward new funding distribution applies as follows:
  - CMAQ distribution applies to air quality programs, such as the Transportation Alternatives - Set Aside Program
  - STBG distribution applies to all federal and State RTC-selected mobility programs, such as Category 2, Texas Mobility Funds, Proposition 1, etc. (not including Regional Toll Revenue funding).
- Transit formula funding is determined each year based on FTA formulas.

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

**Transportation Development Credits**

**Rich Larkins, City of Grapevine (Grapevine)**

- A. Number of projects to be selected from TDC pool

*Comment:* The City of Grapevine submitted to the TDC pool. You mentioned in your presentation you'll be selecting 10 projects to receive funding. Is that number an estimate?

*Summary of response by Brian Dell:* Yes, that number is an estimate and could go up or down, We received 17 project submissions.

- B. Next steps in the TDC program process

*Comment:* We are hoping the City of Grapevine qualifies for the TDC program. If we do, what will the next steps be moving forward?

*Summary of response by Brian Dell:* Projects will go through the quarterly TIP modification process.

*Summary of response by Christie Gotti:* I expect a lot of agencies will need help on how to best utilize their credits. We're happy to meet with you in advance of your submittal to the TIP. And if you receive federal funds for any project, you can come to us to request TDCs.

**LaToria L. Mattox, Citizen (Arlington)**

- A. Increase in Transportation Development Credits

*Question:* Why are you all requesting increases in TDCs?

*Summary of response by Brian Dell:* Most of the categories have already been awarded to projects.

*Summary of response by Christie Gotti:* These credits apply to Fiscal Years 2017, 2018 and 2019. The prior allocations Brian mentioned have already been awarded.

**Connie McCammon, Citizen (Arlington)**

- A. Retirement of Category 3: Local Agency Has Revenue

*Question:* Why is Category 3 being retired?

*Summary of response by Brian Dell:* We originally allocated 50 million credits to that category, and we only awarded 16 million of those in 2012 and 2013. We haven't had any response since then.

*Summary of response by Christie Gotti:* It's very rare for a call for projects to be undersubscribed. Since we received an underwhelming response, we felt like we might be able to better utilize those credits in other categories.

**Melissa Baker, City of Irving (Grapevine)**

A. TDC project submission deadline

*Question:* The City of Irving didn't submit any projects for the TDC pool. Have we missed the submission deadline?

*Summary of response by Brian Dell:* Yes, that's correct. However, you'll have another opportunity to submit projects in the future, and we think there will be enough TDCs available for at least two years.

*Summary of response by Christie Gotti:* Even if we award funding to all 17 agencies, how many credits they receive depends on the projects they submit. You have to have federal funds to use TDCs. If they don't have projects big enough to warrant using all of the credits, the credits will stay in the pool for future allocation.

**Other**

**Rich Larkins, City of Grapevine (Grapevine)**

A. Connecting the Collin County and Denton County Outer Loops

*Comment:* I'm familiar with the Collin County Outer Loop, but I'm not familiar with the Denton County Outer Loop. Will these two projects connect?

*Summary of response by Christie Gotti:* The Collin County alignment is pretty well set, and one section of it is already open. The portions that aren't open are still pretty far along in the planning and development stages. The Denton County Outer Loop should connect, but both sections are still under some level of review so alignments could change. I believe it is going to be one, long corridor. It's still in the Work Program because there's still work to be done.

B. Federal infrastructure legislation

*Question:* What will happen if the federal government passes the trillion dollar infrastructure legislation?

*Summary of response by Christie Gotti:* It will depend on how the funding comes to us. If the trillion dollar package becomes a regular transportation funding bill for the next increment of time after the FAST Act, those funds will become formula allocated to the state and our region. If a majority of the funds are selected in Washington or at the state level, we will handle it through a policy that was established in 2010. The policy says we will accept any funding that comes to us, and we'll monitor the projects to ensure a fair distribution between the east and the west areas of the region.

### C. Completion of DFW Connector

*Comment:* We're excited about the completion of the DFW Connector. However, there's a section on SH 121 north of the DFW Airport that still needs work, but I'm not sure there will be enough funding for construction.

*Summary of response by Christie Gotti:* During the first year of our 10-year planning effort, we funded a \$372 million section of the DFW Connector. However, you are correct. There is still a sizeable portion of the DFW Connector that needs construction. Unfortunately, there isn't funding available at the moment. But as additional funding is identified, we'll continue to look for ways to fund that project.

### D. TEXpress lane pricing

*Question:* Will the TEXpress congestion pricing eventually go away?

*Summary of response by Christie Gotti:* Both LBJ and NTE are under a 52-year agreement. Things could change in the future, and there are provisions written into the contract. However, it would be quite substantial to make any adjustments to the agreements.

## **Citizen #1 (Carrollton)**

### A. Regional Outer Loop Construction

*Comment:* You mentioned the Regional Outer Loop in your presentation. Can you elaborate on the construction process?

*Summary of response by Dan Kessler:* We started to focus on this about 10 years ago. It falls outside of the Dallas and Tarrant County lines. A large percentage of that facility is not warranted for construction at this present point in time. In the transportation world we have warrants, and they are decisions we make based on traffic volume during a specific period of time. The portion of the Regional Outer Loop to the west and south is challenging since it's not warranted, and it's very difficult to secure resources. If we had more money, it would be a much easier decision. The portions of that corridor that are warranted are reflective of the amount of growth we're seeing in that part of the region. Both counties are active in looking at future alignment and securing right of way. We also think there might be an opportunity to build some of the sections as freeways.

## WRITTEN COMMENTS FROM PUBLIC MEETINGS

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>
Steven Alford	Citizen	Sustainable development improvements in the region	Attachment 1
Natalia Carter	Citizen	Walkable streets	Attachment 2
Aimee Stubbs	Citizen	Access to transit on the TCC campus	Attachment 3
Carissa Bell	Citizen	Increase in transit service in Fort Worth	Attachment 4
Citizen #1	Citizen	Transportation improvements	Attachment 5



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Steven Alford  
Organization \_\_\_\_\_  
E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City Fort Worth State TX Zip Code 76110

Please provide written comments below:

I love what has been done to Forest Park Blvd. next to my home. Adding the bicycle friendly features has made the street far safer and has not had a negative impact on traffic.

I would like to see similar changes to roads and intersections all around our region. Safe streets and intersections - with an eye toward pedestrian a bicycle traffic - improves our quality of life.

Thank you!

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



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Natalia Carter  
Organization \_\_\_\_\_  
E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City Fort Worth State TX Zip Code 76131

**Please provide written comments below:**

Please provide walkable neighborhoods?  
In my neighborhood there are several retail places,  
daycare, school where we should be able to walk to  
but we can't because there are no enough  
sidewalks. We would love to live in a place  
where we can walk! Thank you!

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





North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Aimee Stubbs  
Organization \_\_\_\_\_  
E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City River Oaks State TX Zip Code 76114

Please provide written comments below:

I would like to see the T go to TCC NW campus again. As both an employee + a student, I would definitely ride.

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



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Carissa Bell  
Organization \_\_\_\_\_  
E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City Fort Worth State Tx Zip Code 76116

**Please provide written comments below:**

We need more public transportation in the city of Fort Worth. I have been to other cities and I never needed a car to get around. We need to reduce the emissions on our cars by eliminating so many cars on the road.

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



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name \_\_\_\_\_

Organization \_\_\_\_\_

E-mail \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Please provide written comments below:

*Need better transportation  
system. I would drive less if  
I could get to arlington + other areas*

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

## WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

**Carrie Paige, Jan. 5, 2017**

I would appreciate a newsletter with information on electric cars. Please include commuting details, specifically, parking in areas that do not have charging stations. For example, if I park my electric car at the train station at 6:30 AM and ride the train to work (because a train ticket is less expensive than parking in downtown Dallas), will my vehicle start when I return to it at 5 PM? What about parking at the airport – will it start after being parked for a week if I'm not at a charging station?

### **Summary of response by Pamela Burns, NCTCOG**

Thank you for your email. We currently have several different sources of information that might help you.

Electric Vehicles North Texas – This is the electric vehicle stakeholder group, which is part of the Dallas-Fort Worth Clean Cities Coalition. Regular email updates are sent to this group and meetings are typically held quarterly. A variety of fact sheets and other information have been created to help educate the public about electric vehicles.

Dallas-Fort Worth Clean Cities Newsflash – This is the monthly newsletter for the local Clean Cities Coalition. It contains information related to all alternative fuels, including electric vehicles. The DFW Clean Cities website is currently being redesigned, and information related to electric vehicles will be more easily accessible.

Clean Air Mails – This is the monthly newsletter for Air North Texas, our general public air quality awareness campaign. It often includes information related to electric vehicles, including the connection between alternative commutes and alternative fuel vehicles.

Try Parking It – This is our commuter tracking website, where participants can log commutes (single occupant or alternative commute mode). It will calculate miles saved, money saved (on maintenance and fuel) and even calories burned, when applicable. Electric vehicles are included as a way to help improve air quality and are listed as a travel mode. This program also has a newsletter that often contains information about electric vehicles.

Please let us know if you need any other information.

**Ray Gwin, Jan. 29, 2017**

What renewable hydrogen projects are under consideration?

**Ray Gwin, Feb. 1, 2017**

I saw your add in the DMN add. We are working a a renewable vehicle display for Earth Day Texas 2017. Are there any open meeting coming up we might want to attend?

### **Summary of response by Carli Baylor, NCTCOG**

Ray,

Thank you for contacting us about upcoming events. We will most likely host a series of public meetings during the month of March. However, we do not currently have any air quality or renewable energy topics slated for presentation during this particular series. Our staff is coordinating closely with Lanny and will be sure to keep him abreast of any potential opportunities.

Additionally, you had submitted a question regarding hydrogen projects under consideration. As of right now, our office is not considering any projects related to this particular fuel source.

Let us know if you have any more questions.

**Sally, Feb. 23, 2017**

I live in Keller. I am doing some research. Do you have data on the number days per year that there are air quality warnings? Compared to say the year 2000 are there more now? I cannot seem to find this information online. Do you know or can you direct me to a resource?

**Summary of response by Jody Loza, NCTCOG**

Sally,

Thank you for contacting the NCTCOG Transportation Department.

Please find attached our 2008 - 2016 Ozone Season Calendars. We keep a chart showing the number of exceedance days for each ozone season, but for the number of air quality warning days, we only develop a yearly Ozone Season Calendar showing air pollution watch days. TCEQ's terminology has changed over the years, so some of the calendars have a separate "Watches" and "Warnings" calendar, while more recent ones only have an "Ozone Action Day" calendar. Unfortunately, we only have these calendars dating back to 2008.

Additionally, note the exceedance day chart is updated to reflect the number of exceedance days occurring each year based on the new 70 ppb standard.

**Elaine Laisure, March 10, 2017**

I20 From Fort Worth to Weatherford is Grid Locked. It is the ONLY East/West road between the cities. Build another Road, add lanes to this one or Plan a TOLL ROAD ASAP! Numerous subdivisions are housing thousands of Citizens. Yet, we have the same old I/20, we had for over 12 YEARS. HELP!

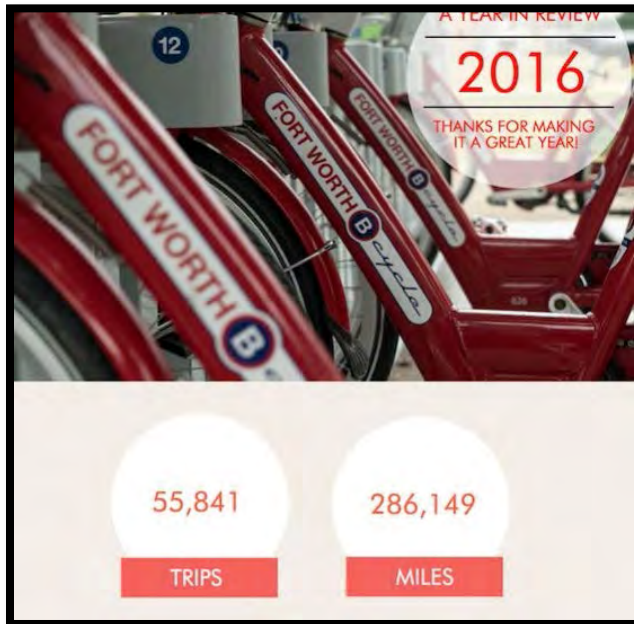
**Robert Simmons, April 8, 2017**

I am writing to express my opposition of any bridges over the heart (southern portion) of Lavon Lake.

## WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

### Twitter Comments

Check out these amazing 2016 stats from @FWBikeSharing. Way to go, guys!  
#activetransportation – NCTCOG Transportation Department (@NCTCOGtrans)



Wow! Very cool... how many trips/miles from @CityOfDallas bikeshare? – Wylie H Dallas (@Wylie\_H\_Dallas)

@NCTCOGtrans @FWBikeSharing How many fingers do you have? – Art Vandelay (@ArtVandelay746)

Why doesn't @NCTCOGtrans care about #VisionZero? Do they consider 500 North Texas deaths per annum just the cost of doing business? – Wylie H Dallas (@Wylie\_H\_Dallas)

Any thoughts, @NCTCOGtrans? – Wylie H Dallas (@Wylie\_H\_Dallas)

**patrick kennedy** @WalkableDFW

When you creating captive markets of transportation, limiting choice, and excising dependence, you've failed at governing.

TxDOT rolls out \$1.5 billion LBJ East project

<http://www.dallasnews.com/news/transportation/2017/01/27/txdot-rolls-15-billion-lbj-east-project-legislators-decide-pay-bill> ... @AdamMcGoughD10 @VoteMarkClayton @CityOfDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)

Just drove I-30WB b/t Cockrell Hill & 161. Only 4 cars in Express Lanes.  
#whatsuccesslookslike?@Wylie\_H\_Dallas @WalkableDFW @NCTCOGtrans – brian hewitt (@thebrianhewitt)

Found what I'm doing on the 2<sup>nd</sup>! – Cameron Manley (@Camo\_1911)



Very cool @CityOfArlington. – Matt Torres (@Tellous)

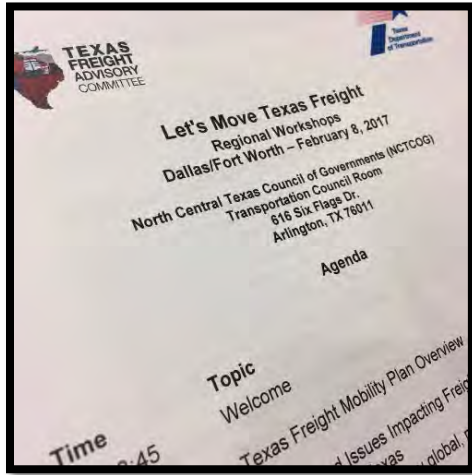


Tom Bamonte of @NCTCOGtrans says @utarlington is the perfect environment for deployment of #selfdriving vehicles. – Courtney Borchert (@crborchert)

Those are words we like to hear. Thank you @NCTCOGtrans for forward thinking to move us North Texans. Rest of state take notice! – Peter J LeCody (@railadvo)



North TX freight stakeholders discuss importance of safe, reliable & efficient freight transport system @TxDOT @NCTCOGtrans – Melissa Meyer (@MeyerHorvath)

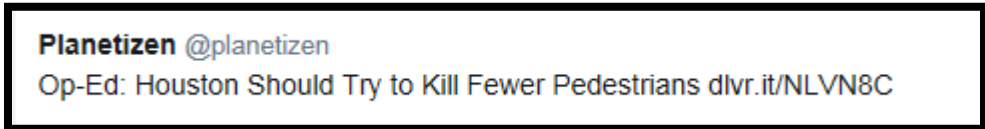


Last day to register for D-STOP symposium on autonomous vehicles! Hosted by @NCTCOGtrans @CTRUTAustin <http://ctr.utexas.edu/research/d-stop/education/annual-symposium/> ... See you Monday – Jen Duthie (@jenduthie)

Staff attended @USDOTFHWA and @NCTCOGtrans #completestreets intensive workshop this week to review & apply complete streets strategies. – Halff Associates (@HalffAssociates)



@NCTCOGtrans appears to be just fine with 500 North Texas traffic deaths per annum. They die for the cause of regional mobility. – Wylie H Dallas (@Wylie\_H\_Dalals)





More info about Feb. 13 D-STOP Symposium at <http://ctr.utexas.edu/research/d-stop/education/annual-symposium/> ... @NCTCOGtrans @CTRUTAustin – CTR Library (@ctrlib)

**NCTCOG Transportation @NCTCOGtrans**

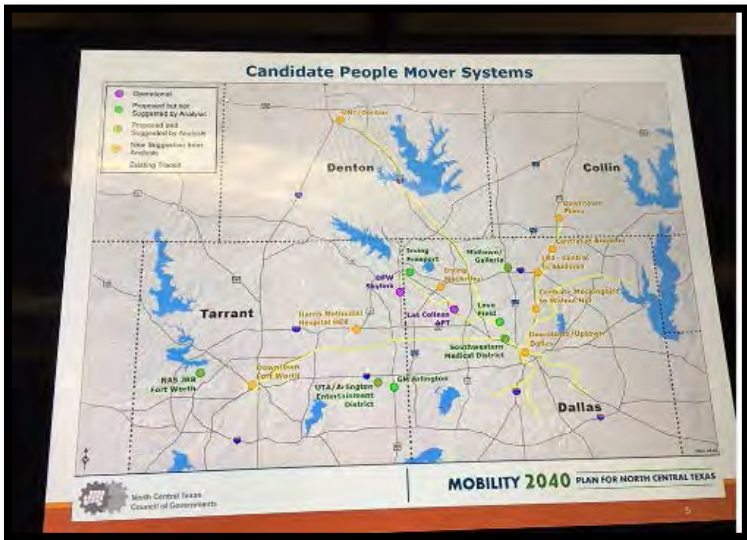
Join us at 8:30 a.m. Monday for #automatedvehicle workshop.  
 Learn about the latest #AV advances & how they will affect #transpo. @UTAustin



Using minions to illustrate the emotional impacts of latent demand and congestion #dstop2017 @NCTCOGtrans @CTRUTAustin @data\_rodeo – Jen Duthie (@jenduthie)



@DallasMidtown Automated People Mover advances to @NCTCOGtrans 2040 Mobility Plan @DallasEcoDev @NDCC – Lee M. Kleinman (@LeeforDallas)



Now bring one out to Granbury – SomervellBreakngNews (@SCScanner)

**NCTCOGTransportation @NCTCOGtrans**  
#TEXRail commuter station approved at DFW Airport, to open in 2018  
[bit.ly/2I5t2yv](http://bit.ly/2I5t2yv)

Building Resilient Cities, One Trail at a Time @robertbkent @NCTCOGtrans #BikePed – Amber Raley (@araley)



@NCTCOGtrans Pls RT Attention #Texas Travelers! TTI is conducting a survey on how you plan your trips. 10min survey. – TxA&M Trans Inst (@TTI)

**TxDOT wants to know how you plan a trip. Please fill out this short survey.**

*Take the survey today!*

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

**Attention Texas Travelers! We Need Your Input**

Texas A&M Transportation Institute is conducting a traveler survey with support from the Texas Department of Transportation. The purpose of thi...

