

## AGENDA

**Regional Transportation Council  
Thursday, April 13, 2017  
North Central Texas Council of Governments**

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

**1:00 – 1:05 1. Approval of March 9, 2017, Minutes**  
 Action       Possible Action       Information      Minutes:      5  
Presenter:      Ron Jensen, RTC Chair  
Item Summary: Approval of the March 9, 2017, minutes contained in [Reference Item 1](#) will be requested.  
Background:      N/A

**1:05 – 1:05 2. Consent Agenda**  
 Action       Possible Action       Information      Minutes:      0

**2.1. Transportation Improvement Program Modifications**  
Presenter:      Ken Bunkley, NCTCOG  
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP) will be requested.  
Background:      May 2017 revisions to the 2017-2020 TIP are provided as [Reference Item 2.1.1](#) for the Council's consideration. Administrative amendments from the February 2017 cycle are provided for information in [Electronic Item 2.1.2](#). These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

**2.2. Unified Planning Work Program Modifications**  
Presenter:      Dan Kessler, NCTCOG  
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2016 and FY2017 Unified Planning Work Program (UPWP) will be requested.  
Background:      The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017. Included in these proposed amendments are new initiatives, updates to existing projects, and funding adjustments. The proposed modifications were presented at the March 13, 15, and 20, 2017, public meetings and are also included as [Reference Item 2.2.1](#). Additional information is provided in [Electronic Item 2.2.2](#). Comments received as a result of

the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee has recommended Regional Transportation Council approval of the proposed modifications.

**2.3. Approval of Contingent Local Funds for Electric Vehicle Carsharing Project**

Presenter: Chris Klaus, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of the contingency for local match will be requested.

Background: Staff submitted a grant proposal to the Department of Energy (DOE) for an electric vehicle carsharing project at college and university campuses throughout the region. The proposed project also includes participation from Clean Cities Coalitions in Austin, Louisiana, and Oklahoma, working with colleges and universities in their respective areas. The DOE encouraged submittal of a full grant proposal which was due on March 24, 2017.

The grant requires a minimum of a dollar-for-dollar match throughout the project. Matching funds will be sourced from project partners, including participating universities. As part of the project proposal, staff requested DOE funds to cover all administrative expenses related to project implementation. However, expenses associated with staff time needed to initiate the project may occur prior to any match funds being received. Therefore, staff is seeking approval to utilize up to \$50,000 in RTC local funds, if needed, to support these initial staff expenses.

1:05 – 1:20

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

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

1. Regional Transportation Council (RTC) Member Representation at Events
  - Dallas County Judge Clay Lewis Jenkins-Texas Freight Advisory Committee
2. Funding Allocations and Projects Approved in the 2017 Unified Transportation Program
3. High-Occupancy Vehicle Subsidy Report ([Electronic Item 3.1](#))
4. Traffic Incident Management Executive Level Course, May 4, 2017 ([Electronic Item 3.2](#))
5. North Texas Smart Cities Summit, May 16, 2017 ([Electronic Item 3.3](#))
6. Southern Transportation and Air Quality Summit, August 29-30, 2017 ([Electronic Item 3.4](#))
7. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.5](#))
8. March Public Meeting Minutes (Handout)
9. April Public Meeting Notice ([Electronic Item 3.6](#))
10. 2017 Spring Outreach Season ([Electronic Item 3.7](#))
11. High-Speed Rail Correspondence ([Electronic Item 3.8](#))

- 12. Recent Correspondence ([Electronic Item 3.9](#))
- 13. Recent News Articles ([Electronic Item 3.10](#))
- 14. Recent Press Releases ([Electronic Item 3.11](#))
- 15. Transportation Partners Progress Reports

1:20 – 1:30

4. **Overview from Commissioner Laura Ryan, Texas Transportation Commission**

Action       Possible Action       Information      Minutes: 10

Presenter: Victor Vandergriff and Laura Ryan, Texas Transportation Commission

Item Summary: Commissioner Victor Vandergriff will introduce his colleague, Laura Ryan, from the Texas Transportation Commission.

Background: The Regional Transportation Council (RTC) has a rich history of supporting the Texas Department of Transportation Texas commissioners from across the state. From time to time, one of the five commissioners is available to meet with the RTC.

1:30 – 1:40

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

Action       Possible Action       Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request action on a partnership with the City of Fort Worth, the Texas Department of Transportation (TxDOT), Tarrant County, and the Regional Transportation Council (RTC) regarding the Hemphill/Lamar Connector project in Downtown Fort Worth.

Background: After being defederalized by the RTC at the request of the City of Fort Worth in 2009, the Hemphill/Lamar Connector project has experienced rising costs over the years. The total cost is now \$53 million and the City has \$26.69 million available. In September 2016, the RTC approved part of a Hemphill/Lamar Connector partnership, with staff committing to bring back the final partnership for approval. Staff has since worked with the City and Tarrant County, among others, to identify the remaining funds and complete the partnership. It is critical that this project does not switch back to a federal design standard.

In order to construct this project using only local funds, staff proposes a partnership in which the City uses its remaining funds, along with an additional \$23 million from Tarrant County, a contribution of \$3.45 million in Regional Toll Revenue (RTR) funds from the RTC, and TxDOT payment of direct State costs for on-system portions of the project. As part of this effort, staff is proposing to swap RTR funds from the Kaufman County account to the Tarrant County and Regional Accounts. Further details on the partnership can be found in [Reference Item 5](#).

- 1:40 – 1:45**    6.    **Critical Freight Corridors: Regional Connections**  
 Action     Possible Action     Information    Minutes:    5  
 Presenter:    Dan Lamers, NCTCOG  
 Item Summary: Staff will brief the Council and seek action on the proposed 2017 Critical Urban Freight Corridor designations that will provide enhanced connectivity to the State Freight Network and National Highway Freight Network.  
 Background: In March, staff briefed the Council on the Texas Department of Transportation's request for the Metropolitan Planning Organization to propose approximately 100 miles of roadway corridors to be designated as Critical Urban Freight Corridors. Critical Urban Freight Corridors are vital freight corridors that provide critical connectivity to the federal system. By designating these important corridors, states can strategically direct resources toward improved system performance and efficient movement of freight. The designation of these corridors will increase opportunities for National Highway Freight Program formula funds and Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Program funds. [Reference Item 6](#) illustrates the proposed facilities for designation as Critical Urban Freight Corridors.
- 1:45 – 1:50**    7.    **Transportation Development Credits: Category Renewals and Additions**  
 Action     Possible Action     Information    Minutes:    5  
 Presenter:    Adam Beckom, NCTCOG  
 Item Summary: Staff will request Regional Transportation Council (RTC) approval of proposed changes to the Regional Transportation Development Credit (TDC) program. In March, staff briefed the Council on this item.  
 Background: In 2012, the RTC received an allocation of 465,486,222 TDCs from the Texas Department of Transportation. In the years since, 145,548,640 credits have been awarded to local agencies to be utilized in lieu of the local match on projects and programs with federal funding. North Central Texas Council of Governments staff has been exploring new ways to utilize TDCs and proposes to make changes and allocation adjustments to the program. Details on the proposed changes can be found in [Reference Item 7](#).
- 1:50 – 2:00**    8.    **Approval of Automated Vehicle Program Funding**  
 Action     Possible Action     Information    Minutes:    10  
 Presenter:    Tom Bamonte, NCTCOG  
 Item Summary: Staff will provide an overview and request approval of Automated Vehicle Program funding.  
 Background: The North Central Texas Council of Governments established its Automated Vehicle Program in mid-2016. Staff seeks approval of a plan to fund a variety of automated vehicle initiatives in coming months. The Surface Transportation Technical Committee approved the program at its March 24, 2017, meeting. Details are provided in [Reference Item 8](#).

- 2:00 – 2:10**    9.    **Legislative Update**  
 Action       Possible Action     Information      Minutes:    10  
 Presenter:      Amanda Wilson, NCTCOG  
 Item Summary: The Regional Transportation Council (RTC) will receive an update on federal and State legislative actions.  
 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 issues will be a focus for both the US Congress and Texas Legislature. This item will allow staff to provide updates on key positions of the RTC and allow any additional positions to be taken, if necessary. Rebekah Hernandez has been transmitting summaries to RTC members every week during the session.
- 2:10 – 2:20**    10.    **Start of Ozone Season and Other Air Quality Updates**  
 Action       Possible Action     Information      Minutes:    10  
 Presenter:      Chris Klaus, NCTCOG  
 Item Summary: Staff will provide an update on a variety of air quality topics pertaining to North Central Texas as the 2017 ozone season begins.  
 Background:    The 2017 ozone season began on March 1 for the North Central Texas ten-county nonattainment area. The region continues to monitor and work towards compliance for the 2008 ozone National Ambient Air Quality Standard (NAAQS) at the same time the Environmental Protection Agency (EPA) transitions to the more recent 2015 ozone NAAQS.
- To aid in community outreach, North Central Texas Council of Governments staff recently updated the Air North Texas website. The revamped website offers a more user-friendly interface, helps raise awareness about air quality issues, includes information for becoming an Air North Texas partner, and lists upcoming outreach events. Further details can be found in [Electronic Item 10](#).
- 2:20 – 2:30**    11.    **Texoma Area Paratransit System Wrap Up**  
 Action       Possible Action     Information      Minutes:    10  
 Presenter:      Sarah Chadderdon, NCTCOG  
 Item Summary: Staff will provide an update on efforts to close out funding agreements and manage assets that had been used to support transit service operated by Texoma Area Paratransit System (TAPS) in the south Collin County area between 2013 and 2015. Additional information is available in [Electronic Item 11](#).  
 Background:    In 2013, TAPS was selected to provide transit service in most of Collin County. Following several federal and state reviews with negative findings and growing financial problems, TAPS stopped providing service in Collin County at the end of 2015. Throughout 2016, staff worked to close out TAPS agreements and redistribute vehicles.

2:30 – 2:40

12. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding**  
 Action       Possible Action       Information      Minutes: 10  
Presenter: Adam Beckom, NCTCOG  
Item Summary: Staff will provide information and request feedback on the proposed project selection process for Fiscal Years (FY) 2017-2020 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds scheduled to occur this year.  
Background: During the 10-year planning effort, projects were programmed using Category 2 (Metropolitan Corridor), Category 4 (Statewide Connectivity Corridor), and Category 12 (Strategic Priority) funding. Category 5 (CMAQ) and Category 7 (STBG) funds were not programmed through this effort and instead 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 the CMAQ and STBG funds. The proposed process for awarding CMAQ and STBG funds will be presented at the meeting, and details of the proposed process are included in [Electronic Item 12](#).
13. **Progress Reports**  
 Action       Possible Action       Information  
Item Summary: Progress Reports are provided in the items below.
- RTC Attendance ([Reference Item 13.1](#))
  - STTC Attendance and Minutes ([Electronic Item 13.2](#))
  - Local Motion ([Electronic Item 13.3](#))
14. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
15. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.
16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, May 11, 2017, at the North Central Texas Council of Governments**.

MINUTES**REGIONAL TRANSPORTATION COUNCIL  
March 9, 2017**

The Regional Transportation Council (RTC) met on Thursday, March 9, 2017, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Scott LeMay (representing Douglas Athas), Sara Bagheri, Brian Barth, Carol Bush, Mike Cantrell, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Brian Loughmiller, David Magness, Tito Rodriguez (representing Scott Mahaffey), Matthew Marchant, B. Adam McGough, William Meadows, Ann Zadeh (representing Cary Moon), Mark Riley, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Oscar Ward, Cheryl Williams (representing Duncan Webb), B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, Erik Wilson, and W. B. "Zim" Zimmerman.

Others present at the meeting were: Vickie Alexander, Amanda Au, Gustavo Baez, John Baker, Melissa Baker, Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Alberta Blair, Tanya Brooks, Ron Brown, John Brunk, Kenneth Bunkley, Susan Buse, Loyl Bussell, Marrk Callier, Jack Carr, Maribel Chavez, Jim Cline, Korey Coburn, Mike Coleman, John Cordary, Hal Cranor, Clarence Daugherty, Brian Dell, Kim Diederich, Jerry Dittman, David Dryden, Steven Duong, Chad Edwards, Traci Enna, Julie Fancher, Brittney Farr, Kevin Feldt, Keineth Fuller, Bob Golden, Martin Gonzalez, Christie Gotti, Christine Graygor, Laura Hanna, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Jesse Herrera, Axel Herrmann, Jodi Hodges, Kevin Hugman, Greg Janes, Shannon Joski, Ann-Claire Karalyos, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Ruben Landa, Harry LaRosiliere, April Leger, Amanda Long-Rodriguez, Paul Luedtke, Karina Maldonado, Barbara Maley, Curtistene McCowan, Keith Melton, Cliff Miller, Cesar Molina Jr., Erin Moore, Michael Morris, Sterling Naron, Jenny Narvaez, Thun Nguyen, Chris Paris, Johan Petterson, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout, Bill Riley, Carrie Rogers, Kyle Roy, Greg Royster, Moosa Saghian, Steve Salin, Devin Sanders, Steve Sanders, Russell Schaffner, Lori Shelton, Walter Shumac, Randy Skinner, David L. Smith, Rick Stopfer, Dean Stuller, Vic Suhm, Justin Thomey, Jonathan Toffer, Christopher Tolar, Lauren Trimble, Dan Vedral, Mitzi Ward, Amanda Wilson, Brian Wilson, Miles Wilson, Bruce Wood, Mykol Woodruff, Ed Wueste, Susan Young, and Kate Zielke.

1. **Approval of February 9, 2017, Minutes:** The minutes of the February 9, 2017, meeting were approved as submitted in Reference Item 1. Glen Whitley (M); Jungus Jordan (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Transportation Development Credits for the High-Speed Rail Environmental Clearance:** Approval to use Transportation Development Credits as the local match for the completion of the environmental documentation for the high-speed rail line between Dallas and Fort Worth was requested. A copy of the latest correspondence regarding high-speed rail was provided in Electronic Item 2.1.1 and a copy of the previous Regional Transportation Council action was provided in Electronic Item 2.1.2.

- 2.2. Fixing America's Surface Transportation Act: East West Funding Distribution: Approval of the east/west funding distribution of 68 percent and 66 percent in the eastern subregion and 32 percent and 34 percent in the western subregion for Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program funds, respectively, was requested. Reference Item 2.2.1 provided additional information on the analysis and results. Supporting materials were provided in Electronic Item 2.2.2.

A motion was made to approve the items included on the Consent Agenda. Glen Whitley (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Bernice J. Washington for her eight years of service on the Regional Transportation Council.

Mr. Morris also presented items on the Director Transportation Report and highlighted items on the agenda. He discussed a proposed partnership with the Texas Transportation Commission, provided for action in Reference Item 3.1. Approximately two years ago, the Texas Department of Transportation (TxDOT) asked cities if there was interest to remove portions of their roadways off the State Highway System. A draft letter, provided in Reference Item 3.1, is proposed to formalize the partnership. This partnership benefits local governments by allowing them to focus on local design standards and optimizing land use along the facilities. The partnership benefits the State by reducing its out-year maintenance costs creating more money for capacity improvements. Staff proposed that the Texas Transportation Commission advance transportation design and engineering funding on innovative approaches to reconstruct some of the oldest sections of the outdated freeway system in exchange for local governments removing projects from the TxDOT system. A motion was made to approve correspondence to the Texas Transportation Commission regarding the proposed partnership outlined in Reference Item 3.1. Oscar Ward (M); Rob Franke (S). The motion passed unanimously.

Mr. Morris noted the deadline to submit projects for development of the FY2018 and FY2019 Unified Planning Work Program is March 24, 2017. Air quality funding opportunities were provided in Electronic Item 3.2. Information on the Southern Transportation and Air Quality Summit scheduled for August 29-30, 2017, was provided in Electronic Item 3.3. Information on upcoming Car Care Clinics was provided in Electronic Item 3.4, a March Public meeting notice was provided in Electronic Item 3.5, and 2017 spring outreach events information was provided in Electronic Item 3.6. The current edition of Mobility Matters was provided in Electronic item 3.7 and also distributed at the meeting. Recent correspondence was provided in Electronic Item 3.8 and recent news articles in Electronic Item 3.9. An additional news article was distributed at the meeting in Reference Item 3.9.1 regarding interest to eliminate the vehicle inspection program. Transportation partners progress reports were also distributed at the meeting.

4. **Volkswagen Mitigation Update and Correspondence to the State of Texas:** Chris Klaus provided an update on the Volkswagen settlement status and proposed correspondence to the Governor of Texas and Texas Attorney General. In late 2015, the Environmental Protection Agency (EPA) found that Volkswagen had installed illegal emissions defeat devices in its light-duty and heavy-duty diesel engines that circumvented emissions systems. In March 2016, the Regional Transportation Council (RTC) sent correspondence to the United States Department of Justice and the Texas Attorney General requesting that should a settlement be made, the funds should be earmarked to implement air quality



projects and programs to offset the increase in emissions in nonattainment areas. As a result of a Partial Consent Decree with the United States, a Mitigation Trust of approximately \$2.9 billion nationwide to fund eligible mitigation actions has been created, of which approximately \$209 million is available to the State of Texas. Of the total, approximately 15 percent can be used for administration of the funds. An overview of the process to allocate funding was presented. Steps include appointment of a trustee, the identification of government beneficiaries or lead agencies, creation of a mitigation plan, and administration of the mitigation trust by the trustee. At the time of the meeting, this process had not begun. If the effort is successful, staff anticipated it would be several months before any funding is allocated to the region. In an effort to prepare, staff developed a fair share funding recommendation for the potential funds. Staff believes the benefits of the funding are greater for areas that fall within transportation management areas, areas that will possibly be designated nonattainment under the 2015 ozone National Ambient Air Quality Standards (NAAQS), have existing vehicle inspection maintenance programs, and/or regions within Texas Clear Lanes. These areas have a greater percentage of the total vehicles that are affected by the mitigation, the greatest air quality challenges, and are the most congested. Staff determined that five areas in the state meet these criteria and that 90 percent of the Mitigation Trust be dispersed to the areas, with 10 percent set aside for other interested regions. This could mean that approximately \$63 million will be available to North Central Texas. The Partial Consent Decree identifies what type of mitigation actions are eligible, including diesel retrofits, electric vehicle infrastructure, and other types typically implemented by the Environmental Protection Agency under the Diesel Emissions Reduction Act. Proposed correspondence to the Governor of Texas and Texas Attorney General was provided in Reference Item 4.1. The correspondence requests that the State of Texas pursue receipt of funds, appoint the Texas Commission on Environmental Quality as the lead agency for the region, ensure the mitigation plan be transparent and include the involvement from regions and other interested parties, and focus on high nitrogen oxides reduction programs. Additionally, the letter requests support of the fair share funding disbursement based on transportation management areas, ozone noncompliance, Texas Clear Lanes, and 10 percent set aside for other interested regions; use of the funds be determined by each council of governments; and that administration of the grants be streamlined and flexible. Additional information regarding the effort was provided in Electronic Item 4.2. A motion was made to approve Regional Transportation Council correspondence to the Governor of Texas and Texas Attorney General provided in Reference Item 4.1. Jungus Jordan (M); Mike Cantrell (S). The motion passed unanimously.

5. **Resolution in Support for Texas Hyperloop Challenge Entry:** Tom Bamonte introduced hyperloop technology and presented information on the Hyperloop One Global Challenge. Hyperloop is a method of sending pods that contain cargo or passengers through near-vacuum tubes at up to approximately 700 miles per hour using electric propulsion. Tubes are either elevated or buried so there are no rail crossings, and the technology uses relatively little energy. There is a significant speed advantage for sending both freight and people using this technology compared to other means of surface transportation. Hyperloop One is a firm conducting a global competition to identify early hyperloop deployment sites throughout the world. Details were provided in Electronic Item 5.1. Approximately 2,600 entries were submitted for the competition and the Texas proposal was selected as a semifinalist. The Texas proposal supports 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 United States Texas Triangle (Austin, Dallas, and Houston) proposal being one of the 35 entries. Combined with attractive distances between cities, booming

populations, and a growing economy, the Texas Triangle proposal could potentially emerge as the preferred early deployment site for hyperloop in the country. The Regional Transportation Council's (RTC's) requested commitment is a proposed resolution expressing support for the Texas entry into the Hyperloop One Global Challenge. There is no financial commitment, endorsement of routes, mode choice, or selection of vendors. Glen Whitley asked when the competition would be completed and who would build the project. Mr. Bamonte noted selection is anticipated in early summer and that Hyperloop One will likely identify and work with the regions on the next stage of a feasibility study. The competition will help determine what areas in the world are most hospitable to this type of transportation technology. Mike Taylor asked if this technology could be misclassified as high-speed rail or transit by the Texas Legislature and then be perceived as in conflict with other efforts. Mr. Bamonte noted this is newer technology and is not expected to be considered in conflict with other efforts. A motion was made to approve the Resolution in Support for the Texas Entry in the Hyperloop One Global Competition (R17-01) provided in Reference Item 5.2. Gary Fickes (M); William Meadows (S). The motion passed unanimously.