[tti.tamu.edu](http://tti.tamu.edu)

We need to provide better information regarding the differences between managed lanes and tolled lanes. Rebekah Hernandez @NCTCOGtrans – WTS Dallas Ft. Worth (@WTSDFW)

Experts @ the Northeast Tarrant Transportation Summit said future suburbs will focus on walking, cycling, technology – NCTCOG Transportation Department (@NCTCOGtrans)



**Future suburbs will focus on walking, cycling, technology, experts say**  
By around 2047, future retail developments are expected to have half the parking they do today because future city dwellers will want to walk and ...  
star-telegram.com

this is great news!!! – TriRussell (@TriRussell)

So, a logical question would be why @NCTCOGtrans consistently fails to devote meaningful resources to walking, cycling & technology. – Wylie H Dallas (@Wylie\_H\_Dallas)

RT @vivatechhrz @NCTCOGtrans North #Texas needs to lead / #plans now for #drone #tollways for personal and commercial uses. < 2 years. – Marko Sakal (@markosakal)

**Tech Review Demo @vivatechhrz**  
Dubai is to test passenger-carrying drones buff.ly/2lgRQW5 #smartcity  
#vivatech via @Labcities

I'm sure the @TxDOT & @NCTCOGtrans folks fully embrace these facts. – Loren S. (@txbornviking)

**Jil McIntosh @JilMcIntosh**  
More lanes don't ease highway congestion. Here's my column on it, with thanks to @JeffSpeckAICP jilmcintosh.typepad.com/jil/2017/02/yo...

If this were to become true it would be primarily caused by @TXDOT, @NCTCOGtrans, & @TxDOTCommission decisions. #OpenUpLandForDevelopment – Jay Blazek Crossley (@JayCrossley)

**Emily Donaldson @EmilyJDonaldson**  
.@TxDOT talks about trying to cope w. 50M+ population estimate for 2050.  
Agency predicts Collin Co. will grow larger than Dallas Co.

Baby steps have been taken. It's time for @CityOfArlington to take the LEAP to fully embracing #TransitAlternatives! Let's do this! – Loren S. (@txbornviking)

**NCTCOG Transportation @NCTCOGtrans**

The MAX bus service has announced a new schedule and new entertainment district stop for Arlington commuters: [bit.ly/2kpCWuA](http://bit.ly/2kpCWuA)

@NCTCOGtrans transportation policy is an unsustainable disaster. Time for fresh blood there. – Wylie H Dallas (@Wylie\_H\_Dallas)



**ABC News @ABC**

Texas man walks 12 miles to work, five days a week. "I would love to have a car, but the car don't make the person." [abcn.ws/2laECHJ](http://abcn.ws/2laECHJ)

@NCTCOGRDC @NCTCOGtrans Mike Eastland accepts Eco Development Award – Judge Clay Jenkins (@JudgeClayJ)



SH114 east of Texan Trail in Grapevine is only 24 lanes wide. I want to see Michael Morris of @NCTCOGtrans build 30 lanes. That's power! – Wylie H Dallas (@Wylie\_H\_Dallas)

I'll fill out the @TxDOT survey. I want to plan a train trip from Dallas to Houston. Hmm. Damn, can't get there from here. @TexasCentral – Peter J LeCody (@railadvo)

**NCTCOG Transportation @NCTCOGtrans**

TxDOT wants to know how you plan a trip. Fill out this survey to help @TxDOT improve travel planning tools: [bit.ly/2ISTxtE](http://bit.ly/2ISTxtE)

This is a byproduct of @NCTCOGtrans' lack of vision. – Wylie H Dallas (@Wylie\_H\_Dallas)

**StreetsblogTexas** @StreetsblogTex

This story about a Plano man who walks 15 miles to work everyday is a story about a lack of options for Texans today.[com/news/texas-man...](http://www.com/news/texas-man...)

TxDOT meets with residents and CM Young in South Dallas on the SM Wright project with updates on the historic roadway. – TxDOTDallas District (@TxDOTDallasPIO)



Whatever happened to the jobs program we were promised? Was that just a lie? – Wylie H Dallas (@Wylie\_H\_Dallas)

I seem to remember hearing at the time council woman Carolyn Davis going on about this during comm meetings – Citizen Kane (@CitizenKane18)

I do, too. What happened? Didn't @NCTCOGtrans promise this to southern Dallas? – Wylie H Dallas (@Wylie\_H\_Dallas)

absolutely. And the council woman sold it everywhere she went.....  
– Citizen Kane (@CitizenKane18)

Right, so what is Tiffinni Young's explanation? Where did the jobs go? – Wylie H Dallas (@Wylie\_H\_Dallas)

good question. What say you @tiffinnyoung –  
Citizen Kane (@CitizenKane18)

Same load as Ragsdale, Davis, Hill, - larry  
(@LarryBrautigam)

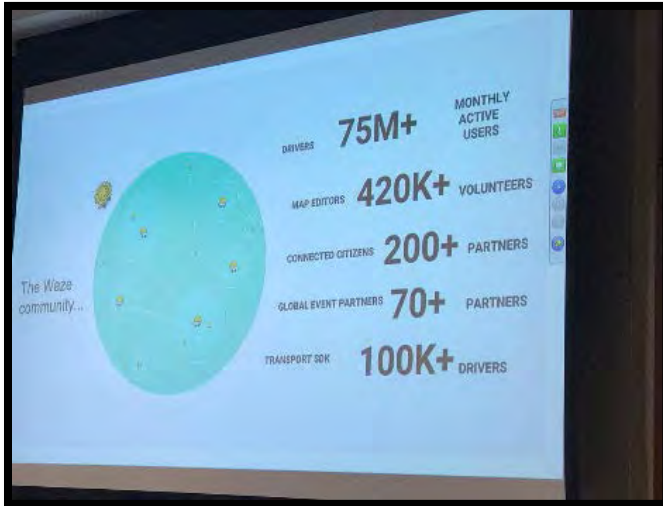
. @NCTCOGtrans has 21 safety tips. Here are a few on walking safely:  
<http://ow.ly/EjFF309dvGV> - City of McKinney, Tx (@CityofMcKinney)

We needed this – CollinCountyMagazine (@CollinCountyMag)

**NCTCOG Transportation @NCTCOGtrans**  
@dartmedia has added a new express bus route to the Legacy area of NW Plano. Have you tried DART Express yet?  
[bit.ly/2I8Ak80](http://bit.ly/2I8Ak80)



@Waze at a glance per @chadricheyTX presentation at @NCTCOGtrans co-sponsored training session. – Thomas Bamonte (@TomBamonte)



who are their "affiliates" they mention in privacy policy? Who counts as a social network?  
– Kristen McCabe (@KMAMcCabe)

diff btwn anonymous&anonymous location? Organize operation of services w/in different framework? – Kristen McCabe (@KMAMcCabe)

Be heard! – Loren S. (@txbornviking)

**NCTCOG Transportation @NCTCOGtrans**  
Do you bike in Fort Worth? @cityoffortworth requesting feedback on bike facilities needed in the TCU/Westcliff area.  
[svy.mk/2m9LJTY](http://svy.mk/2m9LJTY)

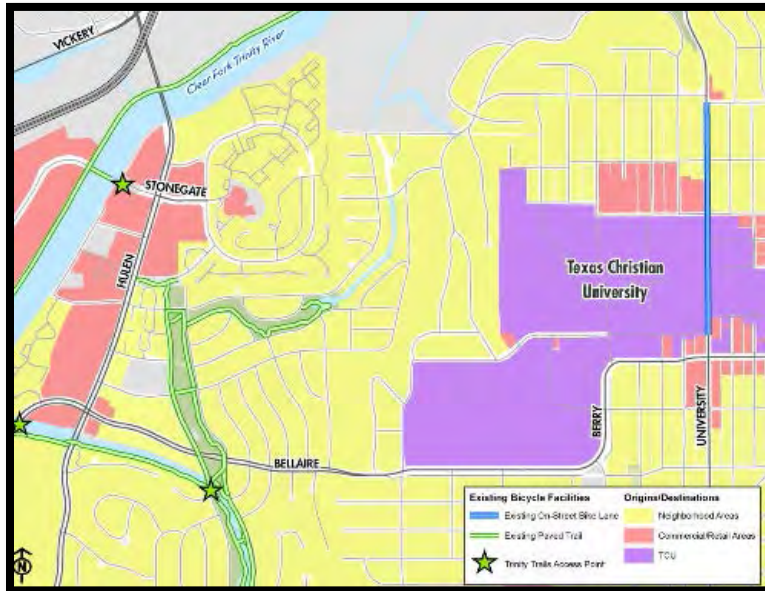


@polycitywander @WesKCMO arsenal for making KC a peddler's paradise – Chase Johnson (@chasejohnson75)

**NCTCOG Transportation @NCTCOGtrans**  
Do you bike in Fort Worth? @cityoffortworth requesting feedback on bike facilities needed in the TCU/Westcliff area.  
[svy.mk/2m9LJTY](http://svy.mk/2m9LJTY)



Do you bike in Fort Worth? @cityoffortworth requesting feedback on bike facilities needed in the TCU/Westcliff area. <http://svy.mk/2m9LJTY> – NCTCOG Transportation Department (@NCTCOGtrans)



What % of @NCTCOGtrans budget is dedicated to bike infra? @CityOfDallas appears to have worst bike infra of any major U.S. city. 😊 – Wylie H Dallas (@Wylie\_H\_Dallas)

Ozone season begins March 1. Keep up with Arlo and Air North Texas for clean air tips! #AirNTX #ozoneseason – NCTCOG Transportation Department (@NCTCOGtrans)



Unfortunately, @CityOfDallas mass transit is nearly unusable, because bus network has been subordinated to regional rail.☹ – Wylie H Dallas (Wylie\_H\_Dallas)

This intersection as currently configured would give automated vehicles headaches. – Thomas Bamonte (@TomBamonte)



Can @NCTCOGtrans help? – Wylie H Dallas (@Wylie\_H\_Dallas)

Thanks for sharing and tweeting @NCTCOGtrans! Prize \$\$ will be awarded and u can #savealife! Submissions due 4/1 #PYL – Project Yellow Light @ProjYellowLight



Check out What's New at @NCTCOGtrans @NCTCOG911 @NCTCOGEP @nctcogenv: <http://bit.ly/2mcm2jH> #regionalism – TARC (@txregionalism)

Monthly RTC meetings @NCTCOGtrans provide a fascinating view of our transportation future this century - from people movers to hyperloop. – Dr. Steven D. Sanders (@DocEngineering)

Patrick is a legend, walking 15 miles to work. A dealership has now given him a 🚗. Patrick: "You can't keep ur job if u don't go to work." – Justice Don Willett (@JusticeWillett)



Now, if only @NCTCOGtrans could get him an appropriate multi-modal transportation system! – Wylie H Dallas (@Wylie\_H\_Dallas)

Why did @NCTCOGtrans push back so hard against the Dallas Inland Port? Has Michael Morris ever explained his working with JWP? – Wylie H Dallas (@Wylie\_H\_Dallas)

Cuz any ascendancy of rail cuts into his highway fiefdom. He is the epitome of the tyranny of long incumbency – larry (@LarryBrautigam)



Is there any practical means of ousting Michael Morris of @NCTCOGtrans as N. Texas transport/planning dictator? He seems to control board. – Wylie H Dallas (@Wylie\_H\_Dallas)

Why did @NCTCOGtrans transportation dictator tell us this project was impossible unless Trinity tollroad was built? - Wylie H Dallas (@Wylie\_H\_Dallas)



My office is along 114 & I'd love to see talk of & action on real #TransitAlternatives linking this jobs corridor to the greater metroplex. – Loren S. (@txbornviking)

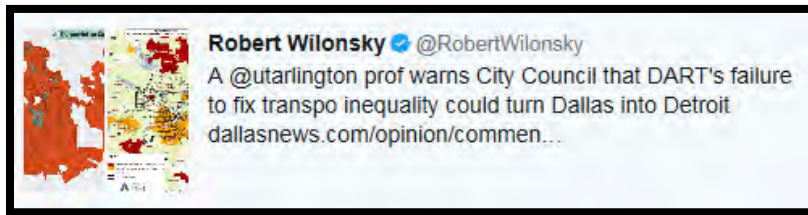


Interested in Aviation/Aerospace? Download new app "FLYBY DFW" from @NCTCOGtrans - Brandon, my son, has flown since age of 9! #friscomayor – Maher Maso (@MaherMaso)

Dallas' Poverty Problem Explained in a Single Map  
<https://www.dmagazine.com/frontburner/2017/03/dallas-poverty-problem-explained-in-a-single-map/> ... via @psimek cc: @DMagazine @UTAcappa @hamidi\_shima @NCTCOGtrans – Ryan Behring (@\_ryanbehring)



Ironically, low-wage jobs cluster in the opposite direction of cheap housing. This is the #FavoredQuarter phenomena, a huge poverty trap. – Rik Adamski (@RikAdamski)

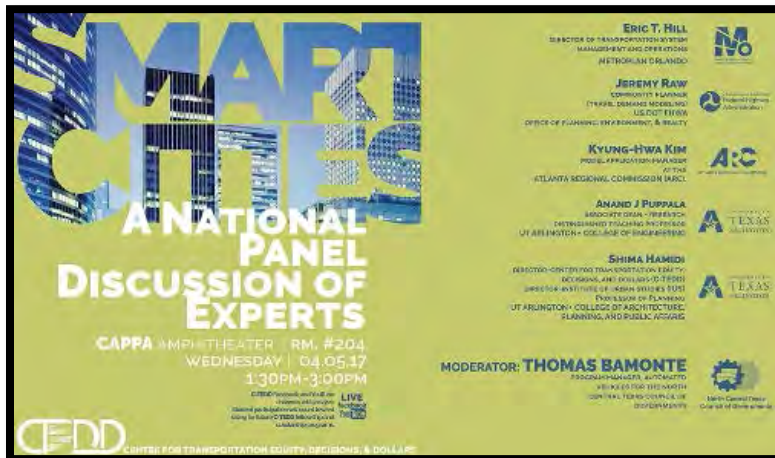


It appears @NCTCOGtrans' sprawl roads encourage greenfield office development far from existing residents & mass transit. 😊 – Wylie H Dallas (@Wylie\_H\_Dallas)

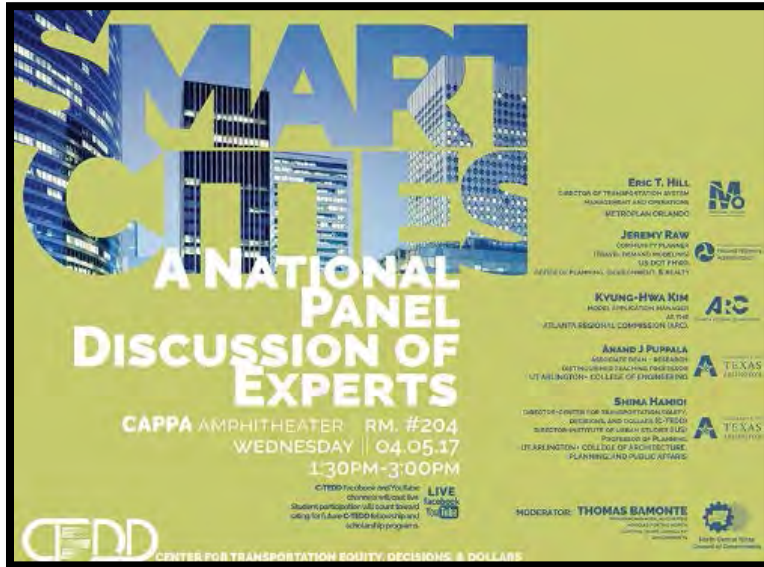
#635E \$ in motion for highway congestion projects @CityOfDallas  
[http://www.dallasnews.com/news/transportation/2017/03/28/state-sets-25-billion-motion-highway-congestion-projects-dallas-fort-worth-bottlenecks ...](http://www.dallasnews.com/news/transportation/2017/03/28/state-sets-25-billion-motion-highway-congestion-projects-dallas-fort-worth-bottlenecks...) @dallasnews @ServeDallas @NCTCOGtrans @DonHuffines – Lee M. Kleinman (@LeeforDallas)

Out now! The latest issue- North Central Texas COGs "It's Your Region"  
<http://www.nctcog.org/pa/YourRegion/YourRegion.pdf> ... @NCTCOG911 @NCTCOGtrans @NCTCOGEP @NCTCOGenv – TARC (@txregionalism)

@C\_\_TEDD 1st SpringLecture, #CTEDDLectures #SmartCities @MetroPlan\_Orl @USDOT @AtlantaRegional @NCTCOGtrans @mavengineering @UTAcappa – IUStudies (@IofUrbanStudies)



#SmartCities #PanelDiscussion w/panelists @MetroPlan\_Orl @USDOT @AtlantaRegional @NCTCOGtrans @mavengineering @UTAcappa @C\_TEDD #golive – C-TEDD (@C\_TEDD)



My meeting with @HyperloopOne: they can be ready in 5 years. More transpo options for @CityOfDallas [https://www.axios.com/hyperloop-one-pitches-2348203626.html?utm\\_source=twitter&utm\\_medium=twsocialshare&utm\\_campaign=organic](https://www.axios.com/hyperloop-one-pitches-2348203626.html?utm_source=twitter&utm_medium=twsocialshare&utm_campaign=organic) ... @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



I have to imagine that the @TexasCentral guys are getting a good laugh from the hyperloop plan. "Good luck with those rural counties" – Dallas May (@1DaIM)

Has anyone anywhere even proven that the science behind the hyperloop actually works? Functioning prototype? – Atticus (@C\_K27)

The "Science" is quite simple, really. It's basically a giant pneumatic tube system like you see at a bank drive up. – Dallas May (@1DaIM)

But have we built one and put a human in it or are we just theorizing that we can scale up bank tubes? – Atticus (@C\_K27)

There is a group trying to build a prototype. But again, this is no different than rail. The problem isn't engineering, it's ROW acquisition – Dallas May (@1DaIM)

See: <https://hyperloop-one.com/media> – Dallas May (@1DaIM)

Bad @TXlege bills 85(R) SB 385 / HB4160 puts @dartmedia D2 at Risk @CityOfDallas @NCTCOGtrans OPPOSE  
<http://www.capitol.state.tx.us/tlodocs/85R/billtext/html/SB00385I.htm> – Dallas May (@1DaIM)

100% this. Yet pop projections dictate all of our long range planning and, in turn, spending – patrick kennedy (@WalkableDFW)

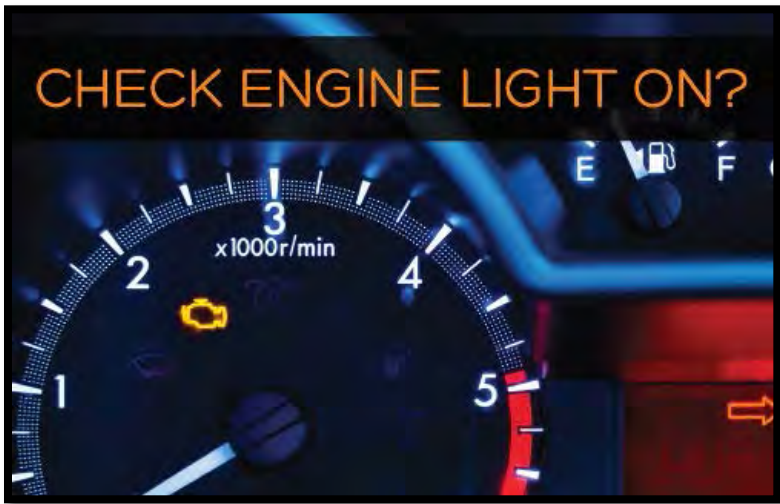
**Brent Toderian** @BrentToderian  
Replying to @BrentToderian  
Although population projections have value, what we know for sure is they'll be wrong. The question is by how much, & in what direction.