6. **Dallas Area Rapid Transit/Regional Transportation Council Transit Related Improvement Program Funding Partnership:** Christie Gotti presented a proposed partnership with Dallas Area Rapid Transit (DART) to assist with DART's Transit Related Improvement Program (TRIP) and increase the Regional Transportation Council (RTC)/Local funding pool. In December 2016, DART staff requested assistance from the North Central Texas Council of Governments (NCTCOG) to develop a partnership to help assist with TRIP, which is designed to help DART respond to concerns from member cities without rail service or rail service in the approved financial plan by funding street and other related transportation improvements. Through the partnership, staff proposed to repopulate the region's RTC/Local pool through an innovative funding exchange. DART and the RTC would each contribute half the funds to the TRIP in two phases. The RTC commitment to the TRIP in Phase 1 is \$7 million and \$9 million in Phase 2. In addition, the RTC will send another \$10 million to DART for each phase (\$20 million total) and in return DART will send the same amount of local funds (\$20 million) back to the RTC for use to repopulate the RTC/Local pool. As a reminder, the RTC/Local pool was created in 2005 using several funding exchanges with partners in the region. RTC then selected local air quality, sustainable development, and other regionally significant projects with the funds. Staff proposed to continue using the RTC/Local funds for similar projects, but also expand the program to include innovative financing, leveraging, cash flow, and other regional transportation projects. As the existing balance in the pool is spent down, staff has been looking for opportunities to repopulate the RTC/Local pool. In addition to the DART partnership, staff is also working with Dallas Fort Worth International Airport and Kaufman County on potential partnerships and encouraged other interested agencies to contact staff if they have potential partnership opportunities. Ms. Gotti highlighted proposed projects for which DART will utilize TRIP funds with affected cities, including street repair, signal upgrades, intersection improvements, and others. DART will use its local funds to implement the projects and the RTC's federal funds will be used on DART projects to offset its local expenditures. This strategy concentrates federal funds on a few larger projects versus several smaller projects. If approved, federal funds of \$17,025,000 for Phase 1 in FY2018 for environmental and preliminary engineering on the Cotton Belt rail line and \$19,000,000 for Phase 2 in FY2012 for construction on the Cotton Belt rail line are proposed. The timeline for this effort was reviewed. The DART Board took initial action on the TRIP portion of the program and will take final action on the agreement in April 2017. Mike Taylor noted that he believed the TEXRail phase of the project was anticipated to have revenue operations by December 31, 2018. Michael Morris clarified that the portion of the Cotton Belt

to which staff referred was the section from the Dallas Fort Worth (DFW) International Airport to the City of Plano. Mr. Taylor asked if DART will now continue efforts from the DFW International Airport north starting with these funds. Mr. Morris noted DART has already worked with its Board to advance the Cotton Belt corridor from DFW International Airport to Plano. NCTCOG staff is working on a funding partnership to support the initiative and will come back to the RTC with a funding proposal at a future meeting. NCTCOG staff has been assigned the non-DART cities and are working with Coppell and DFW International Airport, specifically. DART is working with its member cities. This year, potentially by the summer, staff will present a financial packet that includes a DFW International Airport and Coppell agreement on how to bring high-speed rail into the airport and meet at the AB station. The reference in staff's presentation were the initials amounts that will be going to the Cotton Belt through the DART swap. A motion was made to approve the Dallas Area Rapid Transit/Regional Transportation Council Transit Related Improvement Program partnership with an exchange of approximately \$17 million in federal funds for \$10 million local in FY2018 (Phase 1) and \$19 million in federal funds for \$10 million local in FY2021 (Phase 2) and to allow staff to administratively amend the 2017-2020 Transportation Improvement Program and Statewide Transportation Improvement Program, and other planning/administrative documents to incorporate the new projects. Details were provided in Reference Item 6. Jungus Jordan (M); Gary Slagel (S). The motion passed unanimously.

7. **Modern Day "People-Mover" Technology Update and Request for Information:**

Michael Morris provided an update on recent progress regarding people-mover project initiatives for the Dallas-Fort Worth region. Staff has been working on parking garages that can have other value in addition to parking and to determine how this investment could be leveraged. Parking garages are also being discussed in Midtown and the Dallas Hospital District that will have coterminous people-mover stations. There is currently an open procurement for engineers to determine how the parking garages can interface with a people-mover system. In addition, a procurement is ready to be issued for the planning of initial people-mover system routes within the region. Potential locations include Dallas Midtown, including a potential connection to the Cotton Belt corridor, and other options that would potentially provide regional connections as well as transfers between the regional rail system and circulators. Staff is focusing its effort on the technology, but the efforts must also be included in the metropolitan planning process. Related to cost benefits, the focus is on lowering the cost of a new technology that does not exist today. Ideas include economies of scale of a single technology, engineering optimization of the structure, industrialization feasibility, driverless vehicle feasibility, battery technology feasibility, the role of freight/goods movement, and the integration of moving people and goods in the same corridor. Related to the revenue benefits, there may be an opportunity for the technology and structures to be manufactured locally, public-private partnership opportunities, revenue/cost reduction from freight usage, innovative funding, and integration with parking garages. Staff recommended issuance of a Request for Information to answer questions regarding technology feasibility, viewpoints, integration of technology, and other options to help the region with the last mile portions of movement for both goods and passengers. Details were provided in Reference Item 7. Jungus Jordan asked if this effort is a candidate for the hyperloop technology. Mr. Morris noted that hyperloop technology will be useful to bring riders to stations, but other options will be necessary to provide last mile connections. Jeff Williams noted the technology revolution in transportation is moving quickly and it is the duty of elected officials to educate citizens about the safety and financial benefits of the technologies. Rob Franke noted one of the Regional Transportation Council's core values is good planning and asked how staff is working to consolidate corridor management as

technologies come together. Mr. Morris noted it is the responsibility of the RTC to ensure the ability of enhancing transportation improvements and rights-of-ways in corridors for the future vision of planning. The preservation of public sector corridors for the future of transportation is critical. A motion was made to approve North Central Texas Council of Governments staff to submit a Request for Information to advance the people-mover concept. Rob Franke (M); Glen Whitley (S). The motion passed unanimously.

8. **Legislative Update:** Amanda Wilson provided a federal legislative update. Staff continues to monitor appropriations that would extend federal funding through the full fiscal year, or a new transportation funding bill may be possible. Ms. Wilson also provided an update on the 85<sup>th</sup> Texas Legislature. Upcoming deadlines were highlighted, including the March 10 bill filing deadline. She noted this is a Texas Department of Transportation (TxDOT) Sunset year, so related bills become similar to an omnibus transportation bill to which issues may get attached at the end of the legislative session. The three main topics of the Regional Transportation Council (RTC) Legislative Program were highlighted: 1) continue progress made toward improving transportation and air quality during recent legislative sessions, 2) invest in further progress toward meeting transportation and air quality needs, and 3) provide support for other transportation topics that may be addressed. Bills were highlighted by topic. Related to the budget is House Bill (HB) 1 and Senate Bill (SB) 1, which are general appropriations bills. As introduced, the bills are in agreement on transportation funding levels and include funding for Proposition 1 and Proposition 7. Other transportation funding bills include Senate Joint Resolution 45 that would give flexibility to use some Proposition 7 funds for other transportation purposes, HB 432 that would incrementally transfer motor vehicle sales tax revenue to the State Highway Fund, and HB 2513 that would increase the diesel fuel tax. Related to air quality, HB 2321 would modernize and add flexibility to Low-Income Repair and Replacement Assistance Program (LIRAP). Several bills have been introduced related to the emissions inspection program and ending the safety inspection program. Staff is monitoring those bills and has provided information on how it would impact air quality in the Dallas-Fort Worth region if those programs were ended. Another bill would allow counties to opt out of LIRAP, and several bills related to extending, enhancing, and ending the Texas Emissions Reduction Program (TERP) have also been introduced. Related to comprehensive development agreements (CDAs), staff is monitoring two bills. HB 2861 includes three projects in the region: 1) IH 30 from IH 35W to east of Fielder Road, 2) IH 635E from US 75 to IH 30, and 3) IH 35E from IH 635 to US 380. Reference Item 8, distributed at the meeting, contained a resolution from the City of Garland requesting that the Legislature fund the full IH 635E project from US 75 to IH 30. HB 2295 is a more specific bill for a CDA on IH 635E from US 75 to Royal Lane/Miller Road. Ms. Wilson noted that over 20 bills have been filed related to high-speed rail, primarily to limit or restrict its development. As a reminder, Mobility 2040 and the RTC Legislative Program support high-speed rail as a mode to explore and implement so staff is monitoring these bills. Bills range from restricting eminent domain, preventing funding/financing, prohibiting land surveys, and other additional regulations or limits. Similarly, bills intended to make it more difficult to implement transit have been filed. SB 385 would require each local entity that is part of a transit authority to vote and approve receiving funds for transit projects. SB 386 would prohibit federal funds from being used by transit authorities to make debt payments. Ms. Wilson noted additional topics of interest including the TxDOT Sunset bill. Many issues related to TxDOT Sunset include transparency and/or coordination. Several bills have also been introduced limiting or prohibiting toll projects, debt financing, and CDAs. Flexibility is needed in these areas so staff will continue to monitor these and other bills. Finally, Ms. Wilson noted SB 198. This bill would limit metropolitan planning organization policy boards to elected officials. Currently, RTC membership includes members from

transportation providers, transit authorities, and TxDOT. Staff believes this is a local decision to be made by each Metropolitan Planning Organization and have expressed and will continue to address this issue since the last legislative session. This has also been addressed in federal statute and regulations, and will be communicated to the Legislature if the bill moves forward. Glen Whitley noted he has heard that there is a request for budgets to be reduced by 10 percent versus the 4 percent that was originally discussed. In addition, some have said there is a proposal to reduce Proposition 7 funding by \$5 billion. He expressed concern that legislators have not heard from the region and that the RTC should let the Legislature know that if Proposition 7 funding is reduced by \$5 billion, projects will be impacted. Michael Morris asked that additional details be provided to staff so it could look into the information, match it against the RTC Legislative Program, and potentially have the RTC chair communicate the RTC's position to the Legislature. If correspondence is provided, staff will cite the popularity of Proposition 7 by citizens in the region. Mike Taylor mentioned bills related to the inspection program and discussed how legislators may or may not realize the unintended consequences these types of bills could have for nonattainment areas. Mr. Morris noted that metering at freeway on-ramps is done, but that the required inspections and check engine lights are the best option to encourage drivers to maintain vehicles.

9. **Critical Freight Corridors: Regional Connections:** Dan Lamers presented information regarding the designation of Critical Urban Freight Corridors for the region. He noted that Dallas County Judge Clay Lewis Jenkins was representing the region at the Texas Freight Advisory Committee the day of the meeting regarding the topic. The goal of the effort is to identify important freight corridors that provide critical connectivity to both the State Freight Network and the National Highway Freight Network. In addition, designation increases opportunities for National Highway Freight Program formula funds and Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Program funds. An explanation of the different designation types was provided. The Primary Highway Freight System is a federal system primarily comprised of the interstate system. The Texas Freight Network is a State system comprised of a primary freight network and secondary freight network. Critical freight corridors consist of the urban freight corridors designated by Metropolitan Planning Organizations (MPOs) and the rural freight corridors designated by the State. The State has requested that MPOs identify critical urban freight corridors. Designated corridors must be in an urbanized area and meet one or more of the following elements: 1) connect an intermodal facility to the primary highway system, interstate system, or an intermodal freight facility; 2) be located within a corridor or route of a primary highway freight system or provide an alternate option to important goods movement; 3) serve a major freight generator, logistics center, or manufacturing and warehouse/industrial land; or 4) is important to the movements of freight within the region. Using regional performance measures, staff has evaluated all freight-related urban corridors in the region using a qualitative and quantitative approach. Performance measures that consider truck travel data, intermodal facility locations, connections to freight oriented developments, the Primary Highway Freight System, and the Texas Freight Network are being utilized. Because this designation will allow corridors to be eligible for funding, proposed projects align with the goals of the Metropolitan Transportation Plan, Transportation Improvement Program, and 10-Year Plan. Maps of the federal primary highway freight system, major intermodal facilities, major freight oriented developments, and designated metropolitan urban area boundary were highlighted. In addition, the statewide primary and secondary systems were shown. To develop its regional Critical Urban Freight Corridor recommendations, staff placed its potential corridors into a scorecard. Based on the scorecard rankings, corridors for proposal were determined. There may be an opportunity to

update recommendations annually, so staff recommended that projects with a higher likelihood of being funded in the near future be included. When the projects are funded, recommendations can be modified by removing corridors that were funded and replacing them with new designations to become eligible for future funding. A map of all systems, including staff recommendations, was shown. Additional information regarding the information used to propose corridors and the associated maps were made available at [www.nctcog.org/cfc](http://www.nctcog.org/cfc). Glen Whitley asked if the recommendations are split using the east/west equity percentages. Mr. Lamers noted not at this time. In order to maximize the likelihood of funding, staff has recommended what it believes are the best regional projects. If funding is awarded, staff will track the distribution of east/west funding and swap with Surface Transportation Block Grant Program or Congestion Mitigation and Air Quality Improvement Program funds at a later time to maintain the balance. Mr. Lamers noted this is the current process with other sources of funding. Mr. Whitley discussed the traffic through downtown Fort Worth and noted it would be helpful if there was a corridor that moves some of this traffic to the west and asked staff to keep the comment in mind.

10. **Transportation Development Credits: Category Renewals and Additions:** Adam Beckom presented proposed updates to the region's Transportation Development Credit (TDC) program. Transportation Development Credits are earned by the region when toll revenues are used to fund capital projects on public highway. These credits are eligible to serve as the local match for federal funding awards. The region has received approximately 456 million credits and as of September 2016, has approximately 319 million remaining for future allocation. Existing categories and the current balances of credits to date were highlighted. Details were provided in Electronic Item 10.2. Category 1 is Strategic Awards to Small Transit Providers. The goal is to support public transit by maximizing the use of federal funds, particularly when federal funds would otherwise be unused because of the inability of agencies to provide local match. Staff proposed there be greater coordination between Transportation Improvement Program and Transit Operations staff when tracking TDCs and to increase the allocation of TDCs to this category by 16 million. Category 2 is Type 1 Call-Regional Transportation Council (RTC) has Revenue. The primary goal is to advance initiatives of strategic importance, expedite project delivery, as well as free up local or state funds that can be used on projects outside of the federal system. Staff proposed to simplify the name to RTC has Revenue and to increase the allocation of TDCs to the category by 10.4 million. Category 3 is Type 3 Call-Local Agency has Revenue. Goals include expediting multimodal project delivery and demonstrating various innovative funding, partnering, or project delivery methods where an agency has revenue. Staff also proposed to simplify the name to Local Agency has Revenue, decrease the allocation by 73,484 to match the awarded amount, and to retire the category. Category 4 is Sell TDCs to the Texas Department of Transportation and Other Metropolitan Planning Organizations (MPO). The goal is to generate a local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments (NCTCOG). Staff proposed to increase the allocation of TDCs to the category by 50 million, and correspond with other MPOs in the state to retest the market. The final category is Category 5 Regional Programs/Management and Operations. The goal of the category is to support regional programs that improve air quality, congestion, and reliability. Staff proposed to increase the allocation of TDCs by 20 million in this category, as well as refine the 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. In addition, staff proposed to expand the category and utilize it to assist with strategic partnerships with regional agencies, future sustainable development projects, regional Turnback program efforts, land use around military bases, and programs/projects that improve safety. Staff also

proposed the creation of a new category for the Metropolitan Transportation Plan Policy Bundle. The goal is to provide support to agencies that implement policies that further Mobility Plan objectives. Staff proposed 100 million TDCs be allocated to this category in year one, 50 million in year two. This may differ depending on the level of interest for the category. Details regarding the eligibility for TDCs, the selection process and use requirements, and deadlines were highlighted. Additional information is available at [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle). Mr. Beckom summarized the proposed categories, current allocations, and proposed changes. Proposed changes include the allocation of approximately 196 million TDCs. Electronic Item 10.1 contained details of the proposed changes. This brings the regional balance of TDCs to approximately \$122 million available for future use. Staff plans to work with the Texas Department of Transportation to determine why no further allocations of TDCs have been received. It could be because the State is not meeting the federal maintenance of effort requirement or is meeting the requirement but not requesting approval of new credits. Staff proposed to send correspondence to the State requesting clarification of the issue. If additional TDCs are awarded, the RTC will be asked to approve the adjusted allocation to the respective category at that time. The TDC balances will then be adjusted to reflect the new allocations. The timeline for this effort was highlighted, with Surface Transportation Technical Committee action anticipated in March and Regional Transportation Council action in April.

11. **Schedule for Metropolitan Transportation Plan, Transportation Improvement Program, and Air Quality Conformity:** Chris Klaus provided an overview of the schedule for development of the next Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and air quality conformity analysis. New Environmental Protection Agency motor vehicle emission budgets were found adequate in November 2016. As a result, the region has a two-year grace period after the budgets are found adequate to reach attainment, which expires November 2018. In addition, the new 2015 ozone standard designations are due to be released in October 2017. Staff proposed that air quality conformity for both deadlines be included into one conformity effort, as well as an update to the MTP, and conformity for the 2019-2022 TIP. Staff will work with the public, Texas Department of Transportation districts, and local entity staff throughout the effort. Action on the 2019-2022 TIP is anticipated to be requested from the RTC in May 2018 and on the 2045 MTP update and air quality conformity in June 2018. Electronic Item 11.1 highlights the schedule and includes explanation for the coordinated effort. Mr. Morris noted that new air quality standards are the primary reason for updating the MTP sooner than anticipated. However, this process does provide an opportunity to continue to refine projects approved in the 10-Year Plan and to consider recent discussions on IH 635E and other efforts that may be included in the update. Additional information was provided in Electronic Item 11.2.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, April 13, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.

## How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

**TIP Code:** 11461      **Facility:** SH 289      **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY      **Modification #:** 2017-0004  
**Implementing Agency:** PLANO  
**County:** COLLIN      **CSJ:** 0091-05-053  
**City:** PLANO      **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED  
**Request:** REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
<b>Phase Subtotal:</b>				<b>\$2,480,000</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$3,100,000</b>
<b>Grand Total:</b>				<b>\$2,880,000</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$3,600,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Grand Total:</b>				<b>\$4,640,000</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$5,800,000</b>



<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>FACILITY:</b>	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
<b>LOCATION/LIMITS FROM:</b>	Cross-street or location identifying the ends limits of a project.
<b>LOCATION/LIMITS TO:</b>	Identifies the ending point of the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>COUNTY:</b>	County in which project is located.
<b>CONT-SECT-JOB (CSJ):</b>	The Control Section Job Number is a TxDOT-assigned number given to track projects.
<b>CITY:</b>	City in which project is located.
<b>DESCRIPTION (DESC):</b>	Brief description of work to be performed on the project.
<b>REQUEST:</b>	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
<b>FY:</b>	Identifies the fiscal year in which the project occurs.
<b>PHASE:</b>	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/tip/17-20/index.asp">http://www.nctcog.org/trans/tip/17-20/index.asp</a>
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55168      **Facility:** US 69      **Location/Limits From:** NORTH OF FM 1562      **Modification #:** 2017-0003  
**Implementing Agency:** TXDOT-PARIS      **Location/Limits To:** 1272  
**County:** HUNT      **CSJ:** 0901-22-116  
**City:** CELESTE      **Desc:** CONSTRUCTION TO 2 LANE RURAL UNDIVIDED ROADWAY  
**Request:** ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENV	0901-22-116	SBPE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2018	ENG	0901-22-116	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2018	ROW	0901-22-116	S102:	\$1,440,000	\$360,000	\$0	\$0	\$0	\$1,800,000
2018	UTIL	0901-22-116	S102:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
<b>Grand Total:</b>				<b>\$1,920,000</b>	<b>\$1,780,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,700,000</b>

**Revisions since STTC Meeting:** Project withdrawn as it is inconsistent with Mobility 2040.

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 40011      **Facility:** VA      **Location/Limits From:** ALONG N SIDE OF COLLEGE AVE FROM COMMUNITY PARK TO N 2ND ST, ALONG N SIDE OF MCKINNEY AVE FROM N 4TH ST TO N 6TH ST      **Modification #:** 2017-0135  
**Impementing Agency:** PRINCETON      **Location/Limits To:** ALONG WEST SIDE OF N 6TH ST (FM 1377) TO E WILLOW LN AND ALONG E PRINCETON DR (US 380) FROM N 4TH ST TO W OF FM 458  
**County:** COLLIN      **CSJ:** 0918-24-215  
**City:** PRINCETON      **Desc:** SAFE ROUTES TO SCHOOL PROJECT; SIDEWALKS  
**Request:** REVISE LIMITS TO E COLLEGE AVE FROM N 6TH ST TO DALTON DR & FROM N 4TH ST TO N 1ST ST; N 4TH ST FROM CHERRY DR TO E COLLEGE ST; CHERRY DR FROM N 4TH ST TO N 6TH ST; N 6TH ST FROM CR 461 TO E COLLEGE AVE; US 380 FROM 4TH ST TO PHS; INT OF N 2ND ST AND US 380; INCREASE ENGINEERING AND CONSTRUCTION FUNDING IN FY2017 WITH LOCAL FUNDS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-24-215	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000	\$5,000
2017	ENG	0918-24-215	Cat 9 TAP:	\$108,000	\$0	\$0	\$27,000	\$0	\$135,000
<b>Phase Subtotal:</b>				<b>\$108,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,000</b>	<b>\$5,000</b>	<b>\$140,000</b>
2017	CON	0918-24-215	Cat 9 TAP:	\$303,304	\$0	\$0	\$75,826	\$0	\$379,130
2017	CONENG	0918-24-215	Cat 9 TAP:	\$28,696	\$0	\$0	\$7,174	\$0	\$35,870
<b>Grand Total:</b>				<b>\$440,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$110,000</b>	<b>\$5,000</b>	<b>\$555,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-24-215	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000	\$5,000
2017	ENG	0918-24-215	Cat 9 TAP:	\$108,000	\$0	\$0	\$27,000	\$0	\$135,000
<b>Phase Subtotal:</b>				<b>\$108,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,000</b>	<b>\$5,000</b>	<b>\$140,000</b>
2017	CON	0918-24-215	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$104,130	\$104,130
2017	CON	0918-24-215	Cat 9 TAP:	\$303,304	\$0	\$0	\$75,826	\$0	\$379,130
<b>Phase Subtotal:</b>				<b>\$303,304</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,826</b>	<b>\$104,130</b>	<b>\$483,260</b>
2017	CONENG	0918-24-215	Cat 9 TAP:	\$28,696	\$0	\$0	\$7,174	\$0	\$35,870
<b>Grand Total:</b>				<b>\$440,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$110,000</b>	<b>\$109,130</b>	<b>\$659,130</b>

**Revisions since STTC Meeting:** Revised limits as "E COLLEGE AVE FROM N 6TH ST TO DALTON DR & FROM N 4TH ST TO N 1ST ST; N 4TH ST FROM CHERRY DR TO E COLLEGE ST; CHERRY DR FROM N 4TH ST TO N 6TH ST; N 6TH ST FROM CR 461 TO E COLLEGE AVE; US 380 FROM 4TH ST TO PHS; INT OF N 2ND ST AND US 380"

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11669      **Facility:** VARIOUS      **Location/Limits From:** SMART STATE IMPLEMENTATION      **Modification #:** 2017-0252  
**Impementing Agency:** NCTCOG      **Location/Limits To:** DALLAS-FORT WORTH AREA INCLUDING UTA CAMPUS, ARLINGTON STREETS, IH 30 FROM IH 35W IN FORT WORTH TO IH 35E IN DALLAS  
  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** SMART STATE IMPLEMENTATION; WORK WITH TXDOT, THE UT, AND TEXAS A&M UNIVERSITY SYSTEMS, SOUTHWEST RESEARCH INSTITUTE, CITIES, AND TRANSPORTATION AGENCIES THROUGHOUT THE STATE TO IMPLEMENT SMART STATE OPPORTUNITIES  
**Request:** ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$50,000	\$0	\$0	\$50,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>

**TIP Code:** 11723      **Facility:** CS      **Location/Limits From:** ON DALLAS PKWY FROM SH 121      **Modification #:** 2017-0258  
**Impementing Agency:** FRISCO      **Location/Limits To:** WARREN PARKWAY  
**County:** COLLIN      **CSJ:** 0918-24-184  
**City:** FRISCO      **Desc:** WIDEN NORTHBOUND & SOUTHBOUND FRONTAGE ROADS FROM 2 TO 3 LANES AND INTERSECTION IMPROVEMENTS  
**Request:** CANCEL PROJECT AS REQUESTED BY THE CITY OF FRISCO

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-24-184	Cat 7:	\$110,237	\$0	\$0	\$27,559	\$0	\$137,796
2020	CON	0918-24-184	Cat 7:	\$1,889,763	\$0	\$0	\$472,441	\$0	\$2,362,204
<b>Grand Total:</b>				<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$2,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-24-184	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
2020	CON	0918-24-184	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11675      **Facility:** VA      **Location/Limits From:** VARIOUS      **Modification #:** 2017-0260  
**Implementing Agency:** NCTCOG  
**County:** DENTON      **CSJ:** 5000-00-950  
**City:** VARIOUS      **Desc:** UTILIZATION OF FHWA'S SELF-EVALUATION TOOL (INVEST) AND IMPLEMENTATION OF BEST PRACTICES ON THE DENTON COUNTY OUTER LOOP/GREENBELT PARKWAY CORRIDOR  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS PART OF GROUPED CSJ 5000-00-950  
**Comment:** CAT 10 FUNDING SOURCE IS Z445

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	5000-00-950	Cat 10:	\$50,000	\$0	\$0	\$0	\$0	\$50,000
2017	IMP	5000-00-950	Cat 3 - RTC/Local:	\$0	\$0	\$50,000	\$0	\$0	\$50,000
<b>Phase Subtotal:</b>				<b>\$50,000</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>
<b>Grand Total:</b>				<b>\$50,000</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11916      **Facility:** VA      **Location/Limits From:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM OAK CLIFF TO BISHOP ARTS DISTRICT (PHASE II); COLORADO/BECKLEY      **Modification #:** 2017-0262  
**Impementing Agency:** DALLAS      **Location/Limits To:** ZANG/DAVIS  
**County:** DALLAS      **CSJ:** 0918-47-086  
**City:** DALLAS      **Desc:** CONSTRUCT DALLAS CBD STREETCAR EXTENSION SOUTH  
**Request:** REDUCE FUNDING BY \$4,500,000 FEDERAL TMF FUNDS; DECREASED FUNDS OFFSET AN INCREASE ON TIP 11917/CSJ 0918-47-087  
**Comment:** TMF FUNDING DECREASED IN ORDER TO RESTORE BALANCE TO MATCH THE CITY'S AGREEMENT WITH TXDOT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-086	Cat 3 - TMF:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2015	CON	0918-47-086	Cat 3 - TMF:	\$0	\$17,500,000	\$0	\$0	\$0	\$17,500,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$19,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,500,000</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-086	Cat 3 - TMF:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2015	CON	0918-47-086	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$3,904,000	\$0	\$0	\$3,904,000
2015	CON	0918-47-086	Cat 3 - TMF:	\$0	\$17,500,000	\$0	\$0	\$0	\$17,500,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$17,500,000</b>	<b>\$3,904,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,404,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$19,500,000</b>	<b>\$3,904,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,404,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-086	Cat 3 - TMF:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2015	CON	0918-47-086	Cat 3 - TMF:	\$0	\$13,000,000	\$0	\$0	\$0	\$13,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$15,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000,000</b>

**Revisions since STTC Meeting:** Removed RTR funds and added them to new project (TIP 20302/CSJ 0918-47-972); decreased TMF funding for Construction by \$4,500,000 total, and moved the funds to TIP 11917/CSJ 0918-47-086; revised Request to reflect updated funding amounts

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 40007      **Facility:** VA      **Location/Limits From:** UNIVERSITY TRAIL PHASE II ON WATERVIEW PARKWAY FROM DRIVE A      **Modification #:** 2017-0263

**Impementing Agency:** RICHARDSON      **Location/Limits To:** SYNERGY PARK DRIVE AND ON SOUTH SIDE OF SYNERGY PARK DRIVE FROM WATERVIEW PARKWAY TO NORTH FLOYD ROAD

**County:** COLLIN      **CSJ:** 0918-24-216

**City:** RICHARDSON      **Desc:** CONSTRUCT BIKE/PEDESTRIAN TRAIL

**Request:** DELAY ENGINEERING PHASE TO FY2016; DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2018 THEREBY ADDING PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Comment:** PROJECT FUNDING IS 70% FEDERAL AND 30% LOCAL; LOCAL CONTRIBUTION PAID BY RICHARDSON

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-24-216	Cat 5:	\$173,473	\$0	\$0	\$74,345	\$0	\$247,818
2016	ROW	0918-24-216	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,000	\$6,000
2016	CON	0918-24-216	Cat 5:	\$376,532	\$0	\$0	\$161,372	\$0	\$537,904
2016	CONENG	0918-24-216	Cat 5:	\$38,373	\$0	\$0	\$16,445	\$0	\$54,818
<b>Grand Total:</b>				<b>\$588,378</b>	<b>\$0</b>	<b>\$0</b>	<b>\$252,162</b>	<b>\$6,000</b>	<b>\$846,540</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-216	Cat 5:	\$173,473	\$0	\$0	\$74,345	\$0	\$247,818
2016	ROW	0918-24-216	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,000	\$6,000
2018	CON	0918-24-216	Cat 5:	\$376,532	\$0	\$0	\$161,372	\$0	\$537,904
2018	CONENG	0918-24-216	Cat 5:	\$38,373	\$0	\$0	\$16,445	\$0	\$54,818
<b>Grand Total:</b>				<b>\$588,378</b>	<b>\$0</b>	<b>\$0</b>	<b>\$252,162</b>	<b>\$6,000</b>	<b>\$846,540</b>

**Revisions since STTC Meeting:** Added comment regarding Local Contribution

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11645      **Facility:** VA      **Location/Limits From:** DISADVANTAGED COMMUNITY TRAINING, EMPLOYMENT, & MINORITY CONTRACTING PROGRAM      **Modification #:** 2017-0264  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** 0918-00-904  
**City:** VARIOUS      **Desc:** DISADVANTAGED COMMUNITY TRAINING, EMPLOYMENT, & MINORITY CONTRACTING PROGRAM  
**Request:** REVISE PROJECT LIMITS AND SCOPE TO CONSTRUCTION WORKFORCE DEVELOPMENT PROGRAM; DELAY IMPLEMENTATION FUNDING IN FY2016 TO FY2017; DELAY IMPLEMENTATION FUNDING IN FY2017 TO FY2018  
**Comment:** NO MATCH REQUIRED FOR WORKFORCE DEVELOPMENT PROJECTS (100% FEDERAL)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0918-00-904	Cat 7:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2017	IMP	0918-00-904	Cat 7:	\$100,000	\$0	\$0	\$0	\$0	\$100,000
<b>Grand Total:</b>				<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-904	Cat 7:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2018	IMP	0918-00-904	Cat 7:	\$100,000	\$0	\$0	\$0	\$0	\$100,000
<b>Grand Total:</b>				<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>

**Revisions since STTC Meeting:**    **Added comment regarding funding match**



## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11668      **Facility:** SH 161      **Location/Limits From:** CONFLANS ROAD      **Modification #:** 2017-0267  
**Impementing Agency:** NCTCOG      **Location/Limits To:** BELT LINE ROAD  
**County:** DALLAS      **CSJ:** 2964-01-908  
**City:** IRVING      **Desc:** PROVIDE STAGING OF WRECKERS FOR NORMAL HOURS OF OPERATION AND AS REQUESTED FOR SPECIAL EVENTS IN ORDER TO CLEAR NON-RECURRENT CONGESTION QUICKLY  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	N/A	Cat 7:	\$173,333	\$43,333	\$0	\$0	\$0	\$216,666
2019	IMP	N/A	Cat 7:	\$173,334	\$43,333	\$0	\$0	\$0	\$216,667
2020	IMP	N/A	Cat 7:	\$173,333	\$43,334	\$0	\$0	\$0	\$216,667
<b>Grand Total:</b>				<b>\$520,000</b>	<b>\$130,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	2964-01-908	Cat 7:	\$173,333	\$43,333	\$0	\$0	\$0	\$216,666
2019	IMP	2964-01-908	Cat 7:	\$173,334	\$43,333	\$0	\$0	\$0	\$216,667
2020	IMP	2964-01-908	Cat 7:	\$173,333	\$43,334	\$0	\$0	\$0	\$216,667
<b>Grand Total:</b>				<b>\$520,000</b>	<b>\$130,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>

**Revisions since STTC Meeting:** Added CSJ 2964-01-908

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 54062      **Facility:** IH 820      **Location/Limits From:** SH 121/SH 183 INTERCHANGE      **Modification #:** 2017-0268  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** RANDOL MILL ROAD  
**County:** TARRANT      **CSJ:** 0008-13-221  
**City:** FORT WORTH      **Desc:** RECONST FROM 4 TO 6 LN PLUS AUX FROM RANDOL MILL RD TO TRINITY BLVD, REPLACE TRINITY RIVER RELIEF STRUCTURE, & CONST IH 820/SH 121 DIRECT CONNECTORS FROM TRINITY BLVD TO N INTER WITH SH 121/SH 183, WIDEN FROM 9 TO 11 LN & 4/6 DISC TO 2/6 CONT FRONTAGE RDS  
**Request:** REVISE SCOPE TO INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM); REVISE CONSTRUCTION FUNDING; REMOVE CAT 6 FUNDING IN FY2017; MOVE CONSTRUCTION PHASE TO FY2018  
**Comment:** CAT 11 AND CAT 12 ARE CONGESTION RELIEF PROGRAM FUNDING; RELATED TO 53101.1, 53101.2, 53101.3, 53101.4, 53101.5, 55171 (ALL INTERIM)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENV	0008-13-221	SBPE:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2016	ENG	0008-13-221	SBPE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2017	CON	0008-13-221	Cat 11:	\$37,170,000	\$4,130,000	\$0	\$0	\$0	\$41,300,000
2017	CON	0008-13-221	Cat 12:	\$97,760,000	\$24,440,000	\$0	\$0	\$0	\$122,200,000
2017	CON	0008-13-221	Cat 6:	\$9,200,000	\$2,300,000	\$0	\$0	\$0	\$11,500,000
<b>Phase Subtotal:</b>				<b>\$144,130,000</b>	<b>\$30,870,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$175,000,000</b>
2017	CONENG	0008-13-221	Cat 11:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$149,110,000</b>	<b>\$31,490,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$180,600,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENV	0008-13-221	SBPE:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2016	ENG	0008-13-221	SBPE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2018	CON	0008-13-221	Cat 11:	\$37,170,000	\$4,130,000	\$0	\$0	\$0	\$41,300,000
2018	CON	0008-13-221	Cat 12:	\$69,308,000	\$17,327,000	\$0	\$0	\$0	\$86,635,000
<b>Phase Subtotal:</b>				<b>\$106,478,000</b>	<b>\$21,457,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$127,935,000</b>
2018	CONENG	0008-13-221	Cat 11:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$111,458,000</b>	<b>\$22,077,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$133,535,000</b>

**Revisions since STTC Meeting:** Added "53101.5" to include all related projects. Removed "54133" from related projects.

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 83297.1    **Facility:** CS    **Location/Limits From:** ON DEBBIE LANE FROM BUS 287    **Modification #:** 2017-0271  
**Impementing Agency:** MANSFIELD    **Location/Limits To:** FM 157  
**County:** TARRANT    **CSJ:** 1330-02-046  
**City:** MANSFIELD    **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANE DIVIDED URBAN ROADWAY  
**Request:** INCREASE FUNDING AND ADVANCE CONSTRUCTION PHASE FROM FY2018 TO FY2017  
**Comment:** LOCAL CONTRIBUTION PAID BY MANSFIELD; RELATED TO 0902-90-047

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1330-02-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2018	CON	1330-02-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,175,000	\$1,175,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,475,000</b>	<b>\$1,475,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1330-02-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2017	CON	1330-02-046	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,600,000	\$5,600,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,900,000</b>	<b>\$5,900,000</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 55009	<b>Facility:</b> IH 820	<b>Location/Limits From:</b> NORTH INTERCHANGE AT SH 121	<b>Modification #:</b> 2017-0275
<b>Impementing Agency:</b> TXDOT-FORT WORTH		<b>Location/Limits To:</b> RANDOL MILL ROAD	
<b>County:</b> TARRANT	<b>CSJ:</b> 0008-13-124		
<b>City:</b> VARIOUS	<b>Desc:</b>	RECONSTRUCT FROM SH 121/183 INTERCHANGE TO TRINITY BLVD, 9 TO 11 MAIN LANES WITH 2 MANAGED LANES AND 2/6 LANE CONTINUOUS FRONTAGE ROADS; AND TRINITY BLVD TO RANDOL MILL RD 4 TO 10 MAIN LANES (ULTIMATE)	
	<b>Request:</b>	REVISE SCOPE AS FROM SH 121/183 INTERCHANGE TO TRINITY BLVD: RECONST 9 TO 11 MAIN LANES WITH 2 CONCURRENT MANAGED TOLL LANES AND 2/6 LANE CONT FRONTAGE RDS; FROM TRINITY BLVD TO RANDOL MILL RD: RECONST 4 TO 10 MAIN LANES (ULTIMATE)	

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0008-13-124	Cat 3 - Prop 12 V2:	\$0	\$11,600,000	\$0	\$0	\$0	\$11,600,000
2025	ROW	0008-13-124	S102:	\$0	\$17,572,000	\$0	\$0	\$0	\$17,572,000
2025	CON	0008-13-124	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$236,734,614	\$236,734,614
<b>Grand Total:</b>				<b>\$0</b>	<b>\$29,172,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$236,734,614</b>	<b>\$265,906,614</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0008-13-124	Cat 3 - Prop 12 V2:	\$0	\$11,600,000	\$0	\$0	\$0	\$11,600,000
2025	ROW	0008-13-124	S102:	\$0	\$17,572,000	\$0	\$0	\$0	\$17,572,000
2025	CON	0008-13-124	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$236,734,614	\$236,734,614
<b>Grand Total:</b>				<b>\$0</b>	<b>\$29,172,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$236,734,614</b>	<b>\$265,906,614</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 54133      **Facility:** SH 121      **Location/Limits From:** IH 820      **Modification #:** 2017-0277  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** HANDLEY-EDERVILLE  
**County:** TARRANT      **CSJ:** 0363-03-051  
**City:** RICHLAND HILLS      **Desc:** RECONSTRUCT FACILITY FROM 5/6 MAIN LANES WITH 4 LANE FRONTAGE ROADS TO 6 GENERAL PURPOSE LANES WITH 2/6 FRONTAGE ROADS AND 2 MANAGED TOLL LANES  
**Request:** REVISE SCOPE TO RECONSTRUCT FROM 5/6 GP LANES TO 6 GP LANES; 4 LANE CONT FRONTAGE ROADS TO 2/6 LANE CONT FRONTAGE ROADS AND 2 CONCURRENT MANAGED TOLL LANES (ULTIMATE); DELAY ENGINEERING PHASE TO FY2023 (THEREBY REMOVING PROJECT FROM 4 YEAR WINDOW OF STIP)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0363-03-051	Cat 3 - Prop 12 V2:	\$0	\$3,166,669	\$0	\$0	\$0	\$3,166,669
2023	ROW	0363-03-051	S102:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
<b>Grand Total:</b>				<b>\$2,000,000</b>	<b>\$3,666,669</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,666,669</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0363-03-051	Cat 3 - Prop 12 V2:	\$0	\$3,166,669	\$0	\$0	\$0	\$3,166,669
2023	ROW	0363-03-051	S102:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
<b>Grand Total:</b>				<b>\$2,000,000</b>	<b>\$3,666,669</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,666,669</b>