Wait. Are you suggesting population projections should be reported with error analysis? @NCTCOGtrans would never agree to that. – Dallas May (@1DaIM)

@AuthenticDallas Sooo, there's no way to convince @TxDOT, @TxDOTDallasPIO, & @NCTCOGtrans to at least rethink IH-345? – Collin Cole (@CollinCoole)

**patrick kennedy** @WalkableDFW  
Once again, Carmageddon fails to materialize: [citylab.com/transportation...](http://citylab.com/transportation...)

Free Car Care Clinics in April @NCTCOGtrans <http://www.nadallas.com/DAL/April-2017/Free-Car-Care-Clinics-in-April/> ... #CarCare #Dallas – Natural Awakenings (@NaturalDallas)



## Facebook Comments

Consulting firm chosen to study bullet train station area in Dallas  
<http://bit.ly/2idoz9I> #HSR (Photo: Getty Images) – NCTCOG Transportation Department



With a rise in Telecommuting, and Virtual Meetings, I see no way this could possibly be worth the investment ... – Frank Becker

We were out at the automated vehicle demonstration today getting a peek at the future. This vehicle has adaptive cruise control, lane-departure warnings, and automated braking. It's also fully electric and can operate for about 10 hours. #av #cleancities #avroadtrip #drivingthefuture – NCTCOG Transportation Department



I can see these at airports to help get people to the airport from their cars. Get those gas guzzlers off the road lol. – Jermaine Hill

Awesome. – Scott Hammons

Nice overview. That wind b crazy – Jason Chan

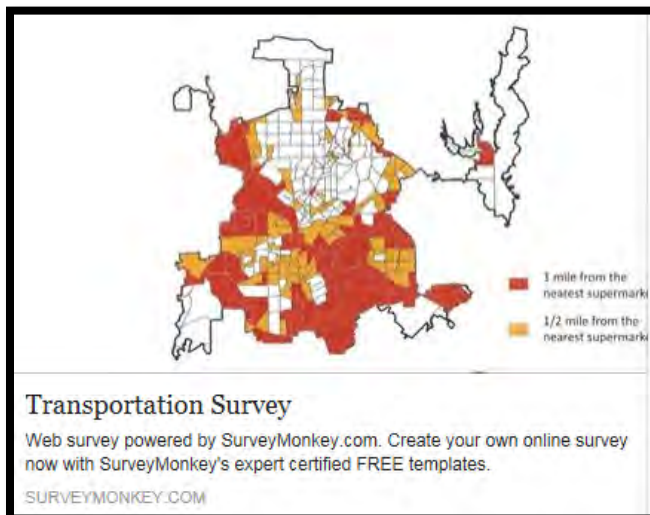
Cheers to a Safe Ride! Dallas Area Rapid Transit (Official DART page) will team up with Uber and Lyft for the third consecutive year for Dallas St. Patrick's Parade and Festival tomorrow, March 11th. Parade and festival goers who need first or last mile connections to public transit can ride Uber or Lyft with a discounted fare to their closest DART station. Find more info at [bit.ly/2mJLteN](http://bit.ly/2mJLteN). – NCTCOG Transportation Department



So you take an Uber to a dart station, does that make sense – Patrick Grider

### **Facebook Visitor Posts**

Please take this SURVEY.... Access North Texas. One of the issues with food deserts is physical access....simply being able to get to a store. In areas such as the neighborhood around Bonton Farms something like 63% of the residents do not drive and have access only to public transportation - a trip to the grocery store is a 3 hour total round trip multi-bus ride. This was an issue we discussed with Kelli Schlicher, Transportation Planner with the NCTCOG Transportation Department... and Access North Texas. Kelli has posted a survey in "an ongoing effort to better coordinate transportation services throughout the 16-county North Central Texas Region. This plan focuses on increasing efficiencies in public and human service transportation to better serve older adults, people with disabilities, low-income individuals and other groups with transportation challenges." Please check it out. – Food Desert Solutions



Here's an international conference in Italy if you are interested in Urban Transit & Transportation , this conference will be great for you. we are calling for papers on "Urban Transit & Sustainable

Network" if you want any detailed information don't hesitate to ask us. Call For Paper: <http://goo.gl/rYklwJ>. Active network operation will ensure the predictability and reliability of travel and transport in all conditions, through the prevention of incidents and the minimization of their impacts. In this respect, the most important tools are traffic control, traffic information and incident management. #Transportation Strategies Traffic operations, Management and Control Is one the main topics in the upcoming international conference "Urban Transit & Sustainable Network" #UTSN #Urban\_Transit – Ahmed Eid



#Call\_For\_Paper or register as an audience: <http://goo.gl/rYklwJ>. Urban #Transit and #Sustainable #Networks #conference aims to help and provide solutions that will aid in the cities' transformation, define & reduce negative impacts on the city and its components, and discusses the social & economical approaches and solutions for better growth. Note: the deadline for the abstract will be on Monday 27th of February, 2017 – Ahmed Eid

The NCTCOG Transportation Department / Dallas Fort Worth Clean Cities Coalition (DFWCC) would like to make you aware of the following electric vehicle-related item: EVNT Stakeholders Meeting/Webinar - February 28, 2017. Reminder! Join us at on Tuesday, February 28 from 10:00-11:00am for the first Stakeholders meeting/webinar of 2017! There will be a lot to cover in one hour including: A presentation from ChargePoint on innovations in fleet charging technology and management. A presentation from Envision Solar about solar-powered, non-grid-tied electric vehicle charging solutions. Updates from NCTCOG and DFW Clean Cities about the Fleets for the Future initiative, legislative developments, and other plans for 2017. Full details & agenda: <http://campaign.r20.constantcontact.com/render> – Tesla Owners Club of North Texas

Please share, survey ends today! Attention #Texas Travelers! Help improve travel tools! <http://ow.ly/MZUi309OjbE> – Texas A&M Transportation Institute



Interested in Aviation/Aerospace? Download new app "FLYBY DFW" from NCTCOG Transportation Department - Brandon, my son, has flown since age of 9! #friscomayor – Maher Maso

Liive from CAPPa at UT Arlington, covering "Smart Cities\_A National Panel Discussion of Experts" of 6 panelists from U.S. Department of Transportation FHWA, MetroPlan Orlando, Atlanta Regional Commission, NCTCOG Transportation Department, @UT Arlington College of Engineering, CAPPa at UT Arlington, Institute of Urban Studies for the first session of C-Tedd Spring 2017 Lecture Series – C-Tedd



Hey, we're a new sponsor at DFW Clean Cities NCTCOG Transportation Department! Check out our logo on their page <https://www.dfwcleancities.org> – Tesla Owners Club of North Texas



It's not too early to register for North Texas' National Drive Electric Week, hosted by NCTCOG Transportation Department. We'll be there! <https://driveelectricweek.org/event.php?eventid=984> #texasEV – Tesla Owners Clue of North Texas





## 2017 Outreach Events

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- Saturday, March 25**      **Household Hazardous Waste Event**  
**Grapevine, 8 am - 11:30 am**  
 Informational booth  
*Air North Texas, AirCheckTexas, DFW Clean Cities, Car Care Clinics*
- Saturday, April 1**      **Fort Worth Earth Party**  
**Fort Worth Water Gardens, 11 am - 1 pm**  
 Informational booth  
*Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation*
- Tuesday, April 4**      **Brookhaven College Earth Day Fest**  
**Commons Courtyard, Farmers Branch, 11:30 am - 1:30 pm**  
 Informational booth  
*Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation*
- Friday, April 7**      **UNT's University Day**  
**Library Mall at UNT, Denton, 11 am - 1:00 pm**  
 Informational booth  
*Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation*
- Saturday, April 8**      **Colorpalooza: A Celebration of Spring**  
**Old Town Lewisville, 10 am - 5 pm**  
 Informational booth  
*Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation*
- Tuesday, April 18 -**      **2017 Earth Day Celebration**  
**Wednesday, April 19**      **DFW Airport Live Well Center, DFW Airport, 9:30 am - 1:30 pm**  
 Informational booth  
*Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, Aviation Education*
- Wednesday, April 19**      **UTA Celebrating People and Planet**  
**University Center, Arlington, 11 am - 1 pm**  
 Informational booth  
*Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation*
- Thursday, April 20**      **Earth Day Event**  
**UNT Health Science Center, Fort Worth, 11 am - 2 pm**  
 Informational Booth  
*Air North Texas, Clean Air Action Day, AirCheckTexas, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation*

**For additional information or for future outreach opportunities, please contact:**

Carli Baylor, Transportation Program Assistant  
 cbaylor@nctcog.org | 817-608-2365 | 817-640-3028 (fax)



## 2017 Outreach Events

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**Friday, April 21 -  
Sunday, April 23**

**Earth Day Texas  
Fair Park, Dallas, 10 am - 6 pm**  
Informational booth

*Air North Texas, Clean Air Action Day, AirCheckTexas, Car Care Clinics, DFW Clean Cities, NCTCOG Active Transportation program, Electric Vehicles North Texas, Try Parking It, Look Out Texans Safety Campaign, NCTCOG Active Transportation*

**For additional information or for future outreach opportunities, please contact:**  
Carli Baylor, Transportation Program Assistant  
cbaylor@nctcog.org | 817-608-2365 | 817-640-3028 (fax)

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

### Air Quality Funding Opportunities for Vehicles

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

[Air Quality Funding Home](#)

[Other Air Quality Funding Opportunities](#)

[Sign-Up for Email Updates](#)

## Current Vehicle Grant Funding Opportunities

	Eligible Focus Areas								Eligible Applicant Type	
	Heavy-Duty Vehicles					Light-Duty Vehicles				
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis		Idle-Reduction Technology
<a href="#">AirCheckTexas Drive a Clean Machine Program</a>							X			General Public
<a href="#">Drayage Loan Program</a> <b>Deadline: First Come, First Served</b>		X				X				Private Sector
<a href="#">Drayage Truck Incentive Program (DTIP)</a> <b>Deadline: May 26, 2017, 5 pm CST</b>						X				Public Sector, Private Sector, General Public
<a href="#">Federal and State Incentives and Laws (Including Tax Credits)</a>	X	X	X	X	X		X	X		Private Sector
<a href="#">Propane Vehicle Incentives for Texas</a>	X	X		X		X	X	X		Public Sector, Private Sector
<b>NOW OPEN!</b> <a href="#">Rebate Grants Program (Rebate)</a> <b>Deadline: May 26, 2017, 5 pm CST, First Come- First Served</b>	X	X	X	X		X				Public Sector, Private Sector
<a href="#">Texas Natural Gas Vehicle Grant Program (TNGVGP)</a> <b>Deadline: May 26, 2017, 5 pm CST</b>	X	X	X	X		X				Public Sector, Private Sector

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

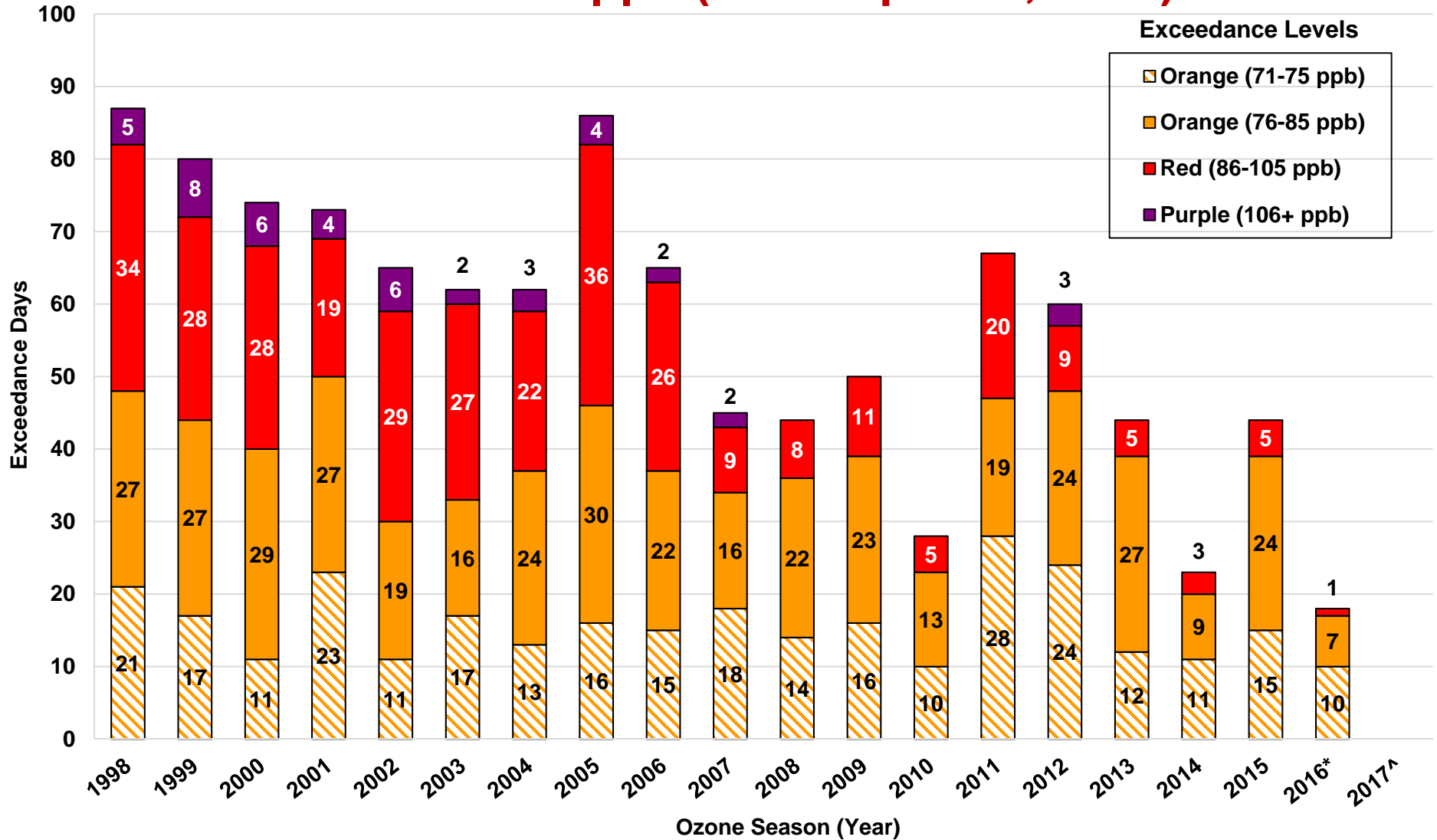
[NCTCOG Funding Opportunity Archive](#)

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




# EIGHT-HOUR OZONE HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of April 16, 2017)



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

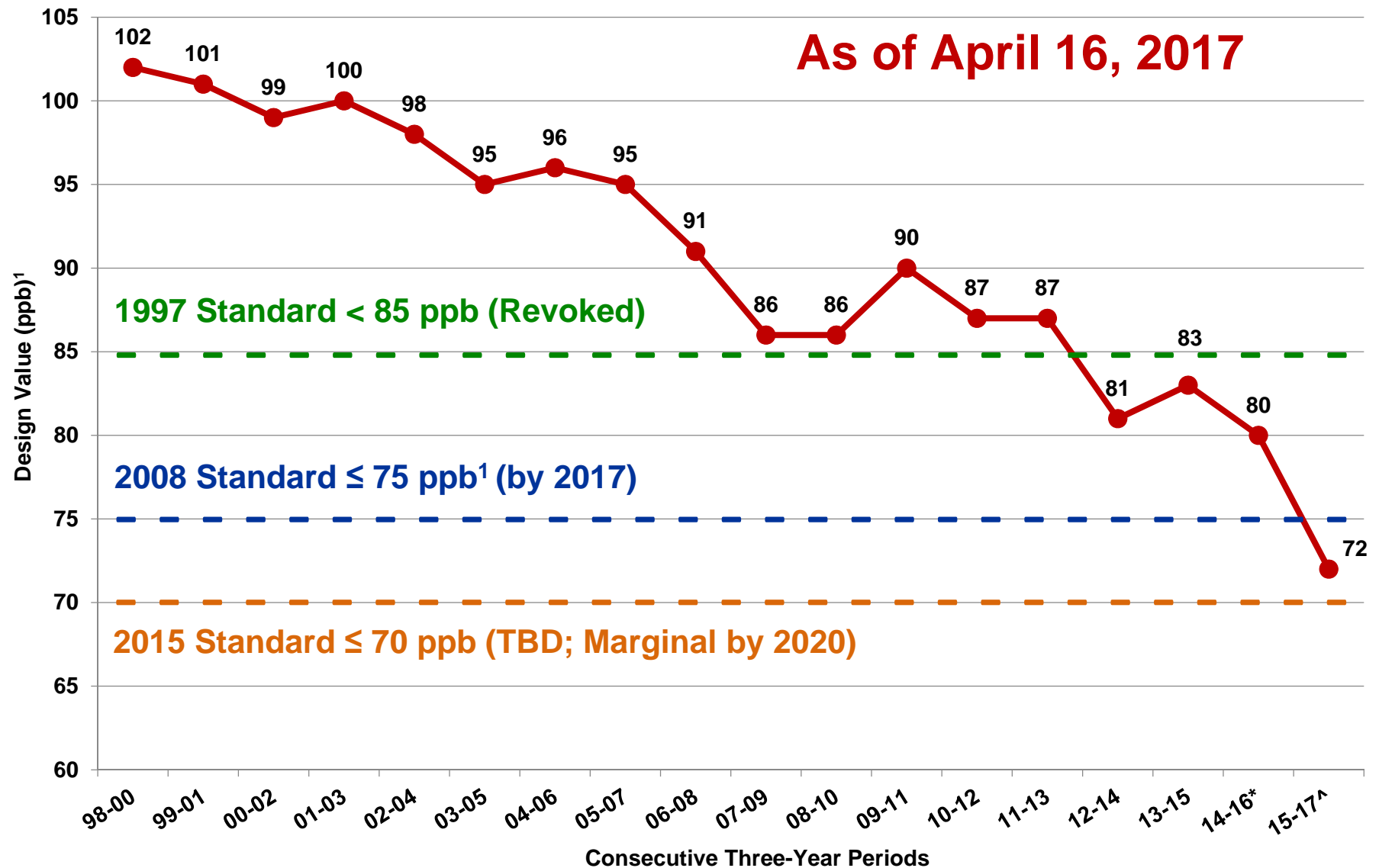
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

\*Data not certified by TCEQ.

^Not a full year of data.

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

# EIGHT-HOUR OZONE HISTORICAL TRENDS



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

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

^Not a full year of data.

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

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

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

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

6.1.1 Delivery System Charges  
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### 6.1.1.1.8 Lighting Service

#### Street Lighting Service

##### AVAILABILITY

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

##### TYPE OF SERVICE

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

##### MONTHLY RATE

##### I. Unmetered Facilities

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

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

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

\* Closed to new street lighting installations.



**Tariff for Retail Delivery Service  
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**LED Street Lighting Options**

Lamp	Wattage Range	kWh	Schedule A LED Street Lighting				Schedule D LED Street Lighting
			Cobra Head (See Note 3)	Rectangular (See Note 4)	Post – Top (See Note 4)	Historical (See Note 4)	
LED	0 - 55	15	\$11.42	\$24.45	\$16.02	\$28.30	\$0.48
LED	56 - 100	30	\$11.79	\$25.10	\$15.95	\$27.91	\$0.76
LED	101 - 140	45	\$12.20	N/A	N/A	N/A	\$1.09
LED	141 - 180	55	\$12.43	\$25.38	N/A	N/A	\$1.30
LED	181 - 265	80	\$15.02	N/A	N/A	N/A	\$1.81

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

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

**Note 3: Schedule A Cobra Head LED Street Lighting applies to:**

Company installed, owned, operated, and maintained street lights mounted on wood poles with a cobra head arm and served overhead.

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

**Note 4: Schedule A Rectangular, Post-Top, and Historical LED Street Lighting applies to:**

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

II. Nuclear Decommissioning Charge: See Rider NDC per kWh

III. Transmission Cost Recovery Factor: See Rider TCRF

IV. Energy Efficiency Cost Recovery Factor: See Rider EECRF

**Other Charges or Credits**

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

**DEFINITIONS**

**Pedestrian Walkway Lighting:**

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

**Tariff for Retail Delivery Service  
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**Standard Allowance:**

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

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

**Repair and Maintenance:**

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

**Replacement:**

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

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

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

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

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

**Schedule A applies to:**

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

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

**Schedule B applies to:**

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

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

**Schedule C applies to:**

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

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

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

**Tariff for Retail Delivery Service  
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**Schedule D applies to:**

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

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

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

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

**Customer Requested Removal of Existing Facilities**

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

**SPECIAL CONDITIONS**

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

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

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

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

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

**AGREEMENT**

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

**NOTICE**

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

**MONTHLY RATE**

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

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

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

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

**6.1.1 Delivery System Charges**  
Applicable: Entire Certified Service Area  
Effective Date:

Sheet: 1.8  
Page 5 of 8  
Revision: Eleven

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

**Other Charges or Credits**

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

**MONTHLY RATE**

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

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

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

**Other Charges or Credits**

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

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

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

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

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

**6.1.1 Delivery System Charges**

Applicable: Entire Certified Service Area  
Effective Date:

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

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

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

6.1.1 Delivery System Charges  
Applicable: Entire Certified Service Area  
Effective Date:

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## Outdoor Lighting Service (CLOSED)

### AVAILABILITY

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

Not applicable to street lighting.

### MONTHLY RATE

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

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

#### Guard Lights

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

#### Flood Lights

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

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

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

**6.1.1 Delivery System Charges**

Applicable: Entire Certified Service Area

Effective Date:

Sheet: 1.8  
Page 8 of 8  
Revision: Eleven

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

**Other Charges or Credits**

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

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

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

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

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

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

**MAINTENANCE OF FACILITIES**

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

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

**REMOVAL OF EXISTING FACILITIES**

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

**NOTICE**

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

## Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

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

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



## Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

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

## NOTES:

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

As of April 2017

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

SAFETEA-LU

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

No change since last presented in January 2017



North Central Texas Council Of Governments

**TO:** Regional Transportation Council  
 (Primary and Alternate Members)  
 Mayors, City Managers  
 Surface Transportation Technical Committee  
 County Sheriffs, Police Chiefs, Fire Chiefs  
 Medical Examiners and Transportation Providers

**DATE:** April 5, 2017

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

**SUBJECT:** Announcement for the May 2017 Traffic Incident Management  
 Executive Level Course

As the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2016, the Dallas-Fort Worth region experienced 132,599 total reportable crashes, of which 47,489 were injury crashes, and 707 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important, and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 98 classes have been offered at the first responder level to 2,720 students in the areas of fire, police, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 23 classes have been offered at the executive level to 810 decision and policy makers. For your reference, summaries of the regional attendance levels for the First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training web page <http://www.nctcog.org/FIM>.

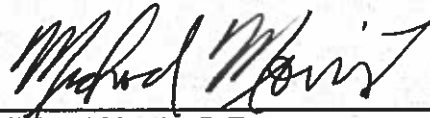
Although the training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour Federal Highway Administration (FHWA) Traffic Incident Management program for all certified firefighters before December 1, 2020. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by FHWA. Course participants can also earn continuing education credit for Texas Commission on Law Enforcement and Track Type II Fire by attending the TIM training.

April 5, 2017

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Even if you have attended the training in past years, the course content is updated regularly and we invite you to attend again. Important to note is that agency attendance at the TIM training is a requirement for attending the biannual Photogrammetry Training Workshop offered by NCTCOG, and will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, May 4, 2017, from 10 am to 12 pm. There is no charge for this class. The course will be held in the NCTCOG Transportation Council Room (616 Six Flags Drive, Centerpoint II, Arlington, Texas).

To RSVP for this course, please contact Barbara Walsh of NCTCOG at 817/695-9245 or [bwalsh@nctcog.org](mailto:bwalsh@nctcog.org). Please note that due to limited space, the course is restricted to the first 50 individuals who RSVP. We look forward to seeing you on May 4, 2017.



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Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG  
Assistant Fire Chief John Glover, Town of Flower Mound Fire Department  
Senior Sergeant Daniel Plumer, Dallas County Sheriff's Department

# Increase Incident Response

## Decrease Driver Delay

### Executive Level Incident Management Training Opportunity

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG). The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages a common, coordinated response to traffic incidents — a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course focus on:

- building partnerships with local emergency response agencies
- enhancing safety for emergency personnel
- reducing upstream traffic accidents
- improving the efficiency of the transportation system
- improving air quality in the Dallas-Fort Worth region

Space is limited. Register today. [817.695.9245](tel:817.695.9245) / [bwalsh@nctcog.org](mailto:bwalsh@nctcog.org)

Thursday, May 4, 2017

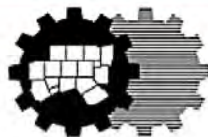
10 am— noon

NCTCOG

Transportation Council Room

616 Six Flags Drive, Centerpoint II

Arlington, Texas 76011



**North Central Texas Council of Governments**  
**Transportation**



**Traffic Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - November 2016**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
<b>CITIES/TOWNS</b>										
Town of Addison	1	1								2
City of Allen	5									5
City of Alvarado	5	4								9
City of Anna		2								2
City of Arlington	11	2	1		1					15
Town of Argyle			1							1
City of Azle	1	1								2
City of Balch Springs	5	1		1			1			8
City of Bedford	3	4								7
City of Benbrook	3	7	1							11
City of Burleson	3	1								4
City of Carrollton	1	1								2
City of Cedar Hill	2	1			1					4
City of Cleburne	2	1			1					4
City of Colleyville	2									2
City of Coppell	1	3								4
City of Corinth	4	3								7
City of Crowley	3									3
City of Dallas	9	9	5	1	6					30
City of Denton	2	1			1					4
City of DeSoto	7	7		1						15
City of Duncanville	4	2			2					8
City of Ennis		2								2
City of Euless	8	16								24
Town of Fairview	1									1
City of Farmersville	1	1								2
City of Farmers Branch	3	3								6
City of Ferris	3	5								8
Town of Flower Mound	4								1	4
City of Forest Hill	3	2	2		1			2		10
City of Forney	2	2								4
City of Fort Worth	10		1		1				1	12
City of Frisco	3	5			2					10
City of Garland	5	2		2			1			10
City of Glenn Heights	1									1
City of Granbury	1									1
City of Grand Prairie	4									4
City of Grapevine	2	2								4

**Traffic Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - November 2016**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
City of Greenville	3									3
City of Haltom City	1	1	1							3
City of Highland Park	1									1
City of Highland Village	1	3						2		4
City of Hurst	6									6
City of Hutchins	7	3								10
City of Irving	4	5			1					10
City of Kaufman	1									1
City of Keller		1		1						2
City of Lake Dallas	1									1
City of Lake Worth			1							1
City of Lancaster	5	2								7
City of Lewisville	3							7		3
City of Mansfield (ISD)	2									2
City of McKinney	2	1	1		1			2		5
City of Melissa	1	1								2
City of Mesquite	6	2	5	2						15
City of Midlothian	1	1								2
City of North Richland Hills	14	4	2		1					21
City of Parker	1									1
City of Plano	8	4	1	1						14
City of Ponder		1								1
City of Prosper		1								1
City of Red Oak	3	2								5
City of Rhome	1			1						2
City of Richardson	7				1					8
City of Richland Hills	2	2		1						5
City of Rockwall	5									5
City of Rowlett	2				1					3
City of Royse City	1									1
City of Sachse		1								1
City of Seagoville	7	4	1							12
City of Southlake	4									4
City of Terrell	6	1								7
City of The Colony	7							1	10	8
City of University Park	2									2
City of Venus	2	1								3
City of Waxahachie	3	1	1							5

**Traffic Incident Management - Executive Level Course  
Agency Attendance: February 2005 - November 2016**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
City of Weatherford	3	1			1					5
City of Wilmer	2	2								4
City of Wylie	1	2								3
<b>COUNTIES</b>										
Collin County	7						1			8
Dallas County	34		1	2	2	10		1	23	50
Denton County	3			1		2				6
Ellis County	1									1
Parker County	1									1
Rockwall County	1									1
Tarrant County	4			1						5
<b>OTHER AGENCIES</b>										
AAA								2		2
Emergency Response Bureau		1								1
FHWA								2		2
Fort Worth Transportation Authority								2		2
Dallas Area Rapid Transit	7		1					1		9
DFW Airport	2									2
Kelly Services								1		1
Mathis and Associates								1		1
Methodist Dallas Medical Center								1		1
NCTCOG								75	33	75
NTTA								7		7
Protect Environmental								43		43
TAS Environmental								8		8
Tarrant Reg. Trans. Coalition								1		1
Texas Health Harris Methodist Hospital Fort Worth								1		1
Texas Transportation Institute								1		1
Texas Rangers								1		1
TxDOT - Dallas								12		12
TxDOT - Fort Worth					7			7	13	14
Wrecker Services								6	13	6
<b>Total</b>	<b>311</b>	<b>139</b>	<b>26</b>	<b>15</b>	<b>31</b>	<b>12</b>	<b>3</b>	<b>176</b>	<b>105</b>	<b>713</b>



**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - February 2017**

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>	<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>
Able Springs VFD	Fire Department		3			City of Coppell	Fire Department		2		
	Police Department		0				Police Department		5		
Town of Addison	Fire Department		5			City of Corinth	Fire Department		0		
	Police Department		1				Police Department		2		
City of Aledo	Fire Department		2			City of Corsicana	Fire Department		1		
	Police Department		0				Police Department		0		
City of Allen	Fire Department		2			City of Crandall	Fire Department		0		
	Police Department		27				Police Department		5		
City of Alvarado	Fire Department		1			City of Cresson	Fire Department		1		
	Police Department		6				Police Department		0		
City of Anna	Fire Department		0			City of Crowley	Fire Department		0		
	Police Department		1				Police Department		1		
City of Argyle	Fire Department		1			City of Dallas	Fire Department		6		
	Police Department		0				Police Department		18		
City of Arlington	Fire Department		7			City of Denton	Fire Department		6		
	Police Department		53				Police Department		28		
City of Aubrey	Fire Department		7			City of DeSoto	Fire Department		0		
	Police Department		0				Police Department		7		
City of Azle	Fire Department		5			City of Duncanville	Fire Department		9		
	Police Department		7				Police Department		3		
City of Balch Springs	Fire Department		1			City of Edgecliff Village	Fire Department		1		
	Police Department		1				Police Department		0		
City of Bedford	Fire Department		1			City of Euless	Fire Department		3		
	Police Department		9				Police Department		15		
City of Benbrook	Fire Department		3			Town of Fairview	Fire Department		1		
	Police Department		38				Police Department		6		
Town of Brock Dennis VFD	Fire Department		1			City of Farmer's Branch	Fire Department		15		
	Police Department		0				Police Department		55		
City of Burleson	Fire Department		4			City of Ferris	Fire Department		1		
	Police Department		18				Police Department		0		
City of Carrollton	Fire Department		0			Town of Flower Mound	Fire Department		1		
	Police Department		4				Police Department		7		
City of Cedar Hill	Fire Department		4			City of Forest Hill	Fire Department		2		
	Police Department		11				Police Department		7		
City of Cleburne	Fire Department		1			City of Forney	Fire Department		3		
	Police Department		5				Police Department		0		
City of Colleyville	Fire Department		3			City of Fort Worth	Fire Department		3		
	Police Department		10				Police Department		58		
City of Commerce	Fire Department		2			City of Frisco	Fire Department		33		
	Police Department		2				Police Department		6		

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - February 2017**

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>	<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>
City of Garland	Fire Department			2		City of Krugerville	Fire Department			0	
	Police Department			5			Police Department			1	
City of Glenn Heights	Fire Department			2		Town of Krum	Fire Department			5	
	Police Department			6			Police Department			1	
City of Grand Prairie	Fire Department			2		Lake Cities	Fire Department			2	
	Police Department			3			Police Department			1	
City of Grapevine	Fire Department			7		City of Lake Worth	Fire Department			2	
	Police Department			18			Police Department			4	
City of Greenville	Fire Department			0		City of Lakeside	Fire Department			0	
	Police Department			1			Police Department			1	
City of Greenwood	Fire Department			2		City of Lancaster	Fire Department			15	
	Police Department			0			Police Department			21	
City of Haltom City	Fire Department			1		City of Lewisville	Fire Department			8	
	Police Department			22			Police Department			34	
City of Highland Park	Fire Department			0		Town of Little Elm	Fire Department			5	
	Police Department			0			Police Department			8	
City of Highland Village	Fire Department			0		City of Longview	Fire Department			1	
	Police Department			2			Police Department			1	
City of Hudson Oaks	Fire Department			1		City of Mansfield	Fire Department			9	
	Police Department			3			Police Department			11	
City of Hurst	Fire Department			2		City of McKinney	Fire Department			63	
	Police Department			19			Police Department			7	
City of Hutchins	Fire Department			2		City of Melissa	Fire Department			0	
	Police Department			2			Police Department			3	
City of Irving	Fire Department			4		City of Mesquite	Fire Department			8	
	Police Department			20			Police Department			9	
City of Italy	Fire Department			1		City of Midlothian	Fire Department			5	
	Police Department			1			Police Department			2	
City of Joshua	Fire Department			0		Town of Milford	Fire Department			0	
	Police Department			1			Police Department			2	
City of Kaufman	Fire Department			1		City of Murphy	Fire Department			1	
	Police Department			2			Police Department			0	
City of Keene	Fire Department			3		City of North Richland Hills	Fire Department			11	
	Police Department			0			Police Department			59	
City of Keller	Fire Department			12		Town of Northlake	Fire Department			0	
	Police Department			21			Police Department			11	
City of Kennedale	Fire Department			1		City of Oak Point	Transportation			3	
	Police Department			4							
City of Kilgore	Fire Department			1		City of Ovilla	Fire Department			2	
	Police Department			1			Police Department			0	

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - February 2017**

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>	<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>
City of Pantego	Fire Department		0			Town of Sunnyvale	Fire Department		5		
	Police Department		2				Police Department		0		
City of Plano	Fire Department		72			City of Terrell	Fire Department		0		
	Police Department		81				Police Department		3		
	Risk Management		4								
City of Ponder	Fire Department		1			City of The Colony	Fire Department		6		
	Police Department		1				Police Department		1		
City of Prosper	Fire Department		0			Town of Trophy Club	Fire Department		1		
	Police Department		4				Police Department		0		
City of Red Oak	Fire Department		2			City of University Park	Fire Department		2		
	Police Department		2				Police Department		7		
City of Richardson	Fire Department		2			City of Venus	Fire Department		0		
	Police Department		8				Police Department		3		
City of Richland Hills	Fire Department		2			City of Watauga	Fire Department		3		
	Police Department		6				Police Department		3		
City of Roanoke / Marshall Creek	Fire Department		4			City of Waxahachie	Fire Department		1		
	Police Department		3				Police Department		10		
City of Rockwall	Fire Department		4			City of Weatherford	Fire Department		35		
	Police Department		7				Police Department		9		
City of Rowlett	Fire Department		2			Town of Westlake	Fire Department		0		
	Police Department		5				Police Department		1		
City of Royse City	Fire Department		0			City of White Settlement	Fire Department		0		
	Police Department		1				Police Department		12		
City of Sachse	Fire Department		3			City of Willow Park	Fire Department		13		
	Police Department		35				Police Department		4		
City of Saginaw	Fire Department		0			City of Wilmer	Fire Department		2		
	Police Department		1				Police Department		10		
City of Seagoville	Fire Department		2			City of Wylie	Fire Department		2		
	Police Department		9				Police Department		1		
City of Southlake	Fire Department		2								
	Police Department		10								

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - February 2017**

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency	<b>AGENCY TYPE</b> Police and Fire	<b>TOTAL</b>
<b>COUNTIES</b>		
Collin County	Fire Department	0
	Sheriff's Department	3
Dallas County	Mobility Assistance	35
	Sheriff's Department	212
	Constable Precincts	17
Denton County	Fire Department	1
	Sheriff's Department	5
	Constable Precincts	2
Johnson County	Fire Department	0
	Sheriff's Department	4
	Constable Precincts	1
Kaufman County	Fire Department	1
	Sheriff's Department	0
Parker County	Fire Department	3
	Sheriff's Department	0
Rockwall County	Fire Department	1
	Sheriff's Department	1
Tarrant County	Fire Marshal	2
	Sheriff's Department	45
	Mobility Assistance	69

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency	<b>AGENCY TYPE</b> Police and Fire	<b>TOTAL</b>
<b>OTHER AGENCIES</b>		
TxDOT - Dallas District	Mobility Assistance	13
TxDOT - Fort Worth District	Mobility Assistance	6
TxDOT - State of Texas	Mobility Assistance	48
Brownsville	Other	1
Careflite EMS	EMS	1
Central Texas Regional Mobility	Other	1
Dallas Area Rapid Transit	HOV Operators	151
	Police Department	68
Dallas/Fort Worth Int'l Airport	Fire	1
	Police	8
	DPS	19
LBJ Infrastructure Group	Other	37
Medstar	EMS	17
Metroplex Public Safety	Police	1
NTE Mobility Partners	Other	41
North Texas Tollway Authority	Transportation	101
Overland Park (Kansas)	Police Department	2
Protect Environmental	Other	4
Southwest Research Inst.	Transportation	1
State of Texas	DPS	59
Texarkana	Police Department	2

# NORTH TEXAS SMART CITIES SUMMIT

May 16<sup>th</sup>, 2017 @ University of Texas at Dallas, Richardson, TX

## The Premier Smart Cities End-User Summit in North Texas

The North Texas Smart Cities Summit gathers municipal stakeholders and federal and state policy advocates together with academic and industry thought leaders to address *Smart Cities and Transportation Planning, Funding, Deployment, Operation, and Success*. The one-day summit will be on Tuesday, May 16, 2017 from 7:30am – 4:30pm at the [Edith O'Donnell Arts & Technology Building](#) (ATC) at the [University of Texas at Dallas](#) at 800 West Campbell Rd. Richardson, Texas.

## Innovative, Focused Audience Event

The Summit will be led by a world-class group of speakers. The distinguished list of contributors includes local DFW elected officials, USDOT leaders, Internet of Things (“IoT”) thought leaders, and senior officers from global technology innovators. The Summit will incorporate case-study presentations, opportunities to interact with Smart City experts, smaller group solution development break-out sessions, and academic roundtables to understand what is on the horizon. Breakfast, lunch and a closing reception are included in the registration.

Automated vehicles are already starting to travel on North Texas roads. Intelligent infrastructure is being built into the newest area buildings, highways and transit facilities. Much like the cloud trend that began to gain traction a decade ago, IoT has already started to impact our communities even before many citizens and local leaders realize they are part of this game changing trend. To deliver on the immense potential of innovative services for communities you serve, it is important to fully understand the challenges of *complexity, governance, security, analytics and budgetary discipline* that are part of the promise of Smart Cities.

## Value for Government Decision Makers

The North Texas Smart Cities Summit is created specifically for local municipalities by providing special and attractive pricing aligned with a centralized location. The Summit audience will be large and diverse, drawing from the North Central Texas Council of Governments (NCTCOG) membership covering 16 counties and nearly 300-member governments in North Texas, IEEE membership, private sector representatives and academic communities focused on IoT and Smart Cities.