**TIP Code:** 11672      **Facility:** VA      **Location/Limits From:** UNIVERSITY PARTNERSHIP PROJECT      **Modification #:** 2017-0280  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** DIRECT EMPLOYMENT IMPACTS OF AUTOMATED VEHICLES (JANUARY 2019 TRB)  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$40,000	\$0	\$0	\$40,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11673      **Facility:** VA      **Location/Limits From:** UNIVERSITY PARTNERSHIP PROJECT      **Modification #:** 2017-0281  
**Implementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** INFOGRAPHIC ON AUTOMATED TRANSPORTATION TECHNOLOGY  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$50,000	\$0	\$0	\$50,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>

**Revisions since STTC Meeting:**    **Changed County from Dallas to Various**

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 19005      **Facility:** VA      **Location/Limits From:** PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES      **Modification #:** 2017-0282

**Implementing Agency:** PLANO

**County:** COLLIN      **CSJ:** 0918-24-938

**City:** PLANO      **Desc:** PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES

**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Comment:** PART OF COLLIN COUNTY LIRAP/LIP FUNDING PARTNERSHIP; 373,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$373,400	\$0	\$0	\$0
2017	CON	N/A	Cat 5:	\$1,867,000	\$0	\$0	\$0	\$0	\$1,867,000
<b>Phase Subtotal:</b>				<b>\$1,867,000</b>	<b>\$0</b>	<b>\$373,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,867,000</b>
<b>Grand Total:</b>				<b>\$1,867,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,867,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-24-938	Cat 3 - TDC (MPO):	\$0	\$0	\$373,400	\$0	\$0	\$0
2017	CON	0918-24-938	Cat 5:	\$1,867,000	\$0	\$0	\$0	\$0	\$1,867,000
<b>Phase Subtotal:</b>				<b>\$1,867,000</b>	<b>\$0</b>	<b>\$373,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,867,000</b>
<b>Grand Total:</b>				<b>\$1,867,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,867,000</b>

**Revisions since STTC Meeting:**    **Added CSJ 0918-24-938**

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 19006      **Facility:** VA      **Location/Limits From:** FRISCO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES      **Modification #:** 2017-0283

**Impementing Agency:** FRISCO

**County:** COLLIN      **CSJ:** 0918-24-952

**City:** FRISCO      **Desc:** FRISCO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES

**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION PROGRAM (STIP)

**Comment:** PART OF COLLIN COUNTY LIRAP/LIP FUNDING PARTNERSHIP; 280,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$280,000	\$0	\$0	\$0
2017	CON	N/A	Cat 5:	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
<b>Phase Subtotal:</b>				<b>\$1,400,000</b>	<b>\$0</b>	<b>\$280,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>
<b>Grand Total:</b>				<b>\$1,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-24-952	Cat 3 - TDC (MPO):	\$0	\$0	\$280,000	\$0	\$0	\$0
2017	CON	0918-24-952	Cat 5:	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
<b>Phase Subtotal:</b>				<b>\$1,400,000</b>	<b>\$0</b>	<b>\$280,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>
<b>Grand Total:</b>				<b>\$1,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>

**Revisions since STTC Meeting:** Added CSJ 0918-24-952



## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11922      **Facility:** VA      **Location/Limits From:** RAIL VEHICLE PURCHASE FOR DALLAS STREETCAR      **Modification #:** 2017-0284  
**Implementing Agency:** DALLAS  
**County:** DALLAS      **CSJ:** 0918-47-088  
**City:** DALLAS      **Desc:** PURCHASE VEHICLES  
**Request:** INCREASE FUNDING IN FY2015; OFFSET BY A DECREASE ON TIP 53060/CSJ 0918-47-053

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0918-47-088	Cat 3 - TMF:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0918-47-088	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$710,000	\$0	\$0	\$710,000
2015	CON	0918-47-088	Cat 3 - TMF:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$8,000,000</b>	<b>\$710,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,710,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$8,000,000</b>	<b>\$710,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,710,000</b>

**Revisions since STTC Meeting:** This modification is being withdrawn from this cycle as changes are no longer needed on the project

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 19007      **Facility:** SH 121 FRTG RD      **Location/Limits From:** CUSTER      **Modification #:** 2017-0285  
**Impementing Agency:** PLANO      **Location/Limits To:** SPRING CREEK PKWY  
**County:** COLLIN      **CSJ:** 0918-24-954  
**City:** PLANO      **Desc:** SIGNAL CONTROLLER AND SOFTWARE UPGRADES  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** PART OF COLLIN COUNTY LIRAP/LIP FUNDING PARTNERSHIP; 80,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$80,400	\$0	\$0	\$0
2017	CON	N/A	Cat 5:	\$402,000	\$0	\$0	\$0	\$0	\$402,000
<b>Phase Subtotal:</b>				<b>\$402,000</b>	<b>\$0</b>	<b>\$80,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$402,000</b>
<b>Grand Total:</b>				<b>\$402,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$402,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-24-954	Cat 3 - TDC (MPO):	\$0	\$0	\$80,400	\$0	\$0	\$0
2017	CON	0918-24-954	Cat 5:	\$402,000	\$0	\$0	\$0	\$0	\$402,000
<b>Phase Subtotal:</b>				<b>\$402,000</b>	<b>\$0</b>	<b>\$80,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$402,000</b>
<b>Grand Total:</b>				<b>\$402,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$402,000</b>

**Revisions since STTC Meeting:**    Added CSJ 0918-24-954

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11917      **Facility:** VA      **Location/Limits From:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM UNION STATION/HOUSTON STREET      **Modification #:** 2017-0286  
**Impementing Agency:** DALLAS      **Location/Limits To:** YOUNG AT THE CONVENTION CENTER HOTEL  
**County:** DALLAS      **CSJ:** 0918-47-087  
**City:** DALLAS      **Desc:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM OAK CLIFF TO DOWNTOWN DALLAS (PHASE III); CONSTRUCT DALLAS CBD STREETCAR EXTENSION NORTH  
**Request:** REDUCE FUNDING BY \$3,000,000 REGIONAL RTR 161-DA2 FUNDS; DECREASED FUNDS OFFSET AN INCREASE TIP 20302/CSJ 0918-47-972; INCREASE TMF FUNDING BY \$4,500,000 FEDERAL TMF FUNDS; INCREASED FUNDS OFFSET A DECREASE ON TIP 11916/CSJ 0918-45-086  
**Comment:** TMF FUNDING INCREASED IN ORDER TO RESTORE BALANCE TO MATCH THE CITY'S AGREEMENT WITH TXDOT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0918-47-087	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000
2017	CON	0918-47-087	Cat 3 - TMF:	\$0	\$2,370,000	\$0	\$0	\$0	\$2,370,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$2,370,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,370,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$3,370,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,370,000</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0918-47-087	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$3,750,000	\$0	\$0	\$3,750,000
2017	CON	0918-47-087	Cat 3 - TMF:	\$0	\$2,370,000	\$0	\$0	\$0	\$2,370,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$2,370,000</b>	<b>\$3,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,120,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$3,370,000</b>	<b>\$3,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,120,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0918-47-087	Cat 3 - TMF:	\$0	\$6,870,000	\$0	\$0	\$0	\$6,870,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$7,870,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,870,000</b>

**Revisions since STTC Meeting:** Removed RTR funds and added them to new project (TIP 20302/CSJ 0918-47-972); increased TMF funding for Construction by \$4,500,000 total, and removed the funds from TIP 11916/CSJ 0918-47-086; revised Request to reflect updated funding amounts

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11670      **Facility:** VA      **Location/Limits From:** TEXAS AUTOMATED VEHICLES PROVING GROUND ALONG THE IH 30 CORRIDOR      **Modification #:** 2017-0289  
**Impementing Agency:** NCTCOG  
**County:** TARRANT      **CSJ:** 0902-90-941  
**City:** VARIOUS      **Desc:** TEXAS AUTOMATED VEHICLES PROVING GROUND ALONG THE IH 30 CORRIDOR  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0902-90-941	Cat 7:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
<b>Grand Total:</b>				<b>\$1,000,000</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>

**TIP Code:** 11775      **Facility:** VA      **Location/Limits From:** FRISCO/NTTA FIBER OPTIC CONNECTION      **Modification #:** 2017-0290  
**Impementing Agency:** FRISCO      **Location/Limits To:** FRISCO TMC TO NTTA - DNT  
**County:** COLLIN      **CSJ:** 0918-24-182  
**City:** FRISCO      **Desc:** CONSTRUCT A COMMUNICATION LINK BETWEEN AGENCIES, PROVIDE REDUNDANCY IN COMMUNICATIONS, AND TRAFFIC SIGNAL SYSTEMS INFRASTRUCTURE  
**Request:** REVISE COUNTY FROM COLLIN TO VARIOUS; REVISE LIMITS TO FRISCO/NTTA COMMUNICATION LINK FROM FRISCO TMC TO NTTA & FRISCO TMC TO TRAFFIC SIGNAL SYSTEM INFRASTRUCTURE; REVISE SCOPE TO CONSTRUCT A COMMUNICATION LINK BETWEEN FRISCO AND NTTA, TRAFFIC SIGNAL COMMUNICATIONS CITYWIDE, AND TRAFFIC SIGNAL SYSTEM INFRASTRUCTURE CITYWIDE; ADVANCE CONSTRUCTION PHASE TO FY2018

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	CON	0918-24-182	Cat 5:	\$260,878	\$0	\$0	\$65,220	\$0	\$326,098
<b>Grand Total:</b>				<b>\$260,878</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,220</b>	<b>\$0</b>	<b>\$326,098</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-24-182	Cat 5:	\$260,878	\$0	\$0	\$65,220	\$0	\$326,098
<b>Grand Total:</b>				<b>\$260,878</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,220</b>	<b>\$0</b>	<b>\$326,098</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 53101.2     **Facility:** IH 820     **Location/Limits From:** AT SB IH 820 OVER WEST FORK TRINITY     **Modification #:** 2017-0291  
**Impementing Agency:** TXDOT-FORT WORTH  
**County:** TARRANT     **CSJ:** 0008-13-235  
**City:** FORT WORTH     **Desc:** REPLACE 2 LANE BRIDGE WITH ULTIMATE WIDTH BRIDGE (4 LANES INTERIM, 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS  
  
**Request:** REVISE SCOPE TO REPLACE 2 LANE BRIDGE WITH ULTIMATE BRIDGE (STRIPED AS 3 LANES PLUS 1 AUX LANE INTERIM; STRIPED AS 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS; INCREASE CONSTRUCTION PHASE FUNDING IN FY2018  
**Comment:** RELATED TO 53101.1, 53101.3, 53101.4, 53101.5, 54062, 55171 (ALL INTERIM)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-235	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-235	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-235	Cat 6:	\$3,548,804	\$887,201	\$0	\$0	\$0	\$4,436,005
<b>Grand Total:</b>				<b><u>\$3,845,414</u></b>	<b><u>\$1,393,994</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$5,239,408</u></b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-235	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-235	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-235	Cat 6:	\$4,990,922	\$1,247,731	\$0	\$0	\$0	\$6,238,653
<b>Grand Total:</b>				<b><u>\$5,287,532</u></b>	<b><u>\$1,754,524</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$7,042,056</u></b>

**Revisions since STTC Meeting:**    Added "53101.5" to include all related projects.

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 53101.3      **Facility:** IH 820      **Location/Limits From:** AT SB IH 820 OVER WEST FORK TRINITY RELIEF      **Modification #:** 2017-0292

**Impementing Agency:** TXDOT-FORT WORTH

**County:** TARRANT      **CSJ:** 0008-13-236

**City:** FORT WORTH      **Desc:** REPLACE 2 LANE BRIDGE WITH ULTIMATE WIDTH BRIDGE (4 LANES INTERIM, 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS

**Request:** REVISE SCOPE TO REPLACE 2 LANE BRIDGE WITH ULTIMATE BRIDGE (STRIPED AS 3 LANES PLUS 1 AUX LANE INTERIM; STRIPED AS 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS AND DECREASE CONSTRUCTION FUNDING IN FY2018

**Comment:** RELATED TO 53101.1, 53101.2, 53101.4, 53101.5, 54062, 55171 (ALL INTERIM)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-236	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-236	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-236	Cat 6:	\$3,548,804	\$887,201	\$0	\$0	\$0	\$4,436,005
<b>Grand Total:</b>				<b>\$3,845,414</b>	<b>\$1,393,994</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,239,408</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-236	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-236	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-236	Cat 6:	\$3,420,296	\$855,074	\$0	\$0	\$0	\$4,275,370
<b>Grand Total:</b>				<b>\$3,716,906</b>	<b>\$1,361,867</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,078,773</b>

**Revisions since STTC Meeting:** Added "53101.5" to include all related projects.

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 53101.4      **Facility:** IH 820      **Location/Limits From:** AT NB IH 820 OVER WEST FORK TRINITY RELIEF      **Modification #:** 2017-0293

**Impementing Agency:** TXDOT-FORT WORTH

**County:** TARRANT      **CSJ:** 0008-13-237

**City:** FORT WORTH      **Desc:** REPLACE 2 LANE BRIDGE WITH ULTIMATE WIDTH BRIDGE (4 LANES INTERIM, 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS

**Request:** REVISE SCOPE TO REPLACE 2 LANE BRIDGE WITH ULTIMATE BRIDGE (STRIPED AS 3 LANES PLUS 1 AUX LANE INTERIM; STRIPED AS 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS AND INCREASE CONSTRUCTION PHASE FUNDING IN FY2018

**Comment:** RELATED TO 53101.1, 53101.2, 53101.3, 53101.5, 54062, 55171 (ALL INTERIM)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-237	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-237	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-237	Cat 6:	\$3,548,804	\$887,201	\$0	\$0	\$0	\$4,436,005
<b>Grand Total:</b>				<b>\$3,845,414</b>	<b>\$1,393,994</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,239,408</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-237	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-237	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-237	Cat 6:	\$3,399,697	\$879,924	\$0	\$0	\$0	\$4,279,621
<b>Grand Total:</b>				<b>\$3,696,307</b>	<b>\$1,386,717</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,083,024</b>

**Revisions since STTC Meeting:** Added "53101.5" to include all related projects.

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55171      **Facility:** SH 121      **Location/Limits From:** WEST OF HANDLEY-EDERVILLE ROAD      **Modification #:** 2017-0294

**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** IH 820

**County:** TARRANT      **CSJ:** 0363-03-054

**City:** RICHLAND HILLS      **Desc:** CONSTRUCT RAMPS FOR DIRECT CONNECTORS FROM EASTBOUND SH 121 TO SOUTHBOUND IH 820 AND FROM NORTHBOUND IH 820 TO WESTBOUND SH 121, RECONSTRUCT AND WIDEN FROM 5/6 GP LANES TO 6 GP LANES ON SH 121 FROM HANDLEY-EDERVILLE TO IH 820

**Request:** REVISE LIMITS AS FROM HANDLEY-EDERVILLE RD TO IH 820; REVISE SCOPE AS INTERIM PROJECT TO CONSTRUCT RAMPS FOR DIRECT CONNECTORS FROM EASTBOUND SH 121 TO SOUTHBOUND IH 820 AND FROM NORTHBOUND IH 820 TO WESTBOUND SH 121; RECONSTRUCT AND WIDEN FROM 5/6 GP LANES TO 6 GP LANES ON SH 121 FROM HANDLEY-EDERVILLE TO IH 820; ADD ENGINEERING PHASE IN FY2017; ADVANCE CONSTRUCTION PHASE TO FY2018; FUNDS OFFSET BY DECREASE ON TIP 54062/CSJ 0008-13-221; ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Comment:** RELATED TO 53101.1, 53101.2, 53101.3, 53101.4, 53101.5, 54062 (ALL INTERIM)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	CON	0363-03-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$43,364,835	\$43,364,835
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,364,835</b>	<b>\$43,364,835</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0363-03-054	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2018	CON	0363-03-054	Cat 12:	\$34,692,000	\$8,673,000	\$0	\$0	\$0	\$43,365,000
<b>Grand Total:</b>				<b>\$34,692,000</b>	<b>\$9,673,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44,365,000</b>

**Revisions since STTC Meeting:** Added "53101.5" to include all related projects.



## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20050      **Facility:** CS      **Location/Limits From:** ON SPRING CREEK PARKWAY AT INDEPENDENCE PARKWAY AND CUSTER ROAD      **Modification #:** 2017-0296

**Impementing Agency:** PLANO

**County:** COLLIN      **CSJ:** 0918-24-157

**City:** PLANO      **Desc:** DUAL LEFT LANES, DEDICATED RIGHT LANES, CONSOLIDATE SPLIT INTERSECTIONS INTO A NORMALIZED INTERSECTION

**Request:** ADD LOCAL CONTRIBUTION FUNDING TO ENGINEERING IN FY2010 AND CONSTRUCTION IN FY2013; ADD ROW PHASE IN FY 2013; ADD \$70,279 RTR 121 -CC1 (\$56,223 REGIONAL AND \$14,056 LOCAL) INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2013 DUE TO COST OVERRUNS; CHANGES BASED UPON ADJUSTMENTS IDENTIFIED AT PROJECT CLOSEOUT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-24-157	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$233,972	\$58,493	\$0	\$292,465
2013	CON	0918-24-157	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,189,975	\$547,494	\$0	\$2,737,469
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,423,947</b>	<b>\$605,987</b>	<b>\$0</b>	<b>\$3,029,934</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-24-157	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$109,555	\$109,555
2010	ENG	0918-24-157	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$233,972	\$58,493	\$0	\$292,465
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$233,972</b>	<b>\$58,493</b>	<b>\$109,555</b>	<b>\$402,020</b>
2013	ROW	0918-24-157	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$66,653	\$66,653
2013	CON	0918-24-157	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,686,005	\$2,686,005
2013	CON	0918-24-157	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,246,198	\$561,550	\$0	\$2,807,748
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,246,198</b>	<b>\$561,550</b>	<b>\$2,686,005</b>	<b>\$5,493,753</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,480,170</b>	<b>\$620,043</b>	<b>\$2,862,213</b>	<b>\$5,962,426</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20061      **Facility:** CS      **Location/Limits From:** ON INDEPENDENCE PARKWAY FROM 15TH STREET      **Modification #:** 2017-0297  
**Impementing Agency:** PLANO      **Location/Limits To:** PARKER ROAD  
**County:** COLLIN      **CSJ:** 0918-24-153  
**City:** PLANO      **Desc:** REALIGN TRAFFIC LANES TO INCREASE TRAFFIC FLOW, OPTIMIZE SIGNAL TIMING, AND ADD DUAL LEFT & RIGHT TURN LANES ALONG CORRIDOR  
**Request:** ADD LOCAL CONTRIBUTION FUNDING TO ENGINEERING IN FY2009 AND CONSTRUCTION IN FY2014; DECREASE ROW FUNDING BY \$252,719 RTR 121 -CC1 (\$202,175 REGIONAL AND \$50,544 LOCAL) FY2009 AND ADD FUNDS TO CONSTRUCTION FUNDING IN FY2014; ADD \$60,048 RTR 121-CC1 (\$48,038 REGIONAL AND \$12,010 LOCAL) INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2014; CHANGES DUE TO ADJUSTMENTS IDENTIFIED AT PROJECT CLOSEOUT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$129,792	\$32,448	\$0	\$162,240
2009	ROW	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$432,640	\$108,160	\$0	\$540,800
2014	CON	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$854,897	\$213,724	\$0	\$1,068,621
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,417,329</b>	<b>\$354,332</b>	<b>\$0</b>	<b>\$1,771,661</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-24-153	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$121,177	\$121,177
2009	ENG	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$129,792	\$32,448	\$0	\$162,240
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$129,792</b>	<b>\$32,448</b>	<b>\$121,177</b>	<b>\$283,417</b>
2009	ROW	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$230,465	\$57,616	\$0	\$288,081
2014	CON	0918-24-153	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$518,573	\$518,573
2014	CON	0918-24-153	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,105,110	\$276,278	\$0	\$1,381,388
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,105,110</b>	<b>\$276,278</b>	<b>\$518,573</b>	<b>\$1,899,961</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,465,367</b>	<b>\$366,342</b>	<b>\$639,750</b>	<b>\$2,471,459</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20057      **Facility:** SH 289      **Location/Limits From:** AT HEADQUARTERS ROAD, HEDGCOXE ROAD, SPRING CREEK PARKWAY, PARKER RD AND TENNYSON PKWY      **Modification #:** 2017-0298