By the end of the day you will be able to start the process of building a **Smart Cities Blueprint** with answers to:

- What are the opportunities for using Smart City technologies/business practices?
- How do I take advantage of these opportunities and better my community?
- How can we engage expertise to develop Smart City concepts for our community?
- State and Federal compliance and security concerns.
- How to fund a Smart City initiative?
- Real world use cases from industry and municipal stakeholders.
- Discussion opportunities with solution providers.

## Summit pricing for Government, Academic, Association and Public Attendees

With attendance limited to about 600 guests, we are offering highly subsidized rates for attendees. Our attendee pricing offers early and general registration rates, so it is important to take advantage of early registration on the website [here](#).

Attendee Type	General Registration Ends April, 30 2017	Late Registration May 1, 2017
NCTCOG Member / Qualified Municipal entity Rate	\$99.00	\$149.00
Qualified Assoc. / Organization Mbr. (i.e. IEEE, Tech Titans, Dallas Regional Chamber ...)	\$169.00	\$199.00
Qualified Academic Institution / Student Rate	\$149.00	\$199.00
General Public Rate	\$199.00	\$249.00

**Summit as of March 31, 2017 (additions and changes to be posted on the event [website](#))**

7:30am	REGISTRATION, LIGHT BREAKFAST & NETWORKING
8:30am	SUMMIT WELCOME <b>Dr. Rodney Wetterskog, PhD</b> , <i>Asst. Dean, College of Engineering &amp; Computer Science, University of Texas – Dallas</i> <b>William Sproull</b> , <i>President &amp; CEO, TechTitans</i>
	OPENING REMARKS <b>Pete DeNagy</b> , <i>Chair IoT Forum, Tech Titans</i>
	MAKING CITIES SMARTER <b>Paul Voelker</b> , <i>Mayor, City of Richardson, Texas</i>
	FEDERAL & STATE GOVERNMENT SMART CITIES INITIATIVES <b>Egan Smith, PE, PTOE, PTP</b> , <i>Managing Director, Intelligent Transportation Systems, US Dept. of Transportation</i>
	NORTH TEXAS SMART CITIES COMMUNITY PARTNERSHIPS <b>Michael Morris, P.E.</b> , <i>Director of Transportation, N. Central Texas Council of Governments</i>
	SMART CITIES BREAKOUT SESSIONS <b>Verizon / Microsoft</b>
12:00pm	LUNCH
	CIO ROUNDTABLE: ENABLING SMARTER CITIES <b>Scott Cardenas</b> , <i>CIO, City of Denver</i> <b>William Finch</b> , <i>CIO, City of Dallas</i>
	ADVANCED TRAFFIC MANAGEMENT INNOVATION PANEL <b>Khaled Abdelghany</b> , <i>Associate Professor, Department of Civil and Environmental Engineering, SMU</i> <b>Christopher M. Poe, Ph.D., P.E.</b> , <i>TTI Senior Research Engineer, Texas A&amp;M Institute of Transportation</i>
	THE CYBERSECURITY AGENDA FOR THE NEW WHITE HOUSE ADMINISTRATION <b>Kiersten Todt</b> , <i>Executive Director of the Presidential Commission on Enhancing National Cybersecurity, US Dept. of Commerce</i>
	IOT END POINT SECURITY ROUNDTABLE <b>Kiersten Todt</b> <b>Justin L. Miller</b> , <i>Special Agent, US Secret Service</i>
	SMART CITIES BREAKOUT SESSIONS <b>Verizon / Microsoft</b>
	2025 VISIONARIES ROUNDTABLE <b>Leandre Johns</b> , <i>General Manager, Uber</i> <b>Jennifer Sanders</b> , <i>Executive Director, Dallas Innovation Alliance</i>
	SUMMIT CLOSING THOUGHTS <b>Thomas Bamonte</b> , <i>Program Manager – Automated Vehicles, N. Central Texas Council of Governments</i>
4:30pm	COCKTAIL RECEPTION & NETWORKING

**Partnered with Local Leaders in the Smart Cities Transformation**



**Platinum Sponsors Who Are Driving Smart Cities Innovation**



# Summit Speakers



**Paul Voelker**  
*Mayor*  
 City of Richardson, Texas



**Egan Smith, P.E. PTP PTOE**  
*Managing Director Intelligent Transportation Systems (ITS) Joint Program Office (JPO)*  
 US Department of Transportation



**Christopher M. Poe, Ph.D., P.E.**  
*Assistant Agency Director & Senior Research Engineer*  
 Texas A&M Institute of Transportation



**Bill Sproull**  
*President and CEO*  
 Technology Association for North Texas (Tech Titans)  
 Richardson Chamber of Commerce



**Michael Morris, P.E.**  
*Director of Transportation*  
 North Central Texas Council of Governments



**Kiersten Todt**  
*Executive Director*  
 US Department of Commerce  
 Presidential Commission on Enhancing National Cybersecurity



**Peter DeNagy**  
*President - Acommence Advisors, Inc.*  
 Tri-Chair IoT Forum - Tech Titans



**Jennifer Sanders**  
*Executive Director and Co-Founder*  
 Dallas Innovation Alliance

# Summit Agenda

7:30am	Registration, Light Breakfast & Networking
8:30am	Summit Welcome from UTD and Tech Titans
8:40am	Opening Remarks
8:45am	Why Do We Need to Make Cities Smarter?
9:00am	Federal Government Initiatives to Drive Smarter Communities
9:30am	CIO Smarter Cities Roundtable
10:00am	North Texas Smart Cities Community Partnerships
10:45am	Smart Cities Breakout Sessions
12:00pm	Lunch
1:00pm	Local Investments in Smarter Cities
1:15pm	Advanced Traffic Management Innovation Panel
2:00pm	The Cybersecurity Agenda for the New White House Administration
2:15pm	IoT End Point Security Roundtable
2:45pm	Smart Cities Breakout Sessions
4:00pm	2025 Visionairies Roundtable
4:30pm	Cocktail Reception & Networking

For more information or if you are interested in attending please contact:

**Peter DeNagy**, Partner, Future Cities, LLC  
 O: 214.709.5656  
 pdenagy@futurecitiescorp.com

**Mark Caracio**, Partner, Future Cities, LLC  
 O: 214.912.7039  
 mcaracio@futurecitiescorp.com

# North Texas Smart Cities Summit

Cities and Transportation Designed for Our Future



Tuesday, May 16, 2017

The University of Texas at Dallas  
 800 West Campbell Rd.  
 Richardson, TX 75080-3021

[www.smartcitiesntx.com](http://www.smartcitiesntx.com)

Hosted by



## The Premier Hosted Smart Cities End User Summit in North Texas for Texas

The Summit gathers municipal IoT stakeholders, Federal and State policy advocates, as well as academic and industry thought leaders to address Smart Cities and Transportation strategy, deployment, operation, funding and success. The one-day Summit will be held on Tuesday, May 16, 2017 at the [University of Texas at Dallas](#) campus in Richardson, TX, a Tier 1 research institution and incubator for technology innovation at the [School of Arts, Technology, and Emerging Communication](#).



## Summit Value for Government Decision Makers

There are communities around Texas already seeing the benefits of IoT for their citizens. The North Texas Smart Cities Summit will help Public Officials start or accelerate their IoT blueprint plans. The Summit agenda will incorporate Federal and State Regulatory Officials, IT vendors, Academic Researchers and Leading IT Technology Firms that all have a stake in the future of Smart Cities.

"By 2020, component costs will have come down to the point that connectivity will become a standard feature, even for processors costing less than \$1. This opens up the possibility of connecting just about anything, from the very simple to the very complex, to offer remote control, monitoring and sensing. The fact is, that today, many categories of connected things in 2020 don't yet exist. As product designers dream up ways to exploit the inherent connectivity that will be offered in intelligent products, we expect the variety of devices offered to explode."

**Peter Middleton**  
Research Director, Gartner

## Attendee Registration

NCTCOG Member / Qualified Municipal Entity Rate	
General Ends 4/30/17	\$99.00
Late After 5/01/17	\$149.00
Qualified Assoc. / Organization Mbr. (i.e. IEEE, Tech Titans, Dallas Regional Chamber ...)	
General Ends 4/30/17	\$169.00
Late After 5/01/17	\$199.00
Qualified Academic Institution / Student Rate	
General Ends 4/30/17	\$149.00
Late After 5/01/17	\$199.00
General Public Rate	
General Ends 4/30/17	\$199.00
Late After 5/01/17	\$249.00





North Central Texas Council Of Governments

## Dallas-Fort Worth Core Express Service Draft Alternatives Analysis Report Preliminary Draft Version 1

### North Central Texas Council of Governments Comments

April 20, 2017

The North Central Texas Council of Governments (NCTCOG) comments regarding the Dallas-Fort Worth Core Express Service Draft Alternatives Analysis Report: Preliminary Draft Version 1 are generally categorized below.

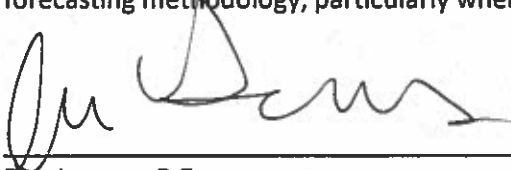
**Cooperation** – We have been coordinating with the Federal Railroad Administration (FRA) since 2014. Most of our previous comments have not been responded to or addressed to our satisfaction.

**Partnership** – The process has not been collaborative as mandated in the National Environmental Policy Act. NCTCOG does not agree with the Draft Report's claims describing "extensive outreach and coordination" with resource agencies, including NCTCOG. In conversations with FRA over the last two years, FRA has indicated the agency does not consider the Dallas-Arlington-Fort Worth Metropolitan Planning Organization a significant or meaningful Stakeholder. NCTCOG was told by FRA to address our comments and concerns regarding the Alternatives Analysis and Environmental Impact Statement (EIS) processes to the Texas Department of Transportation (TxDOT); however, TxDOT informed us that FRA was directing the processes.

**Alignment Evaluation** – The Alternatives Analysis does not evaluate the full range of alternatives in the Dallas-Fort Worth region and/or document reasons for eliminating various alignment alternatives. The identification of reasonable alternatives appears to be overly dependent upon the Texas-Oklahoma Passenger Rail Study (TOPRS) Tier I Operational Environmental Impact Statement to define alignment alternatives. The Dallas-Fort Worth region continues to wait for responses to comments made on the TOPRS Tier I EIS in August 2016. Potential alignment options identified by NCTCOG through the Regional Transportation Council (the Metropolitan Planning Organization policy body) as a result of ongoing regional planning efforts have been ignored, or dismissed, as being identified too late in the process despite their identification during the Alternatives Analysis process. Additionally, we were told that it was also too late to incorporate them into the EIS process, which is still ongoing.

**Regional Policies** – While the Alternatives Analysis recognizes alignment options identified in NCTCOG's adopted metropolitan transportation plan, Mobility 2040, it does not recognize regional policies adopted in Mobility 2040, specifically the "one seat ride" and "three station concept" policies.

**Ridership Methodology** – The travel demand forecasting methodology used to estimate system ridership in the Dallas-Fort Worth Core Express Service Alternatives Analysis Draft Report is new and unproven and should be validated with a national peer review. NCTCOG staff previously offered assistance which was not accepted as of this writing due to process schedule constraints. The project schedule should not be the determinant regarding utilization of an appropriate travel demand forecasting methodology, particularly when evaluating new technologies.



Dan Lamers, P.E.  
Senior Program Manager



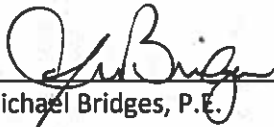
Kevin Feldt, AICP  
Program Manager



Sandy Wesch, P.E., AICP  
Project Engineer



Hua Yang, P.E.  
Senior Transportation System Modeler



Michael Bridges, P.E.  
Project Engineer

cc: Michael Morris, P.E., NCTCOG  
William Meadows, Chair, Dallas-Fort Worth Commission for High-Speed Rail



April 2017

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

## DFW FLYBY aims to inspire youth to take flight

Do you know any aspiring ace pilots? Now, they can test their skills flying an F-35 fighter jet and other cool aircraft when they play the new FLYBY DFW game.

Available for Android and Apple devices, FLYBY DFW seeks to generate interest in aerospace and aviation careers for elementary, middle, and high school students in an effort to build the local talent pipeline for future employment opportunities.

## Calendar

**April 5, 8:30 am**

**TRTC**

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

**April 7, 11 am**

**DRMC**

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

**April 13, 1 pm**

**Regional Transportation Council**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**April 28, 1:30 pm**

**Surface Transportation  
Technical Committee**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011



North Central Texas  
Council of Governments

## Is your check engine light on?

When that dreaded check engine light comes on, your mind inevitably races as numerous questions start flowing through your head.

*What does it mean?*

*How serious is it?*

*Can I still drive my car?*

*How much will it cost to fix?*

You can get these and other questions answered at one of seven Car Care Clinics planned throughout the Dallas-Fort Worth area in April. The North Central Texas Council of Governments partners with local automobile repair shops each year to help motorists address issues related to their vehicles. This is the second year the clinics are focusing on the check engine light. When a vehicle's check engine light turns on, there may be an issue that could impact its emissions. Vehicles with check engine lights illuminated cannot pass the emissions portion of the State inspection. That means they cannot be registered.

These free clinics will provide drivers with an opportunity to talk to a technician about what may have caused the check engine light to come on and what may be required to fix the problem. Some vehicle owners may qualify for assistance with emissions repairs, if they meet certain income requirements. A NCTCOG staff member will be on hand at each clinic to explain the AirCheckTexas Drive a Clean Machine Program, which will allow qualifying motorists to get their vehicles repaired for as little as a \$30 copay so they can pass the emissions inspection. Income requirements for the program are available at [NCTCOG.org/airchecktexas](http://NCTCOG.org/airchecktexas). A family of four earning \$73,800 or less, for example, is eligible for a repair voucher worth up to \$600. Recipients' vehicles must also meet certain conditions. For more information on the clinics, visit [www.ntxcare.org](http://www.ntxcare.org).

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department

## Air North Texas Unveils new website in time for ozone season



be air aware

Air North Texas, the region's clean air campaign, launched a new website in March. The redesigned site allows visitors to learn about air quality, find current ozone information, sign up for air pollution alerts, commit to clean air actions, and more.

A new feature of the site is a blog called Clean Air Corner. The blog features articles with air quality news and tips, which can easily be shared or commented on by visitors. Air North Texas invites all North Texans to take a look around the new site at [www.airnorthtexas.org](http://www.airnorthtexas.org).

North Texas ozone season began last month and now extends through the end of November. Ten of the region's counties are working to meet the federal government's ozone regulations, and Air North Texas provides options for individuals, governments and other employers to contribute to the effort.

## DART introduces service changes to help employment centers



DART Photo

The addition of Toyota and other employers to the booming Legacy area of Plano means jobs for the area and shopping and dining options for its residents. It also means more traffic. Dallas Area Rapid Transit has introduced changes to its bus service intended to help employees get to work. A new express route linking corporate campuses to Parker Road Station is among the changes for this area, which does not have direct access to light rail.

Express Bus Route 208 will be extended north from the Northwest Plano Park and Ride into Legacy West, directly serving JC Penney, JP Morgan Chase,

### **DART has modified its bus service to help employees in the Legacy area, which does not have direct access to light rail.**

FedEx Office, Toyota, Liberty Mutual and Frito Lay. This service operates on alternate trips, approximately every 30 minutes during morning and evening rush hours. For passengers on buses terminating at Northwest Plano Park and Ride, service to destinations in Legacy West will be available on Routes 211, 346 and 452. A new east-west Express Bus Route 211 will operate non-stop, every 15 minutes during peak periods only, between Parker Road Station and Northwest Plano Park & Ride, primarily along Spring Creek Parkway, then continuing into Legacy, serving Chase, JC Penney, FedEx, Liberty Mutual and Toyota. For more details on this and changes in Northwest Dallas to serve corporate headquarters in the Cypress Waters area, visit [www.dart.org/news/news.asp?ID=1281](http://www.dart.org/news/news.asp?ID=1281).

— Written by Dallas Area Rapid Transit

## Texas proposal among Hyperloop One semifinalists

The Regional Transportation Council has lent its support to a Texas effort to attract the Hyperloop, a way of transporting people and freight at high speeds via pods operating in tubes that run above ground or underground. The RTC approved a resolution in March supporting the Texas Triangle proposal, which could bring the technology to Dallas-Fort Worth, Austin, San Antonio and Houston, with a freight-only operation to South Texas.

The resolution does not allocate any money to the effort or call for a specific technology, but if the Texas proposal is named a finalist, investment and jobs could follow. And with the presence of two large cities about 30 miles apart, the Dallas-Fort Worth corridor could be an initial deployment site. The Texas proposal is among 38 semifinalists, from a pool of 2,600 entries, competing in the Hyperloop One Global Challenge. The finalists will be selected in a few months.

Hyperloop One is seeking applicants who most powerfully make the case for how the Hyperloop would revolutionize the transportation of people and goods while creating economic opportunities, according to [www.hyperloop-one.com](http://www.hyperloop-one.com).

## Become an I-30 Insider, earn rewards



The I-30 Insider Challenge, which encourages alternative commuting modes such as carpooling or telecommuting through the use of incentives,

concludes April 28. When logging their alternatives to driving alone along I-30, commuters can earn rewards, which can be exchanged for gift cards to merchants.

By choosing an alternative commute, drivers can help improve air quality and traffic congestion by reducing the number of single-occupant vehicles on the roads during rush hour.

Residents who do not regularly commute on I-30 can still benefit. That is because all North Texans can be entered into a drawing for a \$250 Amazon gift card when they register for Try Parking It and take a survey. Register for the program today at [www.i30insider.com](http://www.i30insider.com) and begin logging your alternative commutes.

## SolSmart helps N. Texas become “solar friendly”

Earlier this year, five North Texas cities took the first steps toward participating in the national SolSmart program. Cedar Hill, Denton, Kennedale, Lewisville and Plano will work with The Solar Foundation and technical advisors to reduce solar soft costs and adopt solar-friendly policies.

Through participation, cities are sending the solar market a signal that they are “open for business” and can receive national recognition for their efforts. SolSmart is intended to make it easier to deliver solar energy to more homes and reduce the cost of the renewable energy. Cities wishing to become SolSmart are encouraged to learn more about the program and apply at [www.gosparc.org/apply-now/](http://www.gosparc.org/apply-now/).

NCTCOG staff is available to assist interested cities with applications and intake forms; if interested, contact Kristina Ronneberg at [kronneberg@nctcog.org](mailto:kronneberg@nctcog.org) or Rachel Evans at [revans@nctcog.org](mailto:revans@nctcog.org).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**The Fort Worth  
Transportation Authority**  
FWTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

## By the Numbers

# 38

Semifinalists competing in the Hyperloop One Global Challenge. Hyperloop One is seeking applicants who make the case for how the Hyperloop would revolutionize the transportation of people and goods.

# PUBLIC *Involvement*

## **NCTCOG to discuss partnerships with public**

The NCTCOG Transportation Department will hold a public meeting April 12 at its Arlington offices to discuss proposed roadway and transit projects and more.

Scheduled for 2:30 p.m., the meeting will be streamed live on the internet, giving residents unable to attend the meeting in person access to it in real time.

The Hemphill/Lamar Connector project, south of downtown Fort Worth, experienced rising costs as it neared implementation. Staff will provide details of a proposed partnership with Fort Worth to facilitate construction of the project.

DART requested a partnership with the RTC to assist with the Transit Related Improvement Program, or TRIP, which helps DART respond to concerns from member cities without rail service. This partnership will benefit Dallas-Fort Worth by increasing the pool of regional funds available for future projects. Staff will discuss the innovative funding exchange between DART and the RTC.

Additionally, a funding partnership is being proposed among the RTC, Dallas County and the cities of Lancaster and Hutchins for several roadway projects in southern Dallas County. The proposed projects would provide critical connections to Interstate Highway 45 and intermodal facilities. Staff will discuss the potential funding partnership.

This live streaming of the public meeting represents the department's effort to provide innovative opportunities for the public to become involved in transportation. Following the meeting, a recording of the proceedings will be available at [www.nctcog.org/input](http://www.nctcog.org/input). Public comments will be accepted through May 12.

### DETAILS

**What:** Public Meeting  
**When:** April 12, 2:30 pm  
**Where:** 616 Six Flags Dr.  
Arlington, TX 76011

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.

# FORT WORTH DISTRICT PARTNERS



Center Street Bridge Ribbon Cutting

## PROMOTE *safety*

As one of its goals, TxDOT is committed to reducing fatalities.

In 2016, there were **3,756** deaths on Texas roads. Of those fatalities:

**12 percent** were related to distracted driving

**24 percent** were related to DUI-Alcohol

**26 percent** were related to no seat belt use

TxDOT remains focused on reducing highway fatalities in 2017.

### Center Street

On March 3, local and state officials celebrated the completion of the new Center Street bridge over Interstate 20, a partnership between TxDOT and the city of Arlington. The \$10.5 million bridge extends Center Street south to Bardin Road and includes a hike and bike trail. The project aims to relieve traffic congestion along the Matlock Road and Cooper Street corridors, improve connectivity for cyclists and pedestrians with existing trails, and open up access to local businesses. The bridge was designed based on North Central Texas Council of Governments 2050 traffic projections with the option to expand to six lanes as traffic demands increase.

### SH 121 Interchanges

In March, the Texas Transportation Commission approved \$2.5 billion in projects to reduce gridlock in some of the state's most congested areas. The Fort Worth District will receive \$370 million in congestion relief funding for the SH 121 interchanges at Interstate 635 and FM 2499. The project is the next big piece of the DFW Connector and is estimated to begin construction in 2019. To keep informed of TxDOT's efforts to address traffic congestion, go to:

 [texasclearlanes.com](http://texasclearlanes.com)

### Barth Assumes New Role

Brian Barth has taken on the new assignment of Transportation Program Officer. In his new role, he will assist in blending all functions in transportation programming and delivery using the new sources of revenue provided by the Legislature. Barth served as Fort Worth's district engineer since 2013 where he implemented over \$5 billion in public-private partnerships including the DFW Connector, the North Tarrant Express, and I-35W.

### Distracted Driving Awareness

With nearly \$4 billion in construction projects in Tarrant County alone, work zones change daily and drivers must stay focused on the road ahead. April is National Distracted Driving Awareness Month and TxDOT is reminding Texans to be aware of the dangers associated with distracted driving and to put down their cell phones while driving. In 2016, distracted driving crashes killed 453 people in Texas, or one person every 19 hours. Coinciding with this campaign is National Work Zone Awareness Week, April 3-7. In 2016, there were 25,713 crashes in work zones in Texas.

 [txdot.gov](http://txdot.gov) • distracted driving

April 2017

## AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
MAR	US 67	FM 913 to FM 988, Stephenville	Pavement overlay & repairs	\$4.8	\$4.7	-2.5
	SH 10	I-820 to Westpark Way, Euless & Hurst	Pavement overlay & repairs	\$4.1	\$3.0	-27.9
	FM 156	At Westport Parkway, Haslet	Traffic signal	\$0.2	\$0.2	-6.3
	FM 1187	FM 1902 to Business 1187, Crowley	Pavement overlay & repairs	\$6.3	\$5.1	-18.6

## PROJECTED PROJECTS

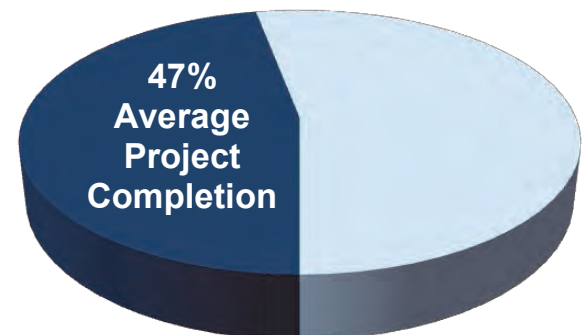
	Hwy	Limits	Type of Work	Estimate (millions)
APR	FM 4	FM 167 to the Johnson County Line, Hood County	Add shoulders	\$3.9
	US 281	At Brazos River, Palo Pinto County	Bridge repairs	\$4.8
	US 377	Tiger Trail to the Johnson County Line, Parker County	Pavement overlay & repairs	\$8.7
	I-30	Oakland Blvd to I-820	Pavement overlay & repairs	\$6.9
MAY	I-20	Center Point Rd to E Bankhead Dr, Hudson Oaks	Construct frontage roads; interchange at Lakeshore Dr	\$31.6
	I-20	FM 1884 to Ric Williamson Memorial Highway, Parker County	Pavement overlay and repairs	\$2.3



### \$203 M PROPOSED LETTING



### FY 2017 CONSTRUCTION\*



**TOTAL CONTRACTS \$3.6 B**

*\*includes CDAs*



The SH 360 South project is 50 percent complete and on target to open to traffic in spring 2018.

The public continues to see construction progress on the SH 360 toll lanes, including earthwork, excavation and placement of embankments for the roadway, installation of drill shafts and drainage systems, utility relocations, and pavement being placed.

With the recent detour implemented at the Camp Wisdom Road intersection, all of the city street overpasses are now under construction. The next major milestones for the project will be the opening of the Webb-Lynn Road and Broad Street bridges this spring.

The Camp Wisdom Road detour is being constructed differently than at the other bridges. It is a “horseshoe” with the detours directly on the outside of the current roadway while utilizing the current intersections and traffic signals.

All intersections will have bridge overpasses, except New York Avenue and Lone Star Road which will be built as underpasses that will go underneath the new SH 360 toll lanes.

While the number of lanes at each crossover bridge will stay the same, additional elements will include pedestrian sidewalks and turnaround lanes so drivers can avoid having to wait at traffic signals. This will significantly improve mobility in the area. New York Avenue was the only intersection with existing turnaround lanes.

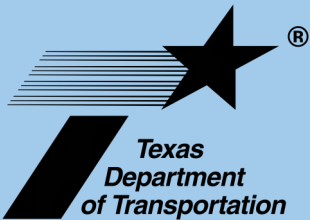
With so much daily progress, the public is encouraged to sign up for construction e-alerts and visit the project website to stay updated.

 [drive360south.com](http://drive360south.com)





Tarrant . Johnson  
Parker . Wise . Hood  
Erath . Palo Pinto  
Jack . Somervell



Fort Worth District Office  
2501 SW Loop 820  
Fort Worth, TX 76133  
817-370-6500

 [txdot.gov](http://txdot.gov) • Fort Worth



## Looking back at Fort Worth's Mixmaster

As TxDOT celebrates its 100th anniversary in 2017, the Fort Worth District recalls its rich history of firsts. The first four-level, direct connection interchange in Texas and one of the first in the country, the U.S. 80/81 interchange was completed in 1958 for \$1.2 million.



The U.S. 80/81 interchange was later redesignated the I-30/35W interchange in the early 1960s and named the Mixmaster for its overlapping and tightly curved ramps.



Leading into the Mixmaster, the I-30 elevated expressway was a landmark in the city skyline for 40 years until it was removed in 2001 to allow for the development of Lancaster Avenue and southern downtown Fort Worth.



The I-30/35W interchange is now a grand gateway into the city of Fort Worth.

## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

# US 75 IN ALLEN TO FINISH IN MAY

## SMALL DETAILS STILL LEFT TO COMPLETE

**COLLIN COUNTY** — Construction of a \$47 million expansion of US 75 through Allen will be complete by next month, increasing capacity and relieving congestion for thousands of motorists.



"The work we've done and continue to do on US 75 in Collin County is extremely important," said Brenan Honey, TxDOT's

area engineer. "Working closely with the City of Allen and all of our stakeholders we now have a much safer and far more efficient highway."

The 6.5-mile project widened US 75 from six to eight lanes and added three-lane frontage roads from Spring Creek Parkway to the Sam Rayburn Tollway. The work began in April 2014, and with only a small amount of work remaining (landscape, striping, etc.), the entire project will be complete by the end of May.

The project also included the addition of two noise barriers. A concrete noise barrier was installed near the intersection of Allen Drive and is decorated with a Blacklands Prairie theme, giving it a striking and unique look. Another noise barrier was installed around Exchange Parkway.

TxDOT's goal is to add highway capacity in Collin County, which expects to see its population surpass 1 million within the next decade. The project through Allen follows several completed projects in



**Decorative noise barrier near the intersection of Allen Drive** has a carved relief representation of the Blacklands Prairie, giving it a unique and attractive appearance.

TxDOT photo

McKinney, Melissa and Anna, and another project just underway at the interchange of US 75 and the President George Bush Turnpike.

HOV lanes previously closed through Allen and Plano will remain closed until construction of a new entrance ramp near the President George Bush Turnpike is complete. Work began earlier this year on the \$37 million interchange project led by

San Antonio-based Zachry Construction Corp.

The interchange project will reconfigure the ramps and merges at US 75 and the PGBT. In addition, the work includes extending the railroad bridge just north of PGBT, constructing new auxiliary lanes and rebuilding the Plano Parkway bridge spanning US 75. The work should be complete in early 2019.

## MARCH 2017 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)*	CONTRACTOR	
0047-06-159	US 75	Dallas County Line to Telephone Road	Full depth concrete repair	\$0.72	\$0.66	-9.03	\$0.91	O. Trevino Construction, LLC	1
0047-06-160	US 75	I-635 to President George Bush Turnpike	Clean and paint concrete barrier and walls	\$0.68	\$0.68	0.35	\$0.85	S & S Bridge Painting, Inc.	2
0091-03-025	SH 289	FM 1461 to north of BUS 289C	Landscape treatment of medians	\$1.73	\$1.38	-20.66	\$2.15	AALC, Inc.	3
<b>ESTIMATED MARCH 2017 TOTALS</b>				<b>\$3.14</b>	<b>\$2.72</b>	<b>-13.42</b>	<b>\$3.91</b>		
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>				<b>\$163.29</b>	<b>\$149.91</b>	<b>-8.20</b>			
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>				<b>\$594.42</b>					

\*Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

## APRIL 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0121-05-050	SH 22	N 37th Street to SH 31	Full depth concrete repair and overlay	\$2.48	1
0197-03-075	US 175	Dallas County Line to Brushy Creek Relief	Mill, overlay, bridge joint repair and pavement markings (mainlanes only)	\$5.87	2
0581-02-145	SL 12	S of Shady Grove Road to SH 183	Mill, full depth repair & overlay on frontage roads	\$1.55	3
0918-11-091	CR	CR 324 at Greasy Creek Tributary	Replace bridge and approaches	\$0.77	4
1016-06-011	FM 1392	US 80 to SH 205 and on FM 740 from 1.361 miles north of Kaufman C/L to Kaufman C/L	Rehabilitation of existing roadway	\$5.99	5
<b>ESTIMATED TOTAL</b>				<b>\$16.66</b>	

## COMPLETED CONSTRUCTION PROJECTS (FROM MARCH 1 – 31, 2017)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0281-01-030	SH 78	From SH 205 to FM 6	Widen from 2 lane to 6 lane divided urban	03/17/2017	\$24.83	1
0092-02-123	SH 310	At Trinity River	Painting bridge and concrete structure repair	03/09/2017	\$2.15	2
0312-02-016	FM 51	At Blocker Creek & Relief 0.208 Mi.	Replace bridge and approaches	03/21/2017	\$2.58	3
2512-01-011	FM 2728	US 80 to FM 429(North)	Provide additional paved surface width	03/27/2017	\$9.42	4
0918-00-185*	VA	Various locations in Dallas District	Non-site specific signal contract	03/22/2017	\$1.30	
<b>ESTIMATED TOTAL</b>					<b>\$40.28</b>	

\*Not mapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in March, are projected to let in April or have recently been completed.



A. (INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

C.

E.

## LEGEND

- LET
- PROJECTED
- COMPLETED
- PLANNED
- TOLL ROAD
- TOLL ROAD UNDER CONSTRUCTION
- I-35 INTERSTATE HWY
- 57 U.S. HWY
- 31 STATE HWY

SOURCE: TxDOT research  
\*POPULATION ESTIMATE: NCTCOG.



## DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,806,303  
\*POPULATION ESTIMATE | 4,551,670  
LANE MILES | 10,493.628

### A. | DENTON COUNTY

VEHICLE REGISTRATION: 603,332  
\*POPULATION ESTIMATE: 758,370  
LANE MILES: 1,488.733

### B. | COLLIN COUNTY

VEHICLE REGISTRATION: 729,624  
\*POPULATION ESTIMATE: 897,510  
LANE MILES: 1,373.829

### C. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783  
\*POPULATION ESTIMATE: 2,478,740  
LANE MILES: 3,366.158

### D. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 82,515  
\*POPULATION ESTIMATE: 89,660  
LANE MILES: 346.368

### E. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,813  
\*POPULATION ESTIMATE: 164,960  
LANE MILES: 1,523.910

### F. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 109,180  
\*POPULATION ESTIMATE: 113,530  
LANE MILES: 1,201.810

### G. | NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056  
\*POPULATION ESTIMATE: 48,900  
LANE MILES: 1,192.820

# ★ MAINTENANCE MINUTE ★



**From Joshua V. of Dallas:**

"Thanks and good job for putting out those barriers this morning on I-30W from Beltline to US 75. We really appreciate it!"

**From Ms. Kymberly T. of Sanger, TX**

"Good morning! A big thank you goes to the Denton County Folks for the proactive work they did in preparing the highways for the precipitation that we received Friday. I work in Carrollton and live in north Denton county. My commute home was painless, mainly dry highways and I made it home safely. Not sure why Dallas County had so much trouble."



TxDOT photos

**Kaufman/Rockwall Counties** — Maintenance crews doing shoulder work on SH 205 and FM 550

SOURCE: TxDOT

TxDOT graphic

## 1. FUNDING SOURCES

Vehicle Registration Fees



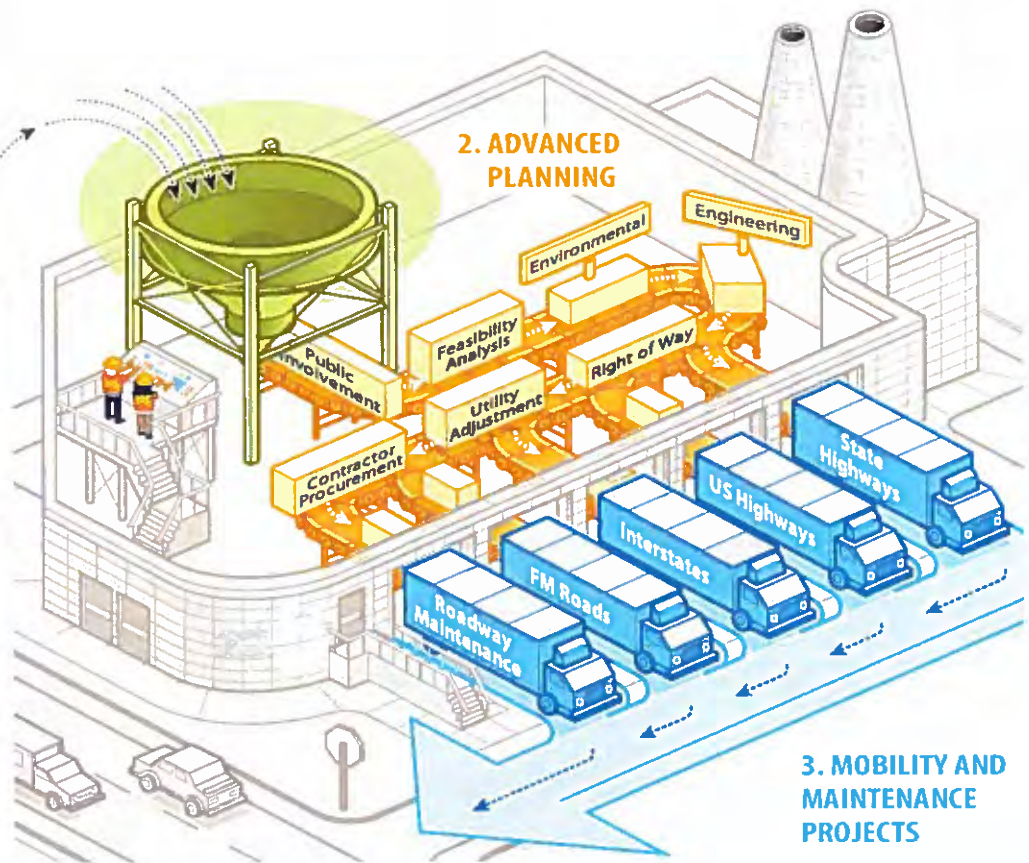
Motor Fuel Taxes



Statewide Proposition Funds



Federal Reimbursements



## DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

FOR MORE INFORMATION:  
214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



**REPORT A POTHOLE:**

Visit [www.txdot.gov/contact-us/formbtlmi?form=Report a Pothole](http://www.txdot.gov/contact-us/formbtlmi?form=Report+a+Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>



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

### OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and it doubled the size of the existing highway system around the north DFW International Airport entrance.

Funding constraints required some original DFW Connector segments to be deferred. However, in 2013, TxDOT was able to identify funding for the FM 2499 section, in 2014, funding for new SH 121/360 ramps and in 2016, funding for the SH 121/360 interchange.

FM 2499 work included rebuilding the mainlanes of FM 2499 from SH 121 to Denton Creek. The lanes were built below grade level allowing commuters to bypass two intersections.

The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

The SH 121 project from SH 114 to Hall Johnson Road will reconstruct the SH 121/360 interchange.



SH 121/360 interchange construction

NorthGate Constructors photo archives

### PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to North Gate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Aug. 2013** – FM 2499 construction began.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for congestion relief funding.
- **Aug. 30, 2016** – SH 121/360 interchange groundbreaking held.

### FM 2499 PROGRESS

- All lanes of traffic were opened and in its final pattern in summer 2016, six months ahead of schedule.

### SH 121/360 RAMP PROGRESS FROM WILLIAM D. TATE AVE.

- The new ramps from southbound William D. Tate Avenue to SH 121 and SH 360 opened to the public on Nov. 12, 2015, more than a year ahead of schedule.

### SH 121/360 INTERCHANGE PROGRESS

- Bridge foundations and columns are 100% complete.
- Deck placement is complete on the new northbound SH 360 to SH 121 bridge.

- This spring, crews will form and pour the remaining caps on the project.
- This summer, crews will set girders and continue working on bridge deck placement on three of the bridges.
- Drainage crews will begin to install the new drainage systems in the center median of north and southbound SH 121. They will also begin to install the concrete box culvert system in between the existing northbound frontage road and northbound SH 360.
- Grading crews will begin excavation, embankment and lime activities on the new northbound SH 360 to westbound SH 114 alignment.