**Impementing Agency:** PLANO

**County:** COLLIN      **CSJ:** 0091-05-057, 0091-05-063

**City:** PLANO      **Desc:** ADD DUAL LEFT LANES FOR BOTH EAST AND WEST BOUND TRAFFIC AT EACH INTERSECTION ON PRESTON INCLUDING TENNYSON PARKWAY, CREATE DEDICATED RIGHT LANE FOR SOUTHBOUND (PRESTON ROAD) TRAFFIC AT TENNYSON PARKWAY

**Request:** ADD LOCAL CONTRIBUTION FOR ENGINEERING IN FY2010 AND ROW IN FY2012; DECREASE LOCAL CONTRIBUTION FOR CONSTRUCTION IN FY2014; DECREASE CONSTRUCTION FUNDING BY \$216,320 RTR-121 CC1 (\$173,056 REGIONAL AND \$423,264 LOCAL) IN FY2014 AND MOVE FUNDING TO ENGINEERING PHASE IN FY2010; ADD \$15,282 RTR 121-CC1 (\$12,226 REGIONAL AND \$3,056 LOCAL) INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2014; CHANGES DUE TO ADJUSTMENTS IDENTIFIED PROJECT CLOSEOUT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0091-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$216,320	\$216,320
2012	ROW	0091-05-063	S102:	\$0	\$1,011,819	\$0	\$112,424	\$0	\$1,124,243
2014	CON	0091-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,443,535	\$4,443,535
2014	CON	0091-05-057	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,606,362	\$651,590	\$0	\$3,257,952
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,606,362</b>	<b>\$651,590</b>	<b>\$4,443,535</b>	<b>\$7,701,487</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$1,011,819</b>	<b>\$2,606,362</b>	<b>\$764,014</b>	<b>\$4,659,855</b>	<b>\$9,042,050</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0091-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$382,090	\$382,090
2010	ENG	0091-05-057	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$173,056	\$43,264	\$0	\$216,320
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$173,056</b>	<b>\$43,264</b>	<b>\$382,090</b>	<b>\$598,410</b>
2012	ROW	0091-05-063	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$90,124	\$90,124
2012	ROW	0091-05-063	S102:	\$0	\$1,011,819	\$0	\$112,424	\$0	\$1,124,243
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$1,011,819</b>	<b>\$0</b>	<b>\$112,424</b>	<b>\$90,124</b>	<b>\$1,214,367</b>
2014	CON	0091-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,547,044	\$1,547,044
2014	CON	0091-05-057	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,445,532	\$611,382	\$0	\$3,056,914
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,445,532</b>	<b>\$611,382</b>	<b>\$1,547,044</b>	<b>\$4,603,958</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$1,011,819</b>	<b>\$2,618,588</b>	<b>\$767,070</b>	<b>\$2,019,258</b>	<b>\$6,416,735</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11850      **Facility:** CS      **Location/Limits From:** ON 15TH STREET FROM AVENUE G      **Modification #:** 2017-0299  
**Impementing Agency:** PLANO      **Location/Limits To:** CHISHOLM TRAIL AT 15TH STREET  
**County:** COLLIN      **CSJ:** 0918-24-144  
**City:** PLANO      **Desc:** ENHANCE PEDESTRIAN CROSSING, RECONSTRUCT EXISTING PAVEMENT, IMPROVE BUS STOP LOCATIONS, OPTIMIZE TRAFFIC SIGNALS, MODIFY SIDEWALKS AND DRIVEWAY APRONS, BIKE TRAIL, PROVIDE WAYFINDING SIGNAGE, AND LANDSCAPING  
**Request:** ADD LOCAL CONTRIBUTION FOR ENGINEERING IN FY2013, ROW IN FY2013, AND UTILITIES IN FY2014; INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION IN FY2014; ADD \$28,916 RTR 121-CC1 (\$23,133 REGIONAL AND \$5,783 LOCAL) INTEREST EARNED TO CONSTRUCTION FUNDING IN FY2014; CHANGES DUE TO ADJUSTMENTS IDENTIFIED AT PROJECT CLOSEOUT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2014	UTIL	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
2014	CON	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,051,957	\$1,051,957
2014	CON	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,360,000	\$290,000	\$0	\$1,650,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,360,000</b>	<b>\$290,000</b>	<b>\$1,051,957</b>	<b>\$2,701,957</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,060,000</b>	<b>\$290,000</b>	<b>\$1,051,957</b>	<b>\$3,401,957</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$375,993	\$375,993
2013	ROW	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$203,430	\$203,430
2013	ROW	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$203,430</b>	<b>\$403,430</b>
2014	UTIL	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$463,306	\$463,306
2014	UTIL	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$463,306</b>	<b>\$963,306</b>
2014	CON	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,823,780	\$2,823,780
2014	CON	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,383,133	\$295,783	\$0	\$1,678,916
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,383,133</b>	<b>\$295,783</b>	<b>\$2,823,780</b>	<b>\$4,502,696</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,083,133</b>	<b>\$295,783</b>	<b>\$3,866,509</b>	<b>\$6,245,425</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 53101.5      **Facility:** IH 820      **Location/Limits From:** SH 183 (OVER IH 820)      **Modification #:** 2017-0304  
**Impementing Agency:** TXDOT-FORT WORTH  
**County:** TARRANT      **CSJ:** 0008-13-179  
**City:** FORT WORTH      **Desc:** REPLACE EXISTING 2 BRIDGES (3 LNS EB, 2 LNS WB) INTO ONE BRIDGE (3 LNS IN EACH DIRECTION) (INTERIM)  
**Request:** ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO 53101.1, 53101.2, 53101.3, 53101.4, 54062, 55171 (ALL INTERIM)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-13-179	SBPE:	\$0	\$171,000	\$0	\$0	\$0	\$171,000
2017	ROW	0008-13-179	S102:	\$240,000	\$60,000	\$0	\$0	\$0	\$300,000
2018	CON	0008-13-179	Cat 6:	\$4,928,315	\$1,232,078	\$0	\$0	\$0	\$6,160,393
<b>Grand Total:</b>				<b>\$5,168,315</b>	<b>\$1,463,078</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,631,393</b>

**Revisions since STTC Meeting:** Identified project is an interim project related to 53101.1, 53101.2, 53101.3, 53101.4, 54062, and 55171. Add "interim" to the scope for clarity.

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11745      **Facility:** CS      **Location/Limits From:** ON COCKRELL HILL RD FROM NORTH OF MOLER STREET      **Modification #:** 2017-0305  
**Impementing Agency:** DALLAS COUNTY      **Location/Limits To:** DAVIS STREET  
**County:** DALLAS      **CSJ:** 0918-47-035  
**City:** COCKRELL HILL      **Desc:** RECONSTRUCT ROADWAY; RECONFIGURATION OF INTERSECTION WITH JEFFERSON BLVD INCLUDING APPROACHES  
**Request:** INCREASE ENGINEERING FUNDING IN FY2013 WITH LOCAL CONTRIBUTION; MOVE \$636,150 RTR 121-DA1 (\$508,920 REGIONAL AND \$127,230 LOCAL) FUNDING FROM ROW PHASE IN FY2014 TO CONSTRUCTION PHASE IN FY2017; INCREASE LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION IN FY2017  
**Comment:** LOCAL CONTRIBUTION BY DALLAS COUNTY, CITY OF DALLAS, AND CITY OF COCKRELL HILL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$800,000	\$200,000	\$0	\$1,000,000
2014	ROW	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$580,450	\$145,112	\$0	\$725,562
2017	CON	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,563,062	\$3,563,062
2017	CON	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,149,550	\$787,388	\$0	\$3,936,938
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,149,550</b>	<b>\$787,388</b>	<b>\$3,563,062</b>	<b>\$7,500,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$4,530,000</b>	<b>\$1,132,500</b>	<b>\$3,563,062</b>	<b>\$9,225,562</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,976,830	\$1,976,830
2013	ENG	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$800,000	\$200,000	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$200,000</b>	<b>\$1,976,830</b>	<b>\$2,976,830</b>
2014	ROW	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$71,530	\$17,882	\$0	\$89,412
2017	CON	0918-47-035	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,024,180	\$4,024,180
2017	CON	0918-47-035	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,658,470	\$914,618	\$0	\$4,573,088
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,658,470</b>	<b>\$914,618</b>	<b>\$4,024,180</b>	<b>\$8,597,268</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$4,530,000</b>	<b>\$1,132,500</b>	<b>\$6,001,010</b>	<b>\$11,663,510</b>

**Revisions since STTC Meeting:** Added comment regarding Local Contribution

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55182      **Facility:** IH 20      **Location/Limits From:** IH 820      **Modification #:** 2017-0306  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** CHISHOLM TRAIL PARKWAY  
**County:** TARRANT      **CSJ:** 0008-16-042  
**City:** FORT WORTH      **Desc:** RECONSTRUCT 6 TO 8 MAIN LANES  
**Request:** REVISE LIMITS AS FROM WINSCOTT ROAD TO BRYANT IRVIN ROAD; REVISE SCOPE TO CONSTRUCT 1 AUX LANE IN EACH DIRECTION AND RAMP MODIFICATIONS; REMOVE CONSTRUCTION PHASE IN FY2024; ADD ENGINEERING AND ROW PHASES TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0008-16-042	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$45,000,000	\$45,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,000,000</b>	<b>\$45,000,000</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-16-042	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2019	ROW	0008-16-042	S102:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2024	CON	0008-16-042	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$45,000,000	\$45,000,000
<b>Grand Total:</b>				<b>\$1,000,000</b>	<b>\$2,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,000,000</b>	<b>\$48,750,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-16-042	SBPE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2019	ROW	0008-16-042	S102:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2024	CON	0008-16-042	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$1,000,000</b>	<b>\$2,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,750,000</b>

**Revisions since STTC Meeting:**    **Removed Construction phase in FY2024 and revised Request to reflect the change.**

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 53101.1     **Facility:** IH 820     **Location/Limits From:** AT IH 820 NB OVER WEST FORK OF TRINITY     **Modification #:** 2017-0307  
**Impementing Agency:** TXDOT-FORT WORTH  
**County:** TARRANT     **CSJ:** 0008-13-210  
**City:** FORT WORTH     **Desc:** REPLACE 3 LANE BRIDGE WITH ULTIMATE WIDTH BRIDGE (4 LANES INTERIM, 5 LANES ULTIMATE) AS PART OF IH 820 CORRIDOR IMPROVEMENTS  
**Request:** REVISE SCOPE TO REPLACE 2 LANE BRIDGE WITH ULTIMATE BRIDGE (STRIPED AS 3 LANES PLUS 1 AUX LANE INTERIM; STRIPED AS 5 LANES ULTIMATE) AS PART OF THE IH 820 CORRIDOR IMPROVEMENTS  
**Comment:** RELATED TO 53101.2, 53101.3, 53101.4, 53101.5, 54062, 55171 (ALL INTERIM)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-210	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-210	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-210	Cat 6:	\$3,548,804	\$887,201	\$0	\$0	\$0	\$4,436,005
<b>Grand Total:</b>				<b>\$3,845,414</b>	<b>\$1,393,994</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,239,408</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-13-210	Cat 6:	\$296,610	\$74,153	\$0	\$0	\$0	\$370,763
2017	ROW	0008-13-210	S102:	\$0	\$432,640	\$0	\$0	\$0	\$432,640
2018	CON	0008-13-210	Cat 6:	\$3,548,804	\$887,201	\$0	\$0	\$0	\$4,436,005
<b>Grand Total:</b>				<b>\$3,845,414</b>	<b>\$1,393,994</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,239,408</b>

**Revisions since STTC Meeting:** Added "53101.5" to include all related projects.



## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20084      **Facility:** US 75      **Location/Limits From:** NORTH OF FM 455 INTERCHANGE      **Modification #:** 2017-0310  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** CR 375 (GRAYSON COUNTY LINE)  
**County:** COLLIN      **CSJ:** 0047-14-053  
**City:** VARIOUS      **Desc:** RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS  
**Request:** REVISE LIMITS TO US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0047-14-053	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2018	ROW	0047-14-053	S102:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
2018	CON	0047-14-053	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
<b>Grand Total:</b>				<b>\$16,000,000</b>	<b>\$4,750,000</b>	<b>\$5,000,000</b>	<b>\$1,250,000</b>	<b>\$0</b>	<b>\$27,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0047-14-053	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2018	ROW	0047-14-053	S102:	\$16,000,000	\$2,000,000	\$0	\$2,000,000	\$0	\$20,000,000
2018	CON	0047-14-053	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
<b>Grand Total:</b>				<b>\$16,000,000</b>	<b>\$2,750,000</b>	<b>\$5,000,000</b>	<b>\$3,250,000</b>	<b>\$0</b>	<b>\$27,000,000</b>

**TIP Code:** 13025      **Facility:** US 75      **Location/Limits From:** NORTH OF FM 455      **Modification #:** 2017-0311  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** CR 370  
**County:** COLLIN      **CSJ:** 0047-14-084  
**City:** ANNA      **Desc:** CONSTRUCT INTERCHANGE  
**Request:** CLARIFY LIMITS THAT WERE APPROVED BY THE RTC ON DECEMBER 8, 2016; ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0047-14-084	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2017	ROW	0047-14-084	S102:	\$3,360,000	\$420,000	\$0	\$420,000	\$0	\$4,200,000
2018	CON	0047-14-084	Cat 2M:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
<b>Grand Total:</b>				<b>\$20,960,000</b>	<b>\$6,320,000</b>	<b>\$0</b>	<b>\$420,000</b>	<b>\$0</b>	<b>\$27,700,000</b>

**Revisions since STTC Meeting:** Removed "as approved by RTC on December 8, 2016" from Request

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 54130      **Facility:** US 80      **Location/Limits From:** IH 635      **Modification #:** 2017-0313  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH GALLOWAY AVENUE  
**County:** DALLAS      **CSJ:** 0095-02-102  
**City:** MESQUITE      **Desc:** RAMP MODIFICATIONS AND ADDITION OF AUXILIARY LANE ON FRONTAGE ROAD  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2016; INCREASE NECESSITATED BY COST OVERRUN AT LETTING AND CHANGE ORDERS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0095-02-102	SBPE:	\$0	\$189,863	\$0	\$0	\$0	\$189,863
2015	ROW	0095-02-102	S102:	\$0	\$151,500	\$0	\$0	\$0	\$151,500
2016	CON	0095-02-102	Cat 7:	\$3,099,810	\$774,953	\$0	\$0	\$0	\$3,874,763
<b>Grand Total:</b>				<b>\$3,099,810</b>	<b>\$1,116,316</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,216,126</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0095-02-102	SBPE:	\$0	\$189,863	\$0	\$0	\$0	\$189,863
2015	ROW	0095-02-102	S102:	\$0	\$151,500	\$0	\$0	\$0	\$151,500
2016	CON	0095-02-102	Cat 7:	\$4,085,687	\$1,021,422	\$0	\$0	\$0	\$5,107,109
<b>Grand Total:</b>				<b>\$4,085,687</b>	<b>\$1,362,785</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,448,472</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 54086.1    **Facility:** US 67    **Location/Limits From:** BELT LINE ROAD    **Modification #:** 2017-0315  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** NEAR WHEATLAND RD  
**County:** DALLAS    **CSJ:** 0261-02-074  
**City:** VARIOUS    **Desc:** WIDEN FREEWAY FROM FOUR TO SIX LANES  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2017 BY \$18,824,475 TOTAL DUE TO HIGHER COST ESTIMATE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0261-02-074	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2017	ROW	0261-02-074	S102:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2017	CON	0261-02-074	Cat 1 - Prop 1:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0261-02-074	Cat 1:	\$1,489,499	\$372,375	\$0	\$0	\$0	\$1,861,874
2017	CON	0261-02-074	Cat 2M - Prop 1:	\$0	\$39,000,000	\$0	\$0	\$0	\$39,000,000
<b>Phase Subtotal:</b>				<b>\$1,489,499</b>	<b>\$40,372,375</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,861,874</b>
<b>Grand Total:</b>				<b>\$1,489,499</b>	<b>\$40,972,375</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42,461,874</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0261-02-074	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2017	ROW	0261-02-074	S102:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2017	CON	0261-02-074	Cat 1 - Prop 1:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	CON	0261-02-074	Cat 1:	\$1,429,079	\$357,270	\$0	\$0	\$0	\$1,786,349
2017	CON	0261-02-074	Cat 2M - Prop 1:	\$0	\$58,000,000	\$0	\$0	\$0	\$58,000,000
<b>Phase Subtotal:</b>				<b>\$1,429,079</b>	<b>\$59,357,270</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,786,349</b>
<b>Grand Total:</b>				<b>\$1,429,079</b>	<b>\$59,957,270</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$61,386,349</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14000      **Facility:** CS      **Location/Limits From:** ON PRAIRIE CREEK RD FROM N OF MILITARY PKWY      **Modification #:** 2017-0317  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF FORNEY ROAD  
**County:** DALLAS      **CSJ:** 0918-47-971  
**City:** DALLAS      **Desc:** CONSTRUCT GRADE SEPARATION OVER UPRR  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** REPURPOSE EARMARK TO DESIGN THIS PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-971	Cat 10 - Cong Earmark:	\$1,602,360	\$0	\$0	\$400,590	\$0	\$2,002,950
<b>Grand Total:</b>				<b><u>\$1,602,360</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$400,590</u></b>	<b><u>\$0</u></b>	<b><u>\$2,002,950</u></b>

**Revisions since STTC Meeting:** Revised Request to indicate that the project is being added to the four year window of the TIP/STIP versus Appendix D

**TIP Code:** 20076      **Facility:** SH 121      **Location/Limits From:** NORTH OF FM 455      **Modification #:** 2017-0318  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** CR 635 (FANNIN COUNTY LINE)  
**County:** COLLIN      **CSJ:** 0549-03-021  
**City:** MELISSA      **Desc:** RECONSTRUCT AND WIDEN FROM TWO LANE TO FOUR LANE RURAL DIVIDED; CONSTRUCT 0 TO 2 LANE DISCONTINUOUS FRONTAGE ROADS AND FM 2862 INTERCHANGE  
**Request:** DELAY PROJECT TO FY2040 THEREBY MOVING IT TO APPENDIX D OF THE 2017-2020 TIP/STIP

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0549-03-021	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
2019	ROW	0549-03-021	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
<b>Grand Total:</b>				<b><u>\$8,000,000</u></b>	<b><u>\$1,000,000</u></b>	<b><u>\$5,000,000</u></b>	<b><u>\$2,250,000</u></b>	<b><u>\$0</u></b>	<b><u>\$16,250,000</u></b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0549-03-021	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
2040	ROW	0549-03-021	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
<b>Grand Total:</b>				<b><u>\$8,000,000</u></b>	<b><u>\$1,000,000</u></b>	<b><u>\$5,000,000</u></b>	<b><u>\$2,250,000</u></b>	<b><u>\$0</u></b>	<b><u>\$16,250,000</u></b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 54119      **Facility:** SL 9      **Location/Limits From:** SL 9 (SOUTHEAST CORRIDOR) FROM IH 35E      **Modification #:** 2017-0319  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 45  
**County:** DALLAS      **CSJ:** 2964-10-005  
**City:** VARIOUS      **Desc:** CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS  
**Request:** REVISE SCOPE TO CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING ITS, SIDEWALKS, AND TURNLANES; DELAY ROW PHASE TO FY2018 AND ADD PHASE TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DELAY CONSTRUCTION PHASE TO FY2021  
**Comment:** CMAQ FOR ITS, SIDEWALKS, AND TURN LANES ONLY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2964-10-005	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2015	ROW	2964-10-005	S102:	\$0	\$45,000,000	\$0	\$0	\$0	\$45,000,000
2020	CON	2964-10-005	Cat 2M:	\$16,800,000	\$4,200,000	\$0	\$0	\$0	\$21,000,000
2020	CON	2964-10-005	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$18,940,000	\$0	\$0	\$18,940,000
2020	CON	2964-10-005	Cat 5:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
<b>Phase Subtotal:</b>				<b>\$24,800,000</b>	<b>\$6,200,000</b>	<b>\$18,940,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$49,940,000</b>
<b>Grand Total:</b>				<b>\$24,800,000</b>	<b>\$56,200,000</b>	<b>\$18,940,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$99,940,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2964-10-005	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2018	ROW	2964-10-005	S102:	\$0	\$45,000,000	\$0	\$0	\$0	\$45,000,000
2021	CON	2964-10-005	Cat 12:	\$74,400,000	\$18,600,000	\$0	\$0	\$0	\$93,000,000
2021	CON	2964-10-005	Cat 2M:	\$16,800,000	\$4,200,000	\$0	\$0	\$0	\$21,000,000
2021	CON	2964-10-005	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$18,940,000	\$0	\$0	\$18,940,000
2021	CON	2964-10-005	Cat 5:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
<b>Phase Subtotal:</b>				<b>\$99,200,000</b>	<b>\$24,800,000</b>	<b>\$18,940,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$142,940,000</b>
<b>Grand Total:</b>				<b>\$99,200,000</b>	<b>\$74,800,000</b>	<b>\$18,940,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$192,940,000</b>

**Revisions since STTC Meeting:** Revised Request to include "including ITS, sidewalks, and turn lanes"

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11727      **Facility:** CS      **Location/Limits From:** ON MEDICAL DISTRICT DR, FROM IH 35E      **Modification #:** 2017-0320  
**Impementing Agency:** DALLAS COUNTY      **Location/Limits To:** HARRY HINES BLVD  
**County:** DALLAS      **CSJ:** 0918-45-884  
**City:** DALLAS      **Desc:** RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2018; REMOVE CONSTRUCTION ENGINEERING PHASE IN FY2018  
**Comment:** LOCAL CONTRIBUTION PAID BY DALLAS AND DALLAS COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-45-884	Cat 10 - Cong Earmark:	\$2,790,400	\$0	\$0	\$697,600	\$0	\$3,488,000
2015	ROW	0918-45-884	Cat 10 - Cong Earmark:	\$1,216,090	\$0	\$0	\$304,023	\$0	\$1,520,113
2016	UTIL	0918-45-884	Cat 10 - Cong Earmark:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2018	CON	0918-45-884	Cat 7:	\$13,370,000	\$0	\$0	\$3,342,500	\$0	\$16,712,500
2018	CONENG	0918-45-884	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$679,845	\$679,845
<b>Grand Total:</b>				<b>\$17,776,490</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,444,123</b>	<b>\$679,845</b>	<b>\$22,900,458</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-45-884	Cat 10 - Cong Earmark:	\$2,790,400	\$0	\$0	\$697,600	\$0	\$3,488,000
2015	ROW	0918-45-884	Cat 10 - Cong Earmark:	\$1,216,090	\$0	\$0	\$304,023	\$0	\$1,520,113
2016	UTIL	0918-45-884	Cat 10 - Cong Earmark:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2018	CON	0918-45-884	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,329,952	\$2,329,952
2018	CON	0918-45-884	Cat 7:	\$14,970,000	\$0	\$0	\$3,742,500	\$0	\$18,712,500
<b>Phase Subtotal:</b>				<b>\$14,970,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,742,500</b>	<b>\$2,329,952</b>	<b>\$21,042,452</b>
<b>Grand Total:</b>				<b>\$19,376,490</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,844,123</b>	<b>\$2,329,952</b>	<b>\$26,550,565</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-45-884	Cat 10 - Cong Earmark:	\$2,790,400	\$0	\$0	\$697,600	\$0	\$3,488,000
2015	ROW	0918-45-884	Cat 10 - Cong Earmark:	\$1,216,090	\$0	\$0	\$304,023	\$0	\$1,520,113
2016	UTIL	0918-45-884	Cat 10 - Cong Earmark:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2018	CON	0918-45-884	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,181,839	\$1,181,839
2018	CON	0918-45-884	Cat 7:	\$14,970,000	\$0	\$0	\$3,742,500	\$0	\$18,712,500
<b>Phase Subtotal:</b>				<b>\$14,970,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,742,500</b>	<b>\$1,181,839</b>	<b>\$19,894,339</b>
<b>Grand Total:</b>				<b>\$19,376,490</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,844,123</b>	<b>\$1,181,839</b>	<b>\$25,402,452</b>

**Revisions since STTC Meeting:** Decreased Local Contribution amount for Construction in FY2018; added comment regarding Local Contribution

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 83297.2     **Facility:** CS     **Location/Limits From:** ON DEBBIE LANE FROM BUS 287     **Modification #:** 2017-0323  
**Impementing Agency:** MANSFIELD     **Location/Limits To:** FM 157  
**County:** TARRANT     **CSJ:** 0902-90-047  
**City:** MANSFIELD     **Desc:** INTERSECTION IMPROVEMENTS AT 4 LOCATIONS WITH BIKE PATH, SIDEWALKS, AND LANDSCAPING  
**Request:** REMOVE CAT 5 FUNDING FROM FY2018; PROJECT WILL BE LOCALLY FUNDED  
**Comment:** RELATED TO TIP 83297.1/CSJ 1330-02-046

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0902-90-047	Cat 5:	\$3,300,000	\$0	\$0	\$825,000	\$0	\$4,125,000
<b>Grand Total:</b>				<b>\$3,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$825,000</b>	<b>\$0</b>	<b>\$4,125,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0902-90-047	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,728,476	\$4,728,476
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,728,476</b>	<b>\$4,728,476</b>

**Revisions since STTC Meeting:** Identified project as being related to TIP 83297.1/CSJ 1330-02-046

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11630.3      **Facility:** VA      **Location/Limits From:** VARIOUS LOCATIONS IN TARRANT COUNTY      **Modification #:** 2017-0325

**Impementing Agency:** TXDOT-FORT WORTH

**County:** TARRANT      **CSJ:** 0902-90-055, 0902-90-056, 0902-90-916

**City:** VARIOUS      **Desc:** REGIONAL ITS QUALITY IMPLEMENTATION - ENSURE EFFECTIVE USE OF ITS DEVICES, INCLUDING FOR DATA COLLECTION

**Request:** REVISE LOCATION AS ALL LIMITED ACCESS FREEWAYS IN TARRANT COUNTY; REVISE FUNDING FROM CAT 5 TO CAT 7; ADD CSJ 0902-90-916 TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0902-90-916	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2017	IMP	0902-90-056	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2018	IMP	0902-90-055	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
<b>Grand Total:</b>				<b>\$120,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-90-916	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2018	IMP	0902-90-056	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2019	IMP	0902-90-055	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
<b>Grand Total:</b>				<b>\$120,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>

**Revisions since STTC Meeting:** Removed CSJs 0902-90-918 and 0902-90-930 since this project has been assigned permanent CSJs. Revise Location as "All Limited Access Freeways in Tarrant County." Added "Add CSJ 0902-90-916 to 2017-2020 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)" for clarity.



## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11630.4      **Facility:** VA      **Location/Limits From:** VARIOUS LOCATIONS IN DALLAS COUNTY; REGIONAL ITS QUALITY IMPLEMENTATION      **Modification #:** 2017-0326

**Impementing Agency:** TXDOT-DALLAS

**County:** DALLAS      **CSJ:** 0918-00-966, 0918-00-971, 0918-00-989

**City:** VARIOUS      **Desc:** ENSURE EFFECTIVE USE OF ITS DEVICES, INCLUDING FOR DATA COLLECTION

**Request:** REVISE LIMITS TO ALL LIMITED ACCESS FREEWAYS IN DALLAS COUNTY; REVISE FUNDING FROM CAT 5 TO CAT 7; DELAY CSJ 0918-00-966 TO FY2017; DELAY CSJ 0918-00-971 TO FY2018; DELAY CSJ 0918-00-989 TO FY2019

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0918-00-966	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2017	IMP	0918-00-971	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2018	IMP	0918-00-989	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
<b>Grand Total:</b>				<b>\$120,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-966	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2018	IMP	0918-00-971	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2019	IMP	0918-00-989	Cat 7:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
<b>Grand Total:</b>				<b>\$120,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11676      **Facility:** VA      **Location/Limits From:** TEXAS AUTOMATED VEHICLE PROVING GROUND IN ARLINGTON      **Modification #:** 2017-0328  
**Impementing Agency:** ARLINGTON  
**County:** TARRANT      **CSJ:** 0902-90-939  
**City:** ARLINGTON      **Desc:** DEPLOY AUTOMATED, ELECTRIC, SHUTTLE SERVICE IN UNIVERSITY AND RESIDENTIAL/COMMERCIAL ENVIRONMENTS TO REDUCE AUTO TRIPS TO/AROUND CAMPUS, SUPPORT REMOTE PARKING LOTS, PROVIDE MOBILITY OPTIONS FOR PEDESTRIANS/DISABLED (NEW TRANSIT SERVICE)  
**Request:** ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0902-90-939	Cat 5:	\$350,000	\$0	\$0	\$87,500	\$0	\$437,500
<b>Grand Total:</b>				<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,500</b>	<b>\$0</b>	<b>\$437,500</b>

**Revisions since STTC Meeting:** Clarified scope as "Deploy automated, electric, shuttle service in university and residential/commercial environments to reduce auto trips to/around campus, support remote parking lots, provide mobility options for pedestrians/disabled (new transit service)." Update TIP Code to "11676."

**TIP Code:** 11671      **Facility:** VA      **Location/Limits From:** MULTIPURPOSE AUTOMATED VEHICLE DESIGN, DEVELOPMENT, TESTING, AND DEPLOYMENT      **Modification #:** 2017-0329  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** 0902-00-984  
**City:** VARIOUS      **Desc:** MULTIPURPOSE AUTOMATED VEHICLE DESIGN, DEVELOPMENT, TESTING, AND DEPLOYMENT  
**Request:** ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 110,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH ARE NOT CALCULATED IN FUNDING TOTAL

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0902-00-984	Cat 3 - TDC (MPO):	\$0	\$0	\$110,000	\$0	\$0	\$0
2018	IMP	0902-00-984	Cat 7:	\$550,000	\$0	\$0	\$0	\$0	\$550,000
<b>Phase Subtotal:</b>				<b>\$550,000</b>	<b>\$0</b>	<b>\$110,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550,000</b>
<b>Grand Total:</b>				<b>\$550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550,000</b>

**Revisions since STTC Meeting:** Added Comment "110,000 of transportation development credits (Cat 3 - TDC [MPO]) utilized in lieu of a local match are not calculated in funding total"

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 83275      **Facility:** IH 30      **Location/Limits From:** HORIZON      **Modification #:** 2017-0331  
**Impementing Agency:** ROCKWALL      **Location/Limits To:** FM 740  
**County:** ROCKWALL      **CSJ:** 0000-18-043  
**City:** ROCKWALL      **Desc:** CONSTRUCT WB ENTRANCE RAMP  
**Request:** DELETE PROJECT DUE TO DUPLICATE ENTRIES IN THE TIP/STIP; RELATED TO TIP 55170/CSJ 0009-12-217

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0000-18-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0000-18-043	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED MAY 2017 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20302      **Facility:** VA      **Location/Limits From:** DALLAS CBD STREETCAR: SOUTH FROM OAK CLIFF TO THE BISHOP ARTS DISTRICT; FROM COLORADO BLVD/BECKLEY AVE      **Modification #:** 2017-0349  
**Impementing Agency:** DALLAS      **Location/Limits To:** ZANG BLVD/DAVIS ST; AND YOUNG ST FROM UNION STATION/HOUSTON ST TO THE CONVENTION CENTER HOTEL  
**County:** DALLAS      **CSJ:** 0918-47-972  
**City:** DALLAS      **Desc:** RAIL VEHICLE PURCHASE FOR DALLAS STREETCAR AND THE CONSTRUCTION OF RAIL EXTENSION SOUTH  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); OFFSET BY A DECREASE ON TIP 53066/CSJ 0918-47-053, TIP 20134/CSJ 0918-45-887, AND TIP 11917/CSJ 0918-47-087; APPROVE A TOTAL OF \$240,000 IN RTR INTEREST ACCRUED ON THE ABOVE MENTIONED TIP PROJECTS (\$6,551 RTR 121-DA1, \$157,465 RTR 121-DA2, AND \$75,987 RTR 161-DA2) FOR CONSTRUCTION PHASE OF THIS PROJECT IN FY2017  
**Comment:** \$33,000 RTR 121-DA2 INTEREST EARNED FROM TIP 53066/CSJ 0918-47-053; \$6,551 RTR 121-DA1, \$124,462 RTR 121-DA2, AND \$75,987 RTR 161-DA2 INTEREST EARNED FROM TIP 20134/CSJ 0918-47-887

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	CON	0918-47-972	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$6,551	\$0	\$0	\$6,551
2017	CON	0918-47-972	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$3,657,462	\$0	\$0	\$3,657,462
2017	CON	0918-47-972	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$4,575,987	\$0	\$0	\$4,575,987
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$8,240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,240,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$8,240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,240,000</b>

**Revisions since STTC Meeting:** Add project to reprogram cost savings and to approve use of RTR interest from prior phases of project

## How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

**TIP Code:** 11461      **Facility:** SH 289      **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY      **Modification #:** 2017-0004  
**Implementing Agency:** PLANO  
**County:** COLLIN      **CSJ:** 0091-05-053  
**City:** PLANO      **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED  
**Request:** REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
<b>Phase Subtotal:</b>				<b>\$2,480,000</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$3,100,000</b>
<b>Grand Total:</b>				<b>\$2,880,000</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$3,600,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Grand Total:</b>				<b>\$4,640,000</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$5,800,000</b>

<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>FACILITY:</b>	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
<b>LOCATION/LIMITS FROM:</b>	Cross-street or location identifying the ends limits of a project.
<b>LOCATION/LIMITS TO:</b>	Identifies the ending point of the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>COUNTY:</b>	County in which project is located.
<b>CONT-SECT-JOB (CSJ):</b>	The Control Section Job Number is a TxDOT-assigned number given to track projects.
<b>CITY:</b>	City in which project is located.
<b>DESCRIPTION (DESC):</b>	Brief description of work to be performed on the project.
<b>REQUEST:</b>	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
<b>FY:</b>	Identifies the fiscal year in which the project occurs.
<b>PHASE:</b>	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/tip/17-20/index.asp">http://www.nctcog.org/trans/tip/17-20/index.asp</a>
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

## ADMINISTRATIVE TIP MODIFICATIONS PROCESSED IN FEBRUARY 2017

**TIP Code:** 11217.1    **Facility:** FM 426    **Location/Limits From:** 1.4 MILES WEST OF SL 288    **Modification #:** 2017-0183  
**Impementing Agency:** DENTON    **Location/Limits To:** 1.1 MILES EAST OF SL 288  
**County:** DENTON    **CSJ:** 0081-11-012  
**City:** DENTON    **Desc:** WIDEN FROM 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN; ADDITION OF LANES  
**Request:** CHANGE IMPLEMENTING AGENCY FROM DENTON TO TXDOT DALLAS; SPLIT PROJECT AND CHANGE TIP CODE TO 11217.1; REMOVE UTILITIES PHASE IN FY2016; REMOVE CONSTRUCTION PHASE IN FY2018 THEREBY DELETING CONSTRUCTION PHASE FROM THE 2017-2020 STIP; DECREASE IN RTR 121-DE1 FUNDS OFFSETS AN INCREASE ON TIP 11217.2/CSJ 0918-46-298

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$682,697	\$0	\$0	\$682,697
2016	UTIL	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2018	CON	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$17,267,303	\$0	\$0	\$17,267,303
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$18,950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,950,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$682,697	\$0	\$0	\$682,697
2016	UTIL	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$0	\$0	\$0	\$0
2018	CON	0081-11-012	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$682,697</b>	<b>\$0</b>	<b>\$0</b>	<b>\$682,697</b>

**TIP Code:** 11217.2    **Facility:** CS    **Location/Limits From:** ON MCKINNEY ST (OLD FM 426) FROM    **Modification #:** 2017-0193  
**Impementing Agency:** DENTON    **Location/Limits To:** 1.4 MI W SL 288 TO 1.1 MI E SL 288  
**County:** DENTON    **CSJ:** 0918-46-298  
**City:** DENTON    **Desc:** WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN  
**Request:** ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); SPLIT FROM TIP 11217/CSJ 0081-11-012 TO REFLECT ON-SYSTEM AND OFF-SYSTEM PROJECTS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	UTIL	0918-46-298	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2017	CON	0918-46-298	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$17,267,303	\$0	\$0	\$17,267,303
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$18,267,303</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,267,303</b>

## ADMINISTRATIVE TIP MODIFICATIONS PROCESSED IN FEBRUARY 2017

**TIP Code:** 20290      **Facility:** SH 114      **Location/Limits From:** SH 114/TEXAS PLAZA BRIDGE FROM SL 12      **Modification #:** 2017-0196  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SS 482  
**County:** DALLAS      **CSJ:** 0353-06-057  
**City:** IRVING      **Desc:** CONSTRUCT 0 TO 4 LANE SIGNATURE BRIDGE WITH BICYCLE LANE, SIDEWALKS, INTERSECTION IMPROVEMENTS, AND RAMP MODIFICATIONS  
**Request:** REVISE FUNDING  
**Comment:** LOCAL CONTRIBUTION PAID BY THE CITY OF IRVING; CMAQ FUNDS ONLY USED FOR BICYCLE LANE, SIDEWALKS, AND INTERSECTION IMPROVEMENTS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-06-057	SBPE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2016	ROW	0353-06-057	S102:	\$0	\$4,400,000	\$0	\$0	\$0	\$4,400,000
2017	CON	0353-06-057	Cat 10:	\$801,180	\$200,295	\$0	\$0	\$0	\$1,001,475
2017	CON	0353-06-057	Cat 11:	\$2,960,000	\$740,000	\$0	\$0	\$0	\$3,700,000
2017	CON	0353-06-057	Cat 2M:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
2017	CON	0353-06-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$13,500,000	\$13,500,000
2017	CON	0353-06-057	Cat 5:	\$4,320,000	\$1,080,000	\$0	\$0	\$0	\$5,400,000
<b>Phase Subtotal:</b>				<b>\$25,681,180</b>	<b>\$6,420,295</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,500,000</b>	<b>\$45,601,475</b>
<b>Grand Total:</b>				<b>\$26,641,180</b>	<b>\$11,060,295</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,500,000</b>	<b>\$51,201,475</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-06-057	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2016	ROW	0353-06-057	S102:	\$0	\$4,400,000	\$0	\$0	\$0	\$4,400,000
2017	CON	0353-06-057	Cat 1:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2017	CON	0353-06-057	Cat 10:	\$801,180	\$200,295	\$0	\$0	\$0	\$1,001,475
2017	CON	0353-06-057	Cat 11:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2017	CON	0353-06-057	Cat 2M:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
2017	CON	0353-06-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$13,500,000	\$13,500,000
2017	CON	0353-06-057	Cat 5:	\$4,320,000	\$1,080,000	\$0	\$0	\$0	\$5,400,000
<b>Phase Subtotal:</b>				<b>\$25,681,180</b>	<b>\$6,420,295</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,500,000</b>	<b>\$45,601,475</b>
<b>Grand Total:</b>				<b>\$25,681,180</b>	<b>\$12,020,295</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,500,000</b>	<b>\$51,201,475</b>





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

TO: Regional Transportation Council

DATE: April 6, 2017

FROM: Dan Kessler  
Assistant Director of Transportation

SUBJECT: Modifications to the FY2016 and FY2017 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017.

Listed below, and in the following attachment, are proposed modifications to the FY2016 and FY2017 UPWP. Included in these amendments are new initiatives, updates to existing projects, and funding adjustments. The proposed modifications were presented at the March 13, 15, and 20, 2017, public meetings. No comments have been received to date. If any comments are received before the close of the public outreach comment period, they will be provided as a handout at the meeting. At its meeting on March 24, 2017, the Surface Transportation Technical Committee took action to recommend Regional Transportation Council approval of the proposed modifications.