### FM 2499 PROJECT FACTS

**LENGTH:** 1 mile

#### NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections
- Two frontage road lanes in each direction at grade level

**COST: \$92 M (FUNDED ENTIRELY BY TxDOT)**

- Cat. 12 (Texas Transportation Commission approval in Jan. 2013)

#### CONSTRUCTION DATES

- Construction start: Aug. 2013
- Completed: Summer 2016

### SH 121/360 RAMPS FACTS

**COST: \$17 MILLION**

#### CONSTRUCTION DATES

- Construction start: Early 2015
- Completed: Nov. 2015

### SH 121/360 PROJECT FACTS

**LENGTH:** 1.6 miles

**SCOPE:** New direct connectors for SH 114, SH 121 and SH 360

**COST: \$61 MILLION**

#### CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: 2018

#### TRAFFIC COUNTS (VEH PER DAY, 2015)

- SH 114/121 north of SH 360: 184,000
- SH 360 south of SH 114/121: 71,000

### ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

**LENGTH:** 8.4 miles

#### NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and International Parkway
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

#### TEXPRESS LANES

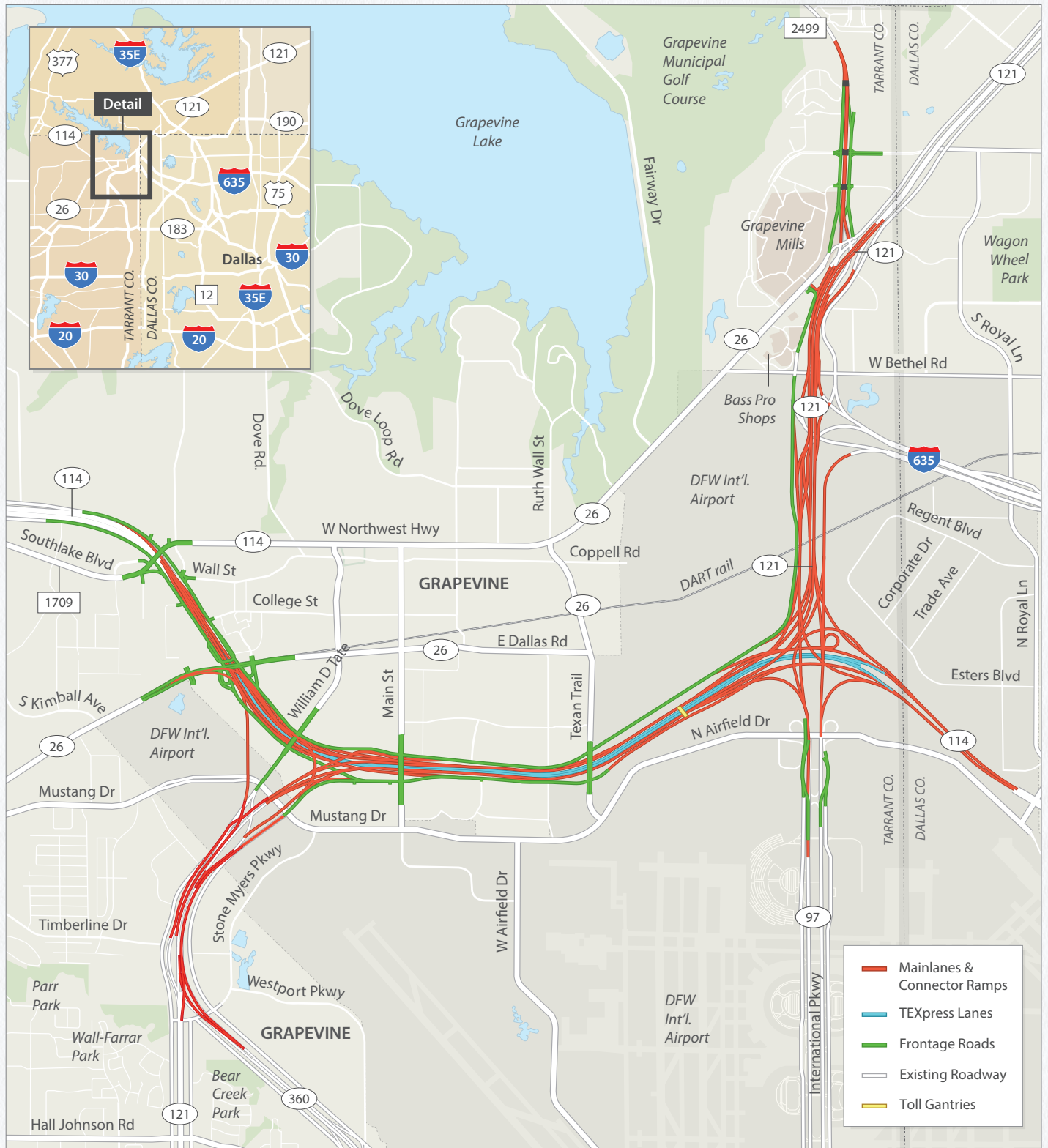
- Four miles, two in each dir. on SH 114

**COST: \$1 B (FUNDED BY TxDOT)**

- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million
- ROW: \$127 million (Prop. 14 funds)

#### CONSTRUCTION DATES

- Construction started: Feb. 2010
- Final acceptance: March 2014



NOTE: Project area is not drawn to scale in order to emphasize details.

**PROJECT CONTACTS**



**Texas Department of Transportation**  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 (817) 370-6846



**Project website:**  
[www.dfwconnector.com](http://www.dfwconnector.com)  
[www.txdot.gov](http://www.txdot.gov)  
 Keyword: "DFW Connector"  
 Toll-free project hotline:  
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*"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."*

### OVERVIEW

Interstate 35E (I-35E) serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E is an important truck corridor and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are no viable north-south commuting alternatives to I-35E at this crossing. Therefore, it is imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and TEXpress managed lanes.

The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide reversible managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding has been identified for Phase 1 of this project, which includes SH 121 regional toll revenue (RTR) funds dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.



**Pictured at left:** An aerial view looking north at the new I-35E/Sam Rayburn Tollway direct connection construction. These new ramps will allow travelers to access I-35E from the SRT without going through the intersection on the ground.

Credit: AGL photo

### PROJECT HISTORY

- **1950s and 1960s** – I-35E constructed
- **Began 1998** – Major Investment Study for future expansion
- **Sept. 30, 2009** – Express Lane Demonstration Program approval by Federal Highway Administration
- **March 2012** – The Senate Bill (SB) 1420 Committee determined that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- **Issued 1/23/12; Received 3/23/12** – Request for Qualifications (RFQs)
- **Issued 7/13/12; Received 11/12/12** – Request for Proposals (RFPs)
- **Dec. 13, 2012** – AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract
- **May 17, 2013** – Contract Executed
- **May 2013** – TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design; Sept. 2013 – NTP 2 for construction
- **Late October 2013** – Construction began

### ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008

- Environmental Assessment process: 2003-2012 (complete)
- Finding of No Significant Impact by FHWA: 12/28/11 – south segment; 1/28/11 – middle segment 1/31/12 – north segment
- All public hearings have been completed
- Phase 1 FHWA environmental concurrence: 2/15/13 – south segment; 4/18/13 – middle segment; 3/11/13 – north segment

### PROJECT FACTS

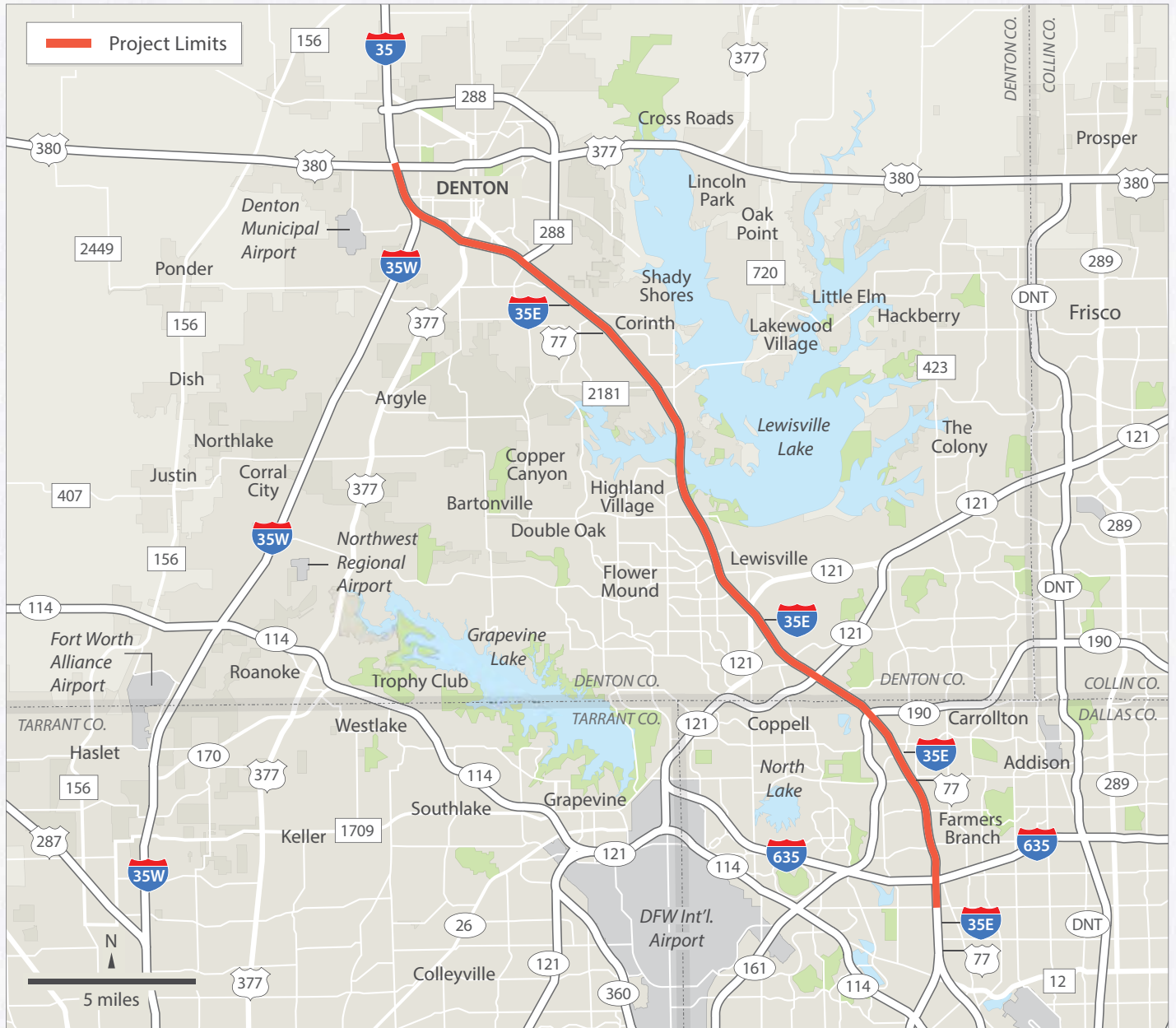
- South segment (I-635 to PGBT): 7.5 miles
- Middle segment (PGBT to FM 2181): 12.1 miles
- North segment (FM 2181 to US 380): 10.5 miles
- Additional general purpose lane in each direction: north of SH 121 to US 380
- Two reversible TEXpress Lanes (toll lanes) from I-635 to Turbeville/Hundley
- New SB bridge over Lewisville Lake
- Belt Line Road intersection reconstruction
- Intersection/bridge improvements at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.
- **Substantial completion: Late summer 2017**

### PROJECT PROGRESS

- Toll gantries are being erected near the entrance and exit ramps of the TEXpress Lanes and construction continues on the connections of the I-35E/LBJ Express TEXpress Lanes
- The new collector/distributor bridges between the Sam Rayburn Tollway and the President George Bush Turnpike are now open.
- East and westbound lanes of Belt Line Road are now on the new elevated structure.
- SB mainline traffic is now in its permanent alignment on the new Lewisville Lake Bridge and northbound mainline traffic has been shifted back onto the improved original Lewisville Lake Bridge.
- The bridges at North Texas Blvd, Post Oak Dr., Fox Ave and Garden Ridge Blvd are scheduled to fully open this spring. The Oak Dr./Lake Dallas Dr., Turbeville Rd./Hundley Dr. intersections are scheduled to open this spring.

### FUNDING

- Federal - \$460 million; State - \$979 million (including \$534 million in Denton County RTR funds and \$285 million TIFIA loan funds), Local - \$14 million



NOTE: Highlighted areas are not to scale.

TxDOT graphic

Roadway and Limits		Existing frontage road (FR) lanes (Each dir.)	Existing main lanes (Each dir.)	Existing HOV lanes (Each dir.)	Interim*** FR lanes (Each dir., 2016)	Interim*** general purpose lanes (Each dir., 2016)	Interim*** reversible managed lanes (2016)	Proposed frontage road lanes (Each dir., 2030)	Proposed general purpose lanes (Each dir., 2030)	Proposed managed lanes (Each dir., 2030)
<b>South:</b>	North of I-635 to President George Bush Turnpike	2 - 3*	3	1	2 - 3	3	2	2 - 3	4	2
<b>Middle:</b>	President George Bush Turnpike to Turbeville Rd.	2 - 3*	3	0	2 - 3	3** - 4	2	2 - 3	4	2
<b>North:</b>	Turbeville Rd. to U.S. 380	2 - 3	2	0	2 - 3	3	0	2 - 3	3	1 - 2

\* Discontinuous. \*\* PGBT to SH 121. \*\*\* Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor.

TxDOT graphic

PROJECT CONTACTS



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# INTERSTATE 35W

## TxDOT PROJECT TRACKER



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

### OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 23 on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add TEXpress Lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) will construct Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) is constructing Segment 3B, from north of I-820 to US 81/287. Segment 3C, from US 81/287 to Eagle Parkway, is estimated to begin construction in 2018. I-35W currently carries 102,000 vehicles daily near downtown Fort Worth and 127,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



March 2017 - I-35W construction at 28th Street

### PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close

### PROJECT PROGRESS

#### THE 3A PORTION: (I-30 to I-820)

- 66% complete
- The on-ramp to northbound I-35W from Northside Drive/Yucca Avenue is closed through the summer.
- Traffic has been shifted on eastbound I-820 at the I-35W/820 interchange.
- Sound wall installation is beginning.

#### THE 3B PORTION: (I-820 to US 81/287)

This segment is substantially complete with all lanes in their final location. Finish work on corridor aesthetics and the TEXpress Lanes will continue and the final layer of pavement will be applied in the spring when higher temperatures will allow.

**THE 3C PORTION: (US 81/287 to Eagle Parkway)** This project is estimated to begin construction in 2018.

### PROJECT FACTS

#### LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to US 81/287) 3.6 miles
- Segment 3C (I-35W from US 81/287 to Eagle Parkway) 8 miles

#### TEXPRESS LANES

- Segments 3A, 3B & 3C: Two SB lanes (3C proposed)
- Max. initial travel cost: 75 cents per mile

### COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$244 million
- Segment 3C: \$700 million (proposed)

### FUNDING

– Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$274 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$46.5 million interest income

- Segment 3B: \$135 million Category 12; \$65 million Fund 6

### RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

### CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; estimated completion - 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec 2016
- Segment 3C: Estimated construction start- 2018



NOTE: Highlighted areas are not to scale.

TxDOT graphic

\* Segments identified by number do not denote priority or sequence. \*\* All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. ^^Discontinuous. ^^^Potential deferment of additional mainlanes. ^^^^Currently not funded. Ultimate capacity remains a priority to the region.

**SEG\* Roadway and Limits**

<b>3C</b>	I-35W from US 81/287 to Eagle Parkway	
Existing lanes (Each dir.)		2
Frontage lanes (Each dir.) ^^		2 - 3

**Interim Configuration\*\***

Mainlanes (Each dir.)		2
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2 - 3

**SEG\* Roadway and Limits**

<b>3B</b>	I-35W from north of I-820 to US 81/287	
Existing lanes (Each dir.)		2
Frontage lanes (Each dir.)		2

**Interim Configuration**

Mainlanes (Each dir.)		2
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2

**Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\***

Mainlanes (Each dir.) ^^^		4
TEXpress Lanes (Each dir.)		2 - 3
Frontage lanes (Each dir.)		2 - 3

**SEG\* Roadway and Limits**

<b>3A</b>	I-35W from north of I-30 to north of I-820	
Existing lanes (Each dir.)		2 - 3
Frontage lanes (Each dir.) ^^		2

**Interim Configuration**

Mainlanes (Each dir.)		2 - 3
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.) ^^		2

**Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\***

Mainlanes (Each dir.) ^^^		4
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2 - 3

**SEG\* Roadway and Limits**

<b>3A II</b>	SH 121 Interchange ^^^^	
--------------	-------------------------	--

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# HORSESHOE PROJECT

## TxDOT PROJECT TRACKER

DALLAS DISTRICT



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

### OVERVIEW

The Horseshoe Project will improve traffic flow in the heart of downtown Dallas. The \$798 million project will replace the I-30 and I-35E bridges that cross the Trinity River, as well as reconstruct the interchange. The project will also feature the construction of the Margaret McDermott Bridge, Dallas' second signature bridge designed by Santiago Calatrava. The project was aptly dubbed the "Horseshoe Project" due to its U-shape (see map) and has been given the highest priority due to the increasing bridge maintenance costs.

Within the project limits, I-30 and I-35E carry more than 460,000 vehicles per week day ranking it the 20 most congested roadways in Texas. There is rapid deterioration of bridges built in the 1930s and 1950s which has led to increasing maintenance and repair costs in recent years. Local stakeholders raised the priority to develop a financially attainable solution that addressed the safety and congestion concerns.



**Pictured above:** An aerial view looking north toward downtown Dallas at the bridge now carrying northbound I-35E traffic. This traffic switch occurred on March 25th.

### PROJECT HISTORY

- **Sept. 2012** – Federal Environmental Clearance
- **Oct. 2012** – Receive Final Proposals
- **Nov. 2012** – Conditional Award/Selection
- **Feb. 2013** – Contract Execution
- **Apr. 27, 2013** – Groundbreaking ceremony in downtown Dallas

### PROJECT PROGRESS

- Construction continues on Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. Both the EB and WB arches are complete. Crews are currently preparing to start placing the deck.
- Work continues on the second phase of the EB mainlane bridge over the Trinity River and traffic is in its permanent configuration.
- Permanent concrete paving is wrapping up in the mixmaster under the Houston and Jefferson viaducts.
- Northbound I-35E traffic over the Trinity River was shifted into its permanent configuration on March 25, 2017.

### PROJECT FACTS

This project is made possible by legislation passed in 2011, which provided TxDOT with additional tools in the form of "design-build" authorization as well as additional Proposition 12 funding.

The new tools provide the opportunity to close the project funding gap and construct the project at least four years sooner than conventional project development methods could. Utilizing design-build allowed the project to get underway by late-2013 and be completed as early as summer 2017.

**LENGTH:** 5 miles

#### LIMITS

- I-30 from Hotel Street west to Sylvan Avenue
- I-35E from Eighth Street north to Commerce Street

#### RIGHT OF WAY

- All parcels are acquired and are held in the name of the State of Texas

#### CONSTRUCTION DATES

- Construction began in October 2013 and is scheduled for completion in summer 2017

### FUNDING

Prop 12 (P2 PE/ROW; P2 TMA; P2 Bridge; P1 Anticipated)	\$604.7 M
Prop 14	\$7 M
SH 121 RTR	\$21.4 M
Cat 10 HPS/DEMO Earmarks	\$106.3 M
Cat 6 Federal Bridge	\$75 M
Cat 7 STP-MM	\$4.45 M

SOURCE: TxDOT

TxDOT graphic





## PRELIMINARY HORSESHOE SCHEMATIC (April, 2012)



SOURCE: Texas Department of Transportation.

TxDOT graphic

### PROJECT CONTACTS



**Texas Department of Transportation**  
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Mesquite, TX 75150  
214-320-6100



**Project website:** [www.dallashorseshoe.com](http://www.dallashorseshoe.com)  
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*"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."*

### OVERVIEW

The Midtown Express (SH 183 Managed Lanes Project) is an interim project that will increase the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles per day. Plans include increasing the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of TEXpress (toll managed) Lanes. The TEXpress Lanes will feature dynamic tolling designed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



SouthGate Constructors photo archive

**February 2017:**  
SH 183 at MacArthur Blvd. in Irving.

### PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – The contract between TxDOT and SouthGate executed
- **December 2, 2014** – The project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

### PROJECT PROGRESS

- SH 114
  - Currently in its final phase of construction, SH 114 is expected to be completed in late 2017.
- SH 183
  - Construction is approximately 50% complete.
  - Utility relocation is approximately 95% complete.

- Constructing bridges and walls at all major intersections along SH 183 in Dallas, Irving and Euless.
- Placing girders, pouring bridge decks and painting direct connections between SH 183 and Loop 12.
- This summer, traffic will be switched onto new bridge widening along SH 183 allowing the other side of the bridges to be removed and rebuilt.
- Loop 12
  - Major traffic switches implemented on north and southbound Loop 12 between I-35E and SH 183.

### MIDTOWN EXPRESS PROJECT (ESTIMATED OPERATION 2018)

#### LENGTH

- SH 183 from SH 121 to I-35E: 14.8 miles
- SH 114 from SH 183 to International Parkway: 10.5 miles
- Loop 12 from SH 183 to I-35E: 2.5 miles

#### COST

- \$847.6 million (Design and Construction)

#### FUNDING

- Funding sources include CAT 2, 7, 10 and 12 as well as a pending Transportation Infrastructure Finance and Innovation Act (TIFIA) loan

#### RIGHT OF WAY

- Acquisition is 94% complete

### PROJECT

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct one TEXpress Lane in each direction on SH 183 and Loop 12.
- Construct one TEXpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TEXpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

### ULTIMATE PROJECT (ESTIMATED OPERATION TBD)

#### COST

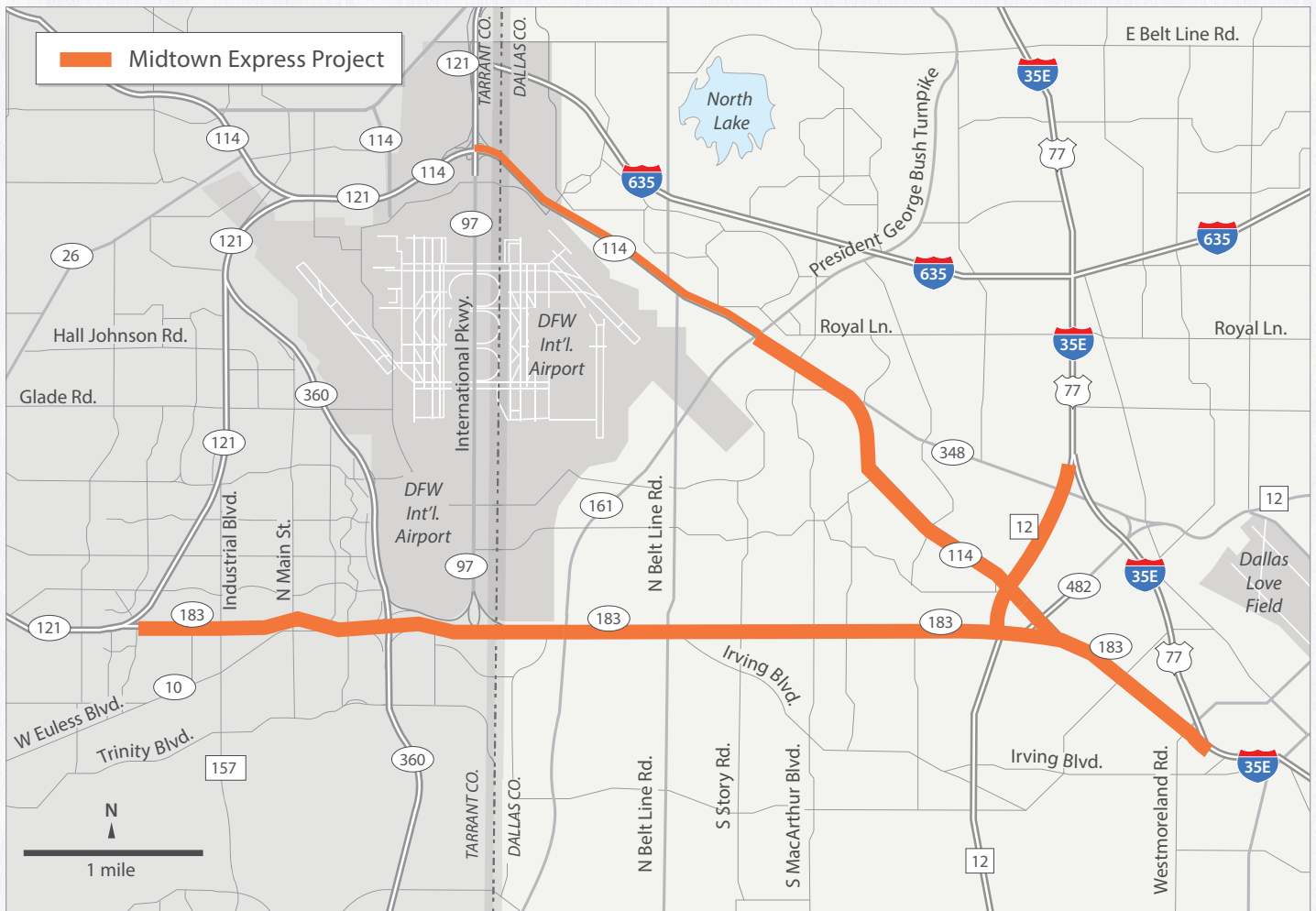
- \$2.5 billion (funding not identified)

#### PROJECT

- Add one mainlane in each direction in some locations
- Up to three TEXpress Lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange completion

### SCHEDULE

- Construction Start: April 2015
- Substantial Completion (Est.): 2018
- Ultimate construction to begin when funds become available



NOTE: Not to scale.

TxDOT graphic

### SH 183 BETWEEN SH 121 AND I-35E

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	2 - 3
Midtown Express (Interim)	1	3	2 - 3
Ultimate Project Configuration	2 - 3	4	2 - 4

### SH 114 BETWEEN INTERNATIONAL PKWY AND ROCHELLE BLVD

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	2 - 4	0 - 4
Midtown Express (Interim)	1*	2 - 4	0 - 4
Ultimate Project Configuration	2	4	2 - 4

\* Managed lane in WB direction only from International Pkwy. to SH 161.

TxDOT graphic

### LOOP 12 BETWEEN SH 183 AND I-35E

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	0 - 3
Midtown Express (Interim)	1	3	0 - 3
Ultimate Project Configuration	2R	4	2 - 3

## PROJECT CONTACTS



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# SH 360 SOUTH

## TxDOT PROJECT TRACKER



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

### OVERVIEW

SH 360 has mirrored the growth of southern Tarrant County for decades. The Texas Department of Transportation (TxDOT) first developed and opened portions of SH 360 in 1958, and the department has regularly improved and expanded one of the region's major north-south arteries ever since. South of Interstate 20, TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Construction on the SH 360 toll lanes south of I-20 to US 287 began in November 2015 as part of a public-public partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The initial SH 360 project will add two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. The project will be built using the design-build construction method, which typically cuts construction time in half.



Crews set beams for the future SH 360 bridge at Heritage Parkway

### PROJECT HISTORY

- **1994** – First frontage road project south of I-20 (I-20 to New York Avenue)
- **1997** – Frontage road project (New York Avenue to East Broad Street)
- **2003** – Frontage road project (East Broad Street to US 287)
- **2006** – Interchange project at Green Oaks Boulevard including mainlanes from I-20 to Sublett Road
- **Dec. 5, 2013** – The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360
- **Jan. 16, 2014** – Environmental clearance received
- **Feb. 19, 2014** – NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA)
- **Feb. 27, 2014** – The Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ)
- **Mar. 11, 2014** – TxDOT issued an RFQ
- **Sept. 8, 2014** – TxDOT released the final Request for Proposals (RFP)
- **Feb. 26, 2015** – The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture
- **May 2015** – The contract between TxDOT and Lane-Abrams Joint Venture was executed
- **Oct. 21, 2015** – Groundbreaking held

### PROGRESS

- Paving of mainlanes from Camp Wisdom Road to US 287 continues.
- Crews will install bridge beams for the new US 287 mainlane bridges over SH 360 in March, with the bridges expected to open for traffic in fall 2017.
- The Webb Lynn Road/Lynn Creek Parkway and Broad Street crossover bridges are expected to be completed and open in spring 2017. The Heritage Parkway and Debbie Lane/Ragland Road bridges are scheduled for completion in summer 2017.
- In March, detours for bridge construction will occur at Sublett Road/Camp Wisdom Road with estimated completion in late 2017.

### PROJECT FACTS

#### LENGTH

- Green Oaks Boulevard to US 287: 9.7 miles

#### COST

- Initial project cost: \$340 million with the partnerships

#### INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: two toll lanes each direction
- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage road
- A portion of US 287 NB frontage road and ramps
- Cross street improvements

### ULTIMATE PHASE

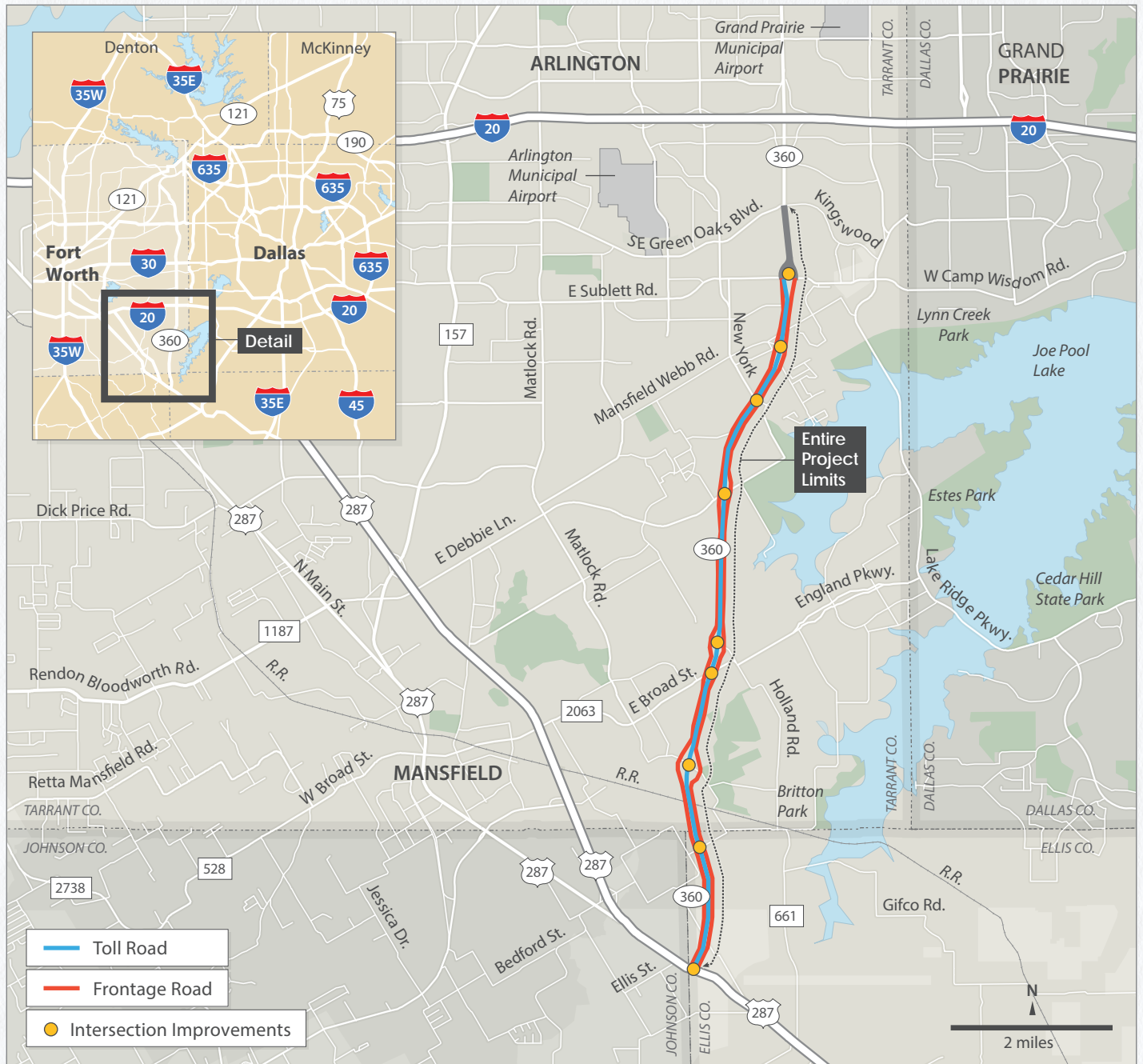
- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound.
- Funds for the ultimate phase have not been identified.

### TRAFFIC COUNTS (VEHICLES PER DAY, 2015)

- At Bardin Road: 89,000
- At Southeast Parkway: 53,000
- At Holland Road: 31,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

### ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Spring 2018



NOTE: Project area is not drawn to scale in order to emphasize details.

Roadway and Limits	Existing frontage road lanes (Each direction)	Initial frontage road lanes (Each direction, late 2017)	Initial toll lanes (Each direction, late 2017)	Ultimate toll lanes (Each direction)
SH 360 from Sublett Road/Camp Wisdom to East Broad Street	2	2	2	4
SH 360 from East Broad Street to US 287	1-2	2	2	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

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# I-30/SH 360 INTERCHANGE PROJECT

## TxDOT PROJECT TRACKER

[www.keep30360moving.org/](http://www.keep30360moving.org/)

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



### OVERVIEW

Recognizing the growing transportation needs of the Metroplex, the Texas Department of Transportation (TxDOT) started construction on the \$233 million Interstate 30/State Highway 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The I-30 and SH 360 mainlanes will also be built with additional auxiliary lanes added to I-30, one lane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are on I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



Bridge column construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

### PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Road) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH360 interchange).

2010 – Cooper Street to Ballpark Way (2.8 miles) in Arlington - reconstruction of the I-30 mainlanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street and Baird Farm Road/AT&T Way.

2010 – Center Street to the Dallas County line - construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the re-evaluation for the ultimate improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking event.

### PROJECT FACTS

#### LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

#### PROGRESS

- Completed installation of bridge beams on the SH 360 southbound frontage road and began placing the new bridge deck.

- Constructing bridge substructures for southbound frontage road between Lamar Boulevard and Six Flags Drive, and new direct connector ramps (1) I-30 eastbound to SH 360 northbound and SH 360 southbound, (2) for SH 360 southbound to I-30 westbound and I-30 eastbound, (3) for SH 360 northbound, and (4) I-30 westbound to SH 360 southbound
- Began constructing I-30 mainlane and collector-distributor structures at Johnson Creek
- Closed I-30 HOV lane until project completion for construction in median
- Placed temporary detour pavement on SH 360 southbound frontage road and on I-30 westbound mainlanes

#### Cost

- \$233 million

#### FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes extending Six Flags Drive north to Avenue H.

#### 2015 TRAFFIC COUNTS (project area)

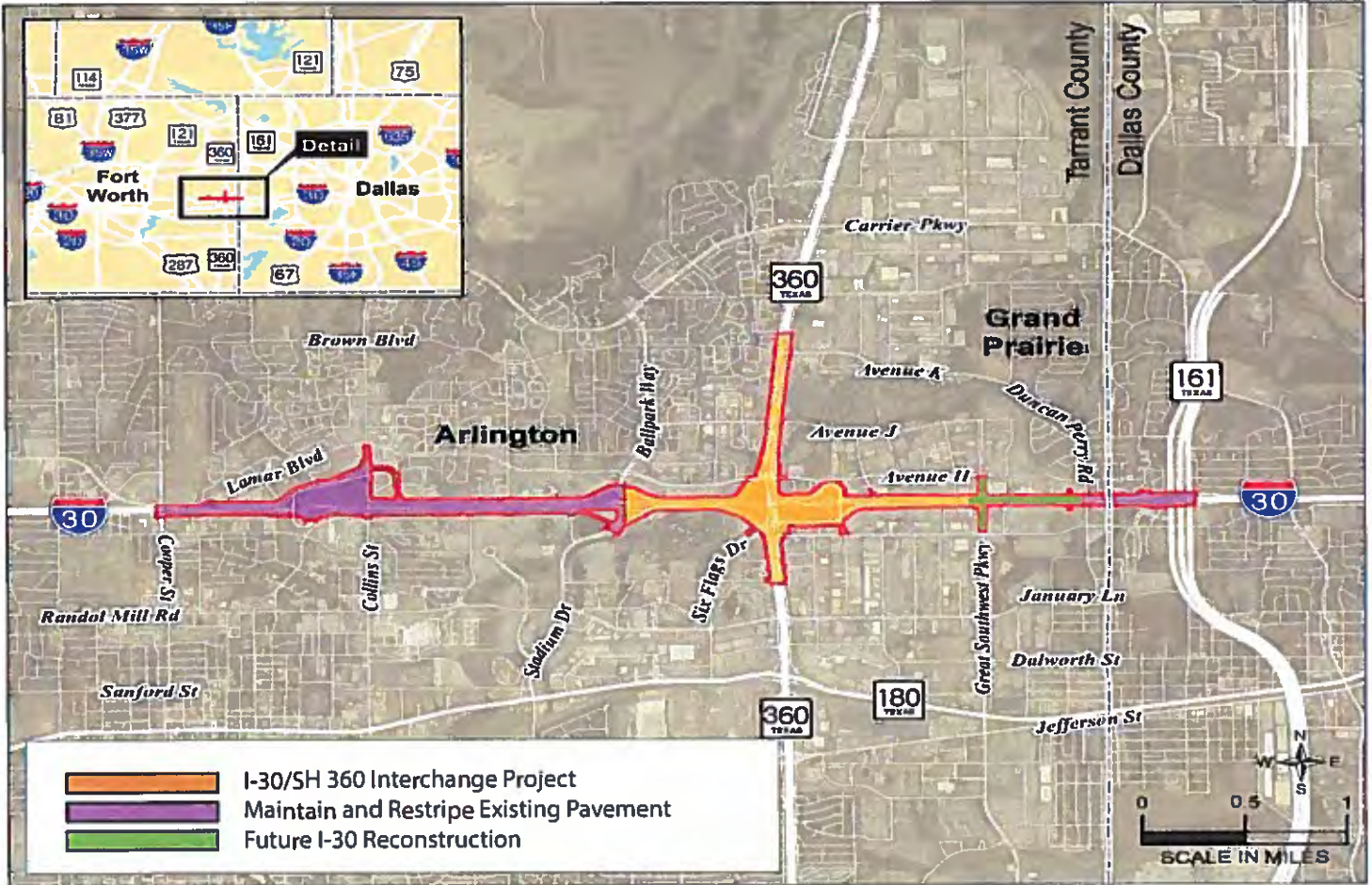
- I-30 - 133,000 vehicles per day
- SH 360 - 183,000 vehicles per day

#### ANTICIPATED COMPLETION

- 2020

#### 2035 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day



Roadway and Limits	Existing Facility	Proposed Facility
I-30 from Cooper Street to SH 161		
General Purpose Lanes in Each Direction	3 lanes	3 lanes (plus aux. lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction		
– from Cooper St. to Ballpark Way	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
– from Ballpark Way to SH 161	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
Managed Toll/HOV Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Blvd./Ave. K to Road to Six Flags St.		
General Purpose Lanes in Each Direction	3 (plus aux. lanes)	3 to 4 (plus aux. lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

PROJECT CONTACTS



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