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

- 2.01 Travel Forecasting Support – Modeling Managed Lanes in Long-term Planning Process in the Dallas-Fort Worth Area (add project and program \$50,000 TPF to support University Partnership Program assistance in the enhancement of travel models with regard to managed lanes to capture reliability measures and user travel behavior impacts to help guide long-range planning decisions).

### **Transportation Planning Funds – Updates**

- 2.03 Demographic Data and Forecasts – Regional Demographic/Land-use Model Improvement and Support and Development of Forecasts (amend text to reflect staff activities to develop 2045 demographic forecasts to support long-range planning).
- 3.05 Public Transportation Planning and Management Studies – Regional Public Transportation Coordination (program \$50,000 TPF and amend text to reflect University Partnership Program assistance on planning for access to opportunity).

- 5.04 Capital and Operational Asset Management System – Asset Management Data Collection and Analysis (program \$50,000 TPF to support additional evaluation on corridors already identified in the UPWP).

Chapter VIII. Overview of Work Program Funding – Proposed Budget (increase FY2017 TPF allocation by \$24,158 in FTA 5303 funds, \$924,736 in FHWA PL-112 funds, and \$405,499 in FY2015 FHWA PL-112 carryover funds to reflect actual dollars based on work orders from the Texas Department of Transportation as opposed to estimates used during Work Program development; also reflect the programming of an additional \$150,000 TPF based on the modifications proposed above)

#### **Other Funding Sources – New Initiatives**

- 4.03 Coordination of Transportation and Environmental Planning Processes – Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) Evaluation of Sustainability in Denton Greenbelt Corridor (add project and \$50,000 FHWA funds and \$50,000 RTC Local funds 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).
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (Update text to add the Denton County Outer Loop/Greenbelt Parkway as a corridor for study where preliminary engineering will be conducted in coordination with work in Subtask 4.03 as noted above).

#### **Other Funding Sources – Updates**

- 3.02 Regional Air Quality Planning – Air Quality Planning (add \$15,000 local funds for NCTCOG's sponsorship and hosting of the Southern Transportation Air Quality Summit).
- 5.05 Congestion Management Planning and Operations – Automated Vehicles: Development and Deployment (add \$50,000 RTC Local funds to support University Partnership Program assistance on the development of an information tool for policy makers and the public to assist in understanding the history, technology, and anticipated roll out of automated vehicles, and add \$40,000 RTC Local funds to support University Partnership Program assistance in examining direct employment-related impacts of automated vehicles to the transportation industry).

#### **Other Modifications that have Received Previous Regional Transportation Council or Executive Board Approval Action (e.g., via the Transportation Improvement Program [TIP])**

- 4.03 Coordination of Transportation and Environmental Planning Processes – Environmental Stewardship Program (add \$150,000 RTR funds and subtract \$312,500 local funds for consistency with the Transportation Improvement Program and RTC action).

- 4.03 Coordination of Transportation and Environmental Planning Processes – Quantifying Benefits of Environmental Stewardship Efforts (update text to reflect that consultant assistance may be utilized).
- 5.01 Regional Transportation Studies – Corridor Studies/Environmental Study Support (add \$50,000 TxDOT funds to support NCTCOG assistance to the Texas Department of Transportation and Texas Transportation Institute, as requested, on corridor initiatives).
- 5.01 Regional Transportation Studies – North Texas Tollway Authority Feasibility Studies (add \$75,000 NTTA funds to support travel demand modeling and traffic forecasting assistance to NTTA, as requested).
- 5.09 Regional Aviation Planning and Education – Unmanned Aircraft Systems Pilot Project (program \$5,000 of approved RTC Local funds as a result of a budget modification due to staffing changes)
- 5.09 Regional Aviation Planning and Education – Aviation Integration and Outreach (program \$32,000 of approved RTC Local funds as a result of a budget modification due to staffing changes)

Please contact Vickie Alexander or me at (817) 695-9240 if you have any questions or comments regarding these proposed modifications to the FY2016 and FY2017 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting.

jh  
Attachments

## AMENDMENT #6 TO THE FY2016 AND FY2017 UNIFIED PLANINGG WORK PROGRAM

### 2.01 Travel Forecasting Support

#### Modeling Managed Lanes in Long-term Planning Process in the Dallas-Fort Worth Area

##### *Transportation Planning Funds*

The North Texas region has several managed lanes that serve travelers with reliable travel times. This project, utilizing assistance through the University Partnership Program, will enhance NCTCOG's travel model forecasting capabilities with regard to managed lanes. The study, which will begin in late 2017 and carry over into FY2018, will involve the inclusion of travel time reliability on managed lanes, as well as determine the value of time to the users of these facilities. Travel time reliability measures the probability of on-time arrival of the trips experienced by travelers because of uncertainty present in the roadway network. Project results will be used to help guide long-term transportation planning decisions. Anticipated products include:

- A comprehensive report on findings; and
- Summary recommendations for NCTCOG.

### 2.03 Demographic Data and Forecasts

#### Regional Demographic/Land-use Model Improvement and Support and Development of Forecasts

##### *Transportation Planning Funds*

This item includes: 1) improvement and support of the regional demographic/land-use model, 2) generation of project-based demographic datasets, ~~and~~ 3) evaluation of other possible methodologies for the demographic forecasting process, and 4) **development of 2045 demographic forecasts as an extension of the existing 2040 forecast to be used in the long-range transportation plan for the region.** Activities will be ongoing throughout FY2016 and FY2017. Anticipated products include:

- Project-based demographic forecasts.

### 3.02 Regional Air Quality Planning

Since 1991, the North Central Texas region has been in nonattainment for the ozone National Ambient Air Quality Standard (NAAQS). As a result of this designation, federal and State procedures are required in order for projects identified in multimodal transportation plans to proceed to implementation. In response, a variety of air quality planning occurs to ensure these requirements are met.

#### Air Quality Planning

##### *Transportation Planning Funds*

The Dallas-Fort Worth State Implementation Plan (SIP) is a legal and federally enforceable plan mandated by the Clean Air Act (CAA). This plan identifies how nonattainment areas will reduce emissions from stationary, area, and mobile sources to demonstrate attainment and/or maintenance of air quality standards. In nonattainment areas, the CAA mandates that federally

funded and regionally significant transportation activities must conform to the SIP. Under this requirement, the Regional Transportation Council, as the transportation policy body for the Metropolitan Planning Organization, is required to make an initial local-level transportation conformity determination on the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) before submitting recommendations to the US Department of Transportation for independent review and a final federal-level conformity determination. The conformity determination is a method to ensure that federal funding and federal approval is given to transportation projects, programs, and policies that are consistent with regional air quality goals. This work element is ongoing throughout FY2016 and FY2017. Consultant assistance may be utilized. Anticipated products include:

- Development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements;
- Assistance with addressing specific data and technical requests;
- Tracking of and responses to statewide and national rules and guidance affecting the nonattainment area and surrounding counties, such as the ozone NAAQS and other primary or secondary pollutants, greenhouse gases, and climate change;
- Annual report of pollutant levels at monitoring stations located throughout the region;
- A successful regional air quality conformity analysis incorporating new or updated projects proposed for inclusion in the MTP and TIP;
- Monitoring of the timely implementation of Transportation Control measures;
- Monitoring, collecting, and updating of Mobile Source Emission Reduction Strategies commitments for annual reporting requirements of emission reduction projects;
- Guidance, rules and proposals that incorporate NCTCOG direction/expertise and/or experiences related to NAAQS and mobile-source issues;
- Evaluation of technical models used in regional air quality planning, with feedback to agency developing the model(s) and, as appropriate, creation of in-house applications to successfully run models;
- Presentations for workshops, technical committees, student chapters, and training sessions; and
- Update of the NCTCOG Web site with the latest air quality information.

#### *Other Funding Sources*

In addition to Transportation Planning Funds, this program also uses Surface Transportation Program--Metropolitan Mobility (STP-MM) funds and Transportation Development Credits to support activities noted above. Consultant assistance may also be utilized. **Local funding will be used to allow NCTCOG sponsorship of the Southern Transportation and Air Quality Summit. This national summit is held by the Federal Highway Administration Resource Center and the Environmental Protection Agency.**

### 3.05 Public Transportation Planning and Management Studies

#### Regional Public Transportation Coordination

##### *Transportation Planning Funds*

This planning activity is ongoing throughout both FY2016 and FY2017, supporting activities that further a coordinated and seamless public transportation system. This activity includes the Access North Texas Plan, which outlines coordination goals, policies and strategies to move the North Central Texas region toward more coordinated, efficient and seamless transportation services. Regional coordination activities will primarily focus on the 12 counties that comprise the Metropolitan Planning Area. Coordination with surrounding areas will be included based on the impact that public transportation connections have within the planning area boundary. **Beginning in FY2017 and carrying over to FY2018, University Partnership Program assistance will be utilized in planning for access to opportunity.** This activity also includes technical assistance and general planning support to the transportation authorities in the region, as well as smaller transit agencies. Anticipated products include:

Enhancements to the Access North Texas plan;

- Implemented coordination strategies identified in the Access North Texas Plan;
- Assistance to transit agencies including travel demand model data, planning studies, and technical guidance.
- Support for transit system improvements resulting in seamless regional connectivity; **and**
- Facilitation of improved efficiency in the use of transit capital resources in the region, resulting from pursuing opportunities for vehicle sharing, retired vehicle or community vehicle programs, **and**
- **UPP report on access to opportunity, including an opportunity score or index for the Metropolitan Planning Area and a menu of investments or other interventions that could positively influence scores.**

### 4.03 Coordination of Transportation and Environmental Planning Processes

#### INVEST Evaluation of Sustainability in Denton Greenbelt Corridor

##### *Other Funding Sources*

**The Federal Highway Administration's Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) will be used to review the 2011 Regional Outer Loop Corridor Feasibility Study to identify areas where sustainability best practices can be applied to an update of this study. The update will focus on the Denton County and western Collin County portion of the proposed Regional Outer Loop. Environmental data will be updated for the new feasibility study. Stakeholder and community outreach will take place to encourage sustainability and environmental stewardship in the portion of the corridor that travels through the Denton Greenbelt area. Sustainability and stewardship efforts that go above and beyond regulatory requirements will be integrated during the project development phase of the corridor. Federal Highway Administration and Regional Transportation Local funds will be used to support work activities. Anticipated products during FY2017 include:**

- **List of INVEST criteria applicable to 2011 Regional Outer Loop Corridor Feasibility Study;**

- **INVEST scoring results for 2011 Regional Outer Loop Corridor Feasibility Study;**
- **Outreach materials for stakeholders and members of the community;**
- **Stakeholder meetings;**
- **Community outreach efforts; and**
- **Environmental data updates.**

## Quantifying Benefits of Environmental Stewardship Efforts

### *Transportation Planning Funds*

Environmental stewardship efforts can generate quality-of-life benefits for humans and a return on investment (ROI) for entities that pursue these strategies. There are existing methods to quantify these benefits of stewardship efforts. Staff will work with conservation partners to inventory environmental stewardship ROI methods and apply these calculations to sample stewardship projects in the region to describe the economic and quality-of-life benefits that were created. These findings will help support the Education Campaign that is part of the Environmental Stewardship Program. **Consultant assistance may be utilized.** Anticipated products include:

- Presentations to municipalities;
- Recommendations for future action; and
- Draft and final reports.

## **5.01 Regional Transportation Studies**

### Strategic Corridor Initiatives

#### *Other Funding Sources*

Under this initiative, NCTCOG staff will continue to provide technical, planning, and environmental assistance to transportation agencies and the Regional Transportation Council to help advance critical regional projects through development, approval, and implementation as soon as possible. The goal of this program is to help reduce cost escalation due to inflation, alleviate congestion faster, and assist in meeting air quality goals. As regional roadway and freight/passenger rail projects continue to increase in complexity, scope, and impacts, the NCTCOG Transportation Department has identified a need to expand its involvement beyond its current planning and programming functions to improve project implementation in the Dallas-Fort Worth region. Throughout FY2016 and FY2017, the program activities will provide assistance to advance all surface modes of transportation including passenger rail, freight rail, and roadway improvements, particularly on those projects that deal with multiple transportation modes. Surface Transportation Program—Metropolitan Mobility funds, Regional Toll Revenue funds, Texas Department of Transportation funds, and Transportation Development Credits will support this effort. Work products will vary depending on the work performed and could include:

- Meeting summaries;
- Comment review; and
- Technical memorandums.

The following is a list of roadway corridors that may be studied in this element:

- IH 35E - Dallas County
- IH 820/US 287 - Tarrant County
- IH 820/SH 121 - Tarrant County
- DFW Connector - SH 114/SH121
- Trinity Parkway
- SM Wright Parkway
- Collin County Outer Loop
- DNT Extension
- Sam Rayburn Tollway
- SH 170
- SH 183
- PGBT
- SH 360 (Tarrant County)
- SH 114 Dallas County
- Loop 12
- IH 635 East
- IH 35E Lowest Stemmons
- IH 35E (IH 635 to US 380)
- Collin County Strategic Transportation Initiative
- **Denton County Outer Loop/Greenbelt Parkway**

## 5.05 Congestion Management Planning and Operations

### Automated Vehicles: Development and Deployment

#### *Other Funding Sources*

This program is ongoing throughout FY2017 providing for the development and deployment of automated vehicles. Strategies include building an open data infrastructure to support safe deployment of automated vehicles, ~~and~~ encouraging shared mobility transportation models to deliver more mobility to more people in the region more cost-effectively, **building information tools for policy makers and the general public, and examining direct employment-related impacts of automated vehicles. Beginning in late FY2017 and carrying over into FY2018, University Partnership Program (UPP) assistance will be utilized to support work activities in the information tools and employment impact study.** This program uses Surface Transportation Program—Metropolitan Mobility funds, Regional Transportation Council Local funds and Transportation Development Credits to support activities in this area. Anticipated products include:

- An open data infrastructure for use by automated vehicles;
- Support for shared mobility service delivery models, especially those that increase average vehicle occupancy;
- Development and deployment of automated vehicle technologies in the region; ~~and~~
- Liaison to the Smart City/Smart State program;
- **Information tools about automated vehicles; and**
- **Report on direct employment-related impacts of automated vehicles.**



## VIII. Overview of Work Program Funding

### Proposed Budget

This section summarizes the budget for the FY2016 and FY2017 Unified Planning Work Program. Financial support for Fiscal Years 2016 and 2017 will be provided from a number of sources including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Texas Department of Transportation (TxDOT), the Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA), Department of Energy (DOE), Federal Aviation Administration (FAA), and the North Texas Tollway Authority (NTTA). In addition, various local sources will be acquired to assist in the funding of this program.

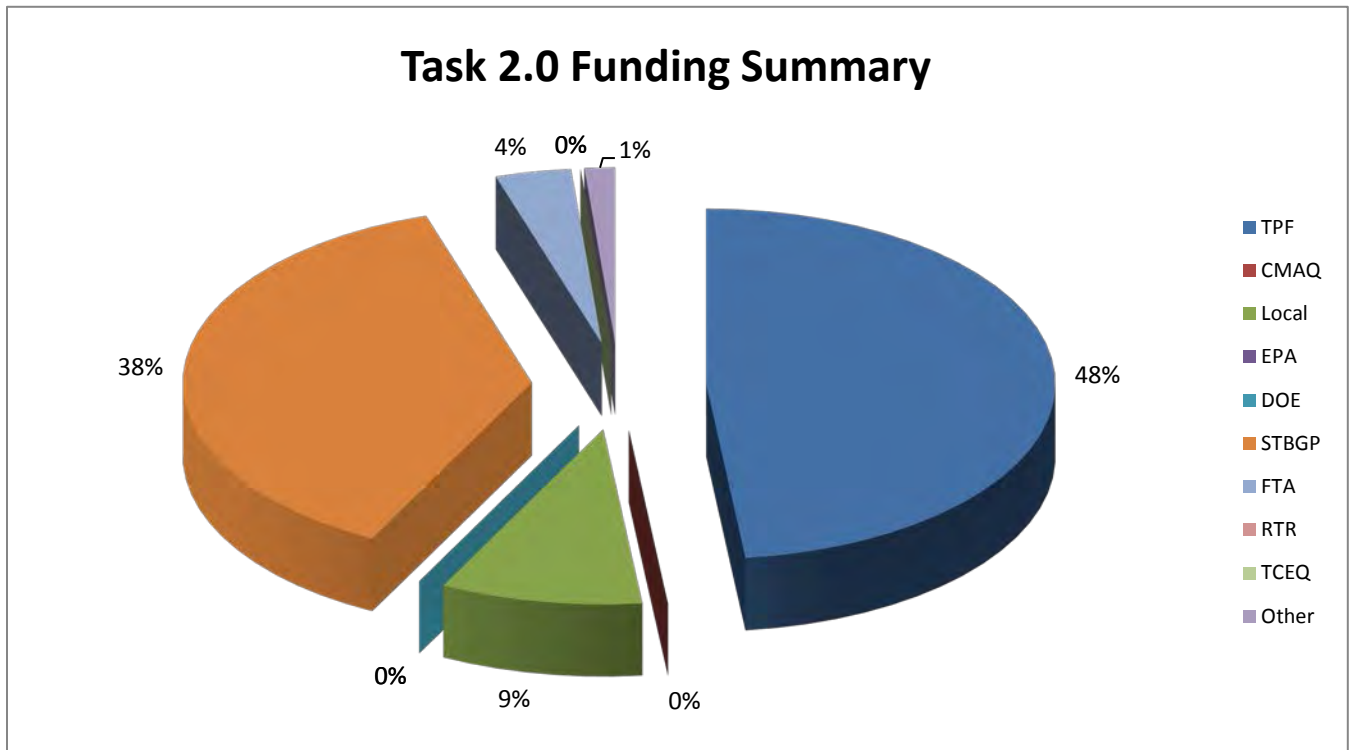
The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2016 and FY2017 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2016 and FY2017 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$6,897,245 in FY2016 and ~~\$6,530,339~~ **\$7,455,075** in FY2017 for a two-year total of ~~\$13,427,584~~ **\$14,352,320**. The Federal Transit Administration 5303 funding is \$2,677,763 in FY2016 and ~~\$2,691,978~~ **\$2,716,136** in FY2017 for a two-year total of ~~\$5,369,741~~ **\$5,393,899**. An estimated balance of ~~\$6,214,898~~ **\$6,620,397** in unexpended/unobligated FHWA PL 112 funding will be available from the FY2015 authorization. Each of these funding amounts is incorporated

by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2016 and FY2017 UPWP is estimated at ~~\$25,012,223~~ **\$26,366,616**. Transportation Planning Funds in the amount of ~~\$21,701,000~~ **\$21,851,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of ~~\$5,369,741~~ **\$5,393,899**, the estimated FY2015 FHWA PL 112 fund balance of ~~\$6,214,898~~ **\$6,620,397**, and ~~\$10,116,361~~ **\$9,836,704** of Fiscal Years 2016 and 2017 FHWA PL 112 funding. The remaining balance of Fiscal Years 2016 and 2017 FHWA PL 112 funds of ~~\$3,311,223~~ **\$4,515,616** is anticipated to be carried over to Fiscal Year 2018.

## TASK 2.0 FUNDING SUMMARY

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
2.01	\$1,942,000			
		\$96,000	FHWA	
		\$239,000	FTA	
		\$2,559,000	STBGP	
		\$487,000	Local	
<b>Subtotal</b>				<b>\$5,323,000</b>
2.02	\$334,000			
		\$150,000	Local	
<b>Subtotal</b>				<b>\$484,000</b>
2.03	\$1,011,000			
<b>Subtotal</b>				<b>\$1,011,000</b>
<b>Total</b>	<b>\$3,287,000</b>	<b>\$3,531,000</b>		<b>\$6,818,000</b>

<sup>1</sup> Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

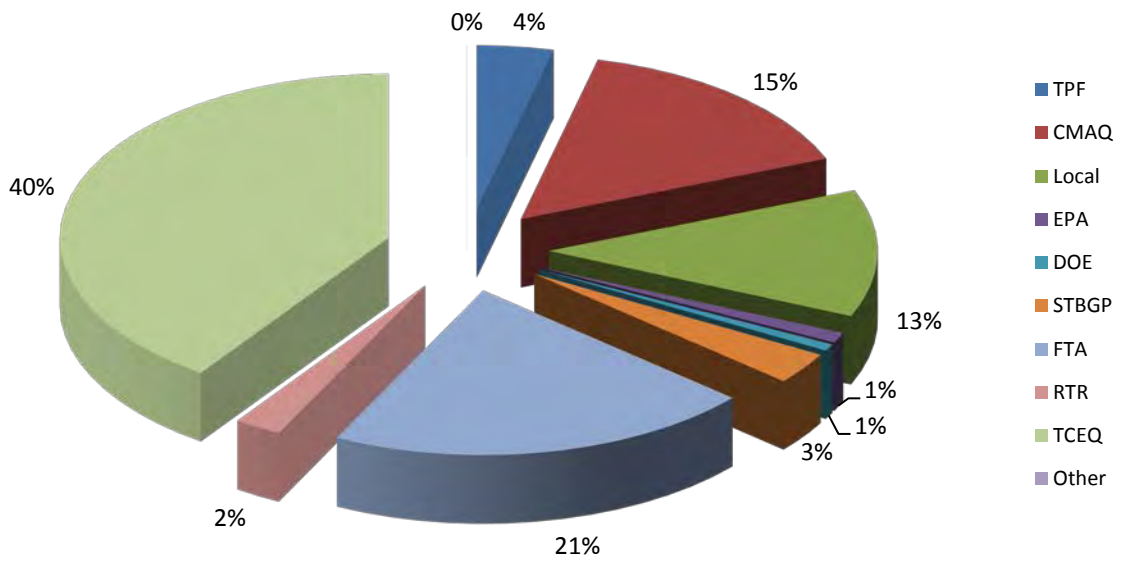


### TASK 3.0 FUNDING SUMMARY

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
3.01	\$1,673,000	\$1,409,000	RTR	
		\$885,000	STBGP	
<b>Subtotal</b>				<b>\$3,967,000</b>
3.02	\$823,000	\$15,000	Local	
		\$211,000	TCEQ	
		\$202,000	STBGP	
<b>Subtotal</b>				<b>\$1,251,000</b>
3.03		\$7,834,000	CMAQ	
		\$1,185,000	EPA	
		\$163,000	DOE	
		\$3,656,000	Local	
		\$2,000,000	STBGP	
		\$46,925,613	TCEQ	
<b>Subtotal</b>				<b>\$61,763,613</b>
3.04		\$1,952,000	CMAQ	
		\$618,800	DOE	
		\$641,442	Local	
		\$574,000	STBGP	
<b>Subtotal</b>				<b>\$3,786,242</b>
3.05	<b>\$1,909,000</b>	\$282,000	FTA	
		\$128,000	Local	
<b>Subtotal</b>				<b>\$2,319,000</b>
3.06		\$8,000,000	CMAQ	
		\$24,276,000	FTA	
		\$1,314,000	RTR	
		\$10,185,000	Local	
		\$8,000	TxDOT	
<b>Subtotal</b>				<b>\$43,783,000</b>
<b>Total</b>	<b>\$4,405,000</b>	<b>\$112,464,855</b>		<b>\$116,869,855</b>

<sup>1</sup> Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

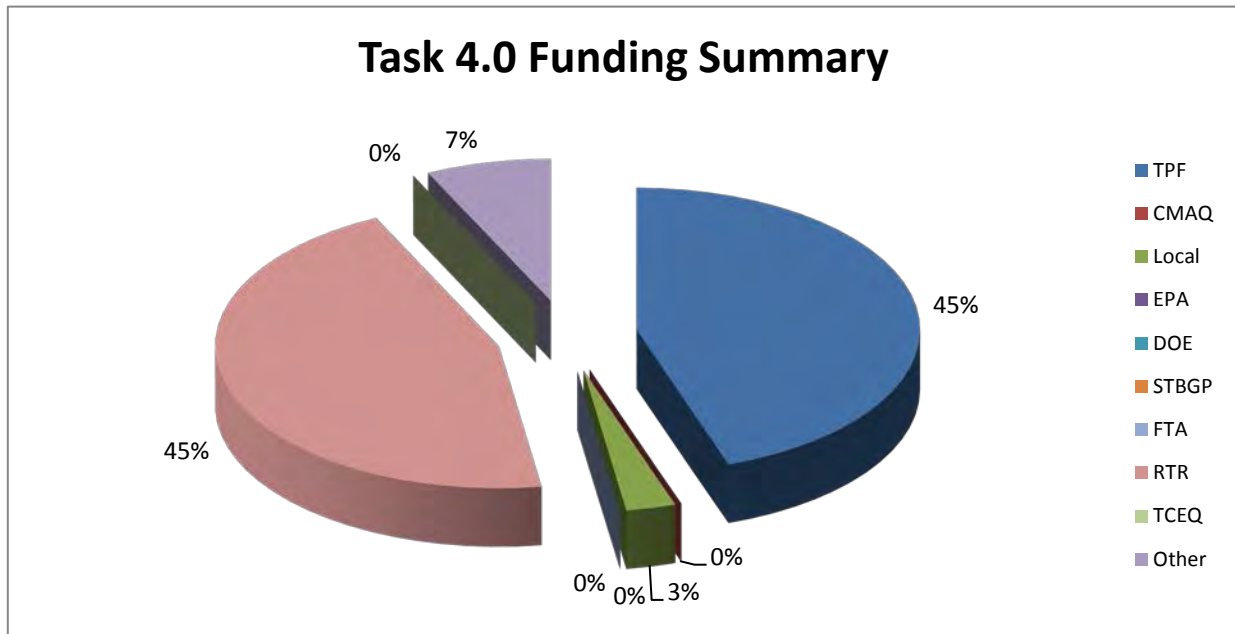
# Task 3.0 Funding Summary



## TASK 4.0 FUNDING SUMMARY

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
4.01	\$1,771,000	\$17,509	Local	\$1,988,509
<b>Subtotal</b>		\$200,000	FHWA	
4.02	\$217,000	\$212,500	RTR	\$429,500
<b>Subtotal</b>				
4.03	\$207,000	\$174,200	FHWA	\$2,676,200
		\$131,000	Local	
<b>Subtotal</b>		\$2,164,000	RTR	
4.04	\$104,000			\$104,000
<b>Subtotal</b>				
4.05	\$50,000			\$50,000
<b>Subtotal</b>				
<b>Total</b>	\$2,349,000	\$2,899,209		\$5,248,209

<sup>1</sup> Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.



**TASK 5.0 FUNDING SUMMARY**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.01	\$709,000	\$45,000	Local	
		<b>\$116,000</b>	<b>NTTA</b>	
		\$4,465,000	RTR	
		\$3,334,500	STBGP	
		<b>\$609,000</b>	<b>TxDOT</b>	
<b>Subtotal</b>				<b>\$9,278,500</b>
5.02	\$935,000	\$229,000	RTR	
<b>Subtotal</b>				<b>\$1,164,000</b>
5.03	\$474,000	\$354,000	CMAQ	
		\$638,700	FHWA	
		\$40,000	FTA	
		\$4,828,400	Local	
		\$1,923,000	STBGP	
<b>Subtotal</b>				<b>\$8,258,100</b>
5.04	<b>\$330,000</b>	\$78,000	Local	
		\$435,000	STBGP	
		\$32,000	TXDOT	
<b>Subtotal</b>				<b>\$875,000</b>
5.05	\$782,000	\$15,198,000	CMAQ	
		\$526,000	FHWA	
		<b>\$2,686,292</b>	<b>Local</b>	
		\$665,000	RTR	
		\$8,503,960	STBGP	
		\$1,829,240	TXDOT	
<b>Subtotal</b>				<b>\$30,190,492</b>
5.06		\$126,000	Local	
		\$1,408,000	STBGP	
		\$226,000	TxDOT	
<b>Subtotal</b>				<b>\$1,760,000</b>
5.07	\$66,000			
<b>Subtotal</b>				<b>\$66,000</b>

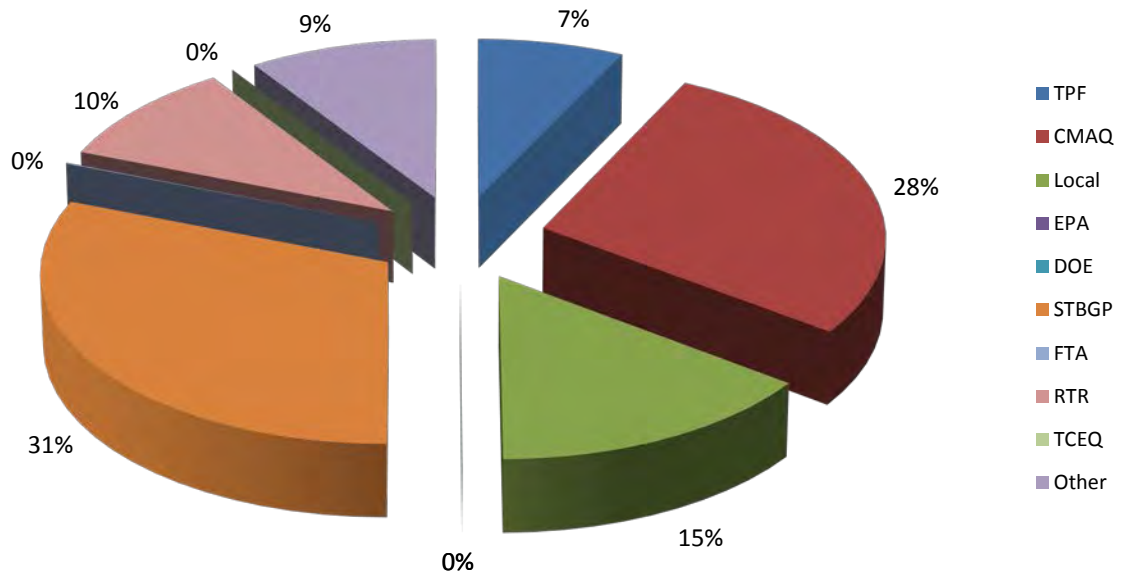
**TASK 5.0 FUNDING SUMMARY (cont.)**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.08	\$394,000	\$48,000	Local	
		\$164,000	STBGP	
<b>Subtotal</b>				<b>\$606,000</b>
5.09	\$126,000	\$195,000	FAA	
		<b>\$266,000</b>	<b>Local</b>	
		\$40,000	STBGP	
<b>Subtotal</b>				<b>\$627,000</b>
5.10		\$440,000	DOD	
		\$127,000	Local	
<b>Subtotal</b>				<b>\$567,000</b>
5.11		\$13,400	Local	
		\$1,428,600	STBGP	
		\$75,000	RTR	
		\$610,835	TXDOT	
<b>Subtotal</b>				<b>\$2,127,835</b>
5.12	\$250,000			
<b>Subtotal</b>				<b>\$250,000</b>
<b>Total</b>	<b>\$4,066,000</b>	<b>\$51,703,927</b>		<b>\$55,769,927</b>

<sup>1</sup> Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

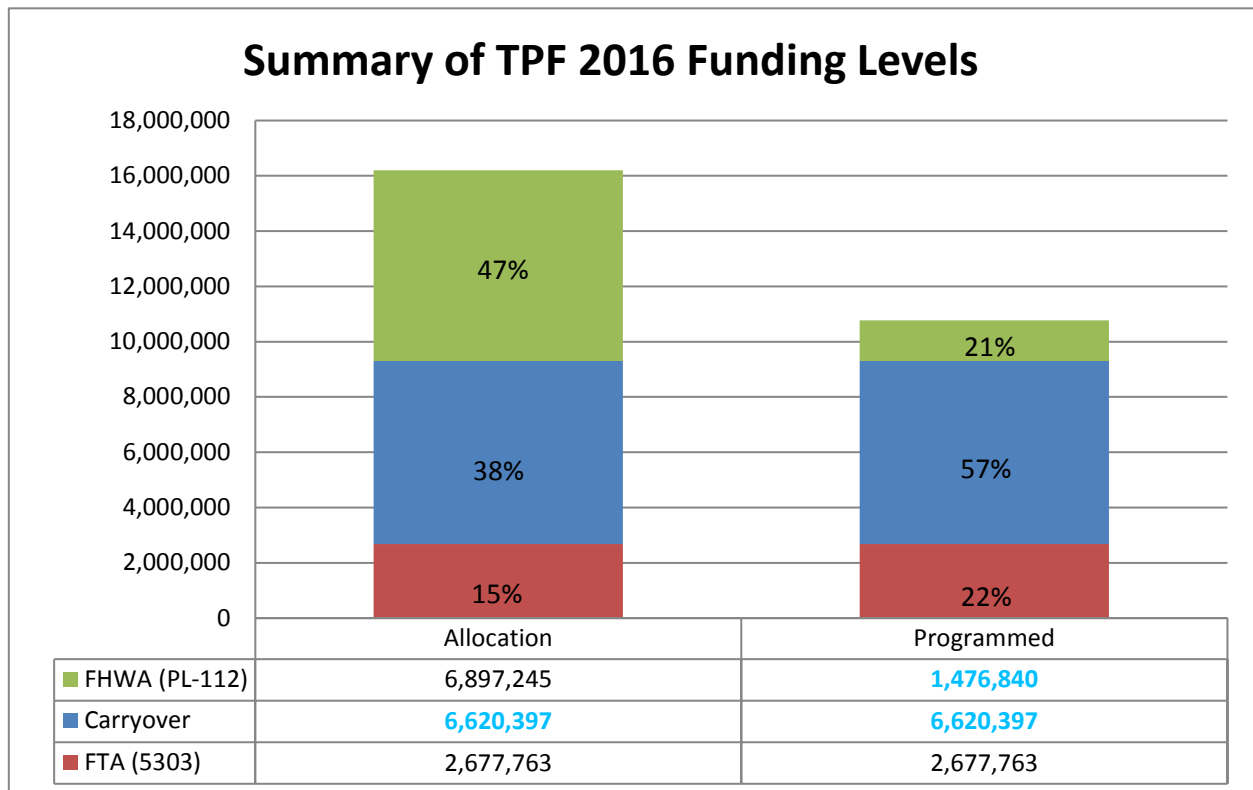


## Task 5.0 Funding Summary

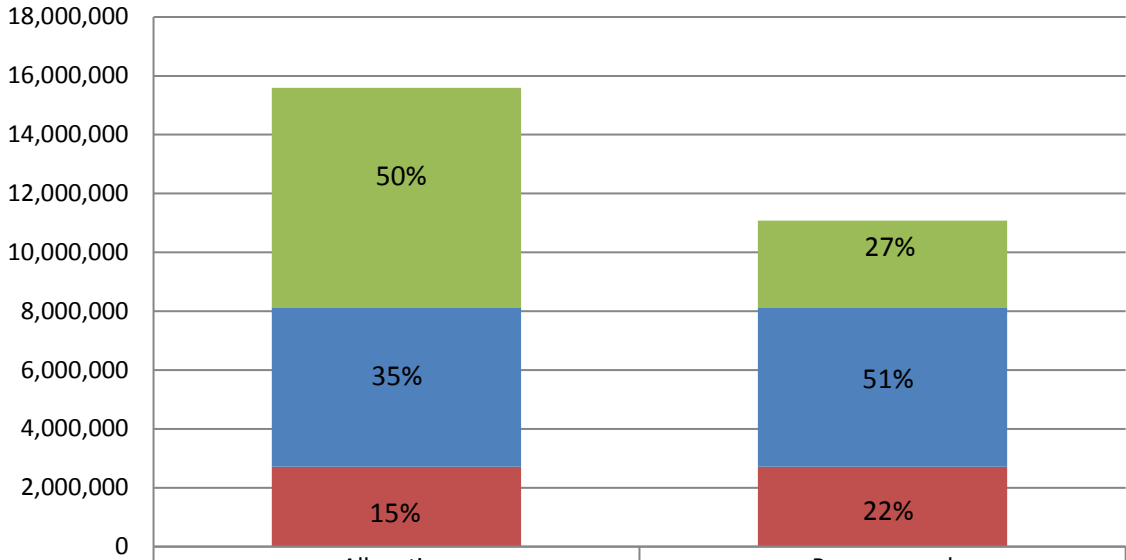


**EXHIBIT VIII-1  
FY2016 AND FY2017 TPF PROGRAMMING SUMMARY**

	FY2016		FY2017	
	Allocation	Programmed	Allocation	Programmed
<b>FTA Section 5303</b>	2,677,763	2,677,763	<b>2,716,136</b>	<b>2,716,136</b>
<b>FHWA (PL-112)</b>				
<b>Carryover</b>	<b>6,620,397</b>	<b>6,620,397</b>	<b>5,420,405</b>	<b>5,420,405</b>
<b>New Allocation</b>	6,897,245	<b>1,476,840</b>	<b>7,455,075</b>	<b>2,939,459</b>
<b>Total TPF</b>	<b>16,195,405</b>	10,775,000	<b>15,591,616</b>	<b>11,076,000</b>
<b>Carryover</b>		<b>5,420,405</b>		<b>4,515,616</b>
<b>Two-Year Totals</b>				
<b>FTA Section 5303</b>	<b>5,393,899</b>			
<b>FHWA PL-112</b>	<b>20,972,717</b>			
<b>Total</b>	<b>26,366,616</b>			
<b>Programmed</b>		<b>21,851,000</b>		
<b>Carryover</b>				<b>4,515,616</b>



## Summary of TPF 2017 Funding Levels



	Allocation	Programmed
■ FHWA (PL-112)	7,455,075	2,939,459
■ Carryover	5,420,405	5,420,405
■ FTA (5303)	2,716,136	2,716,136

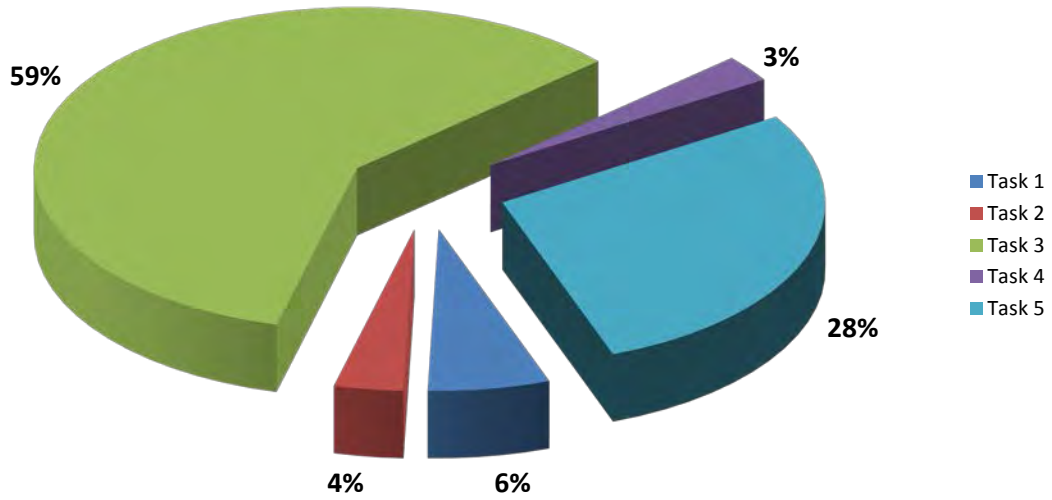
**EXHIBIT VIII-2**  
**FY2016 AND FY2017 ALLOCATION OF TRANSPORTATION PLANNING FUNDS**

Subtask	Subtask Title	TPF		
		FY2016	FY2017	Total
1.01	Community Outreach	\$922,000	\$1,021,000	\$1,943,000
1.02	Program Administration	\$2,182,000	\$2,078,000	\$4,260,000
1.03	Advanced Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$957,000	\$584,000	\$1,541,000
1.05	Quality Control and Field Operations	\$0	\$0	\$0
	<b>Subtask 1.0</b>	\$4,061,000	\$3,683,000	\$7,744,000
2.01	Travel Forecasting Support	\$1,013,000	\$929,000	\$1,942,000
2.02	Transportation Data Management	\$134,000	\$200,000	\$334,000
2.03	Demographic Data and Forecasts	\$504,000	\$507,000	\$1,011,000
	<b>Subtask 2.0</b>	\$1,651,000	\$1,636,000	\$3,287,000
3.01	Transportation Project Programming	\$726,000	\$947,000	\$1,673,000
3.02	Regional Air Quality Planning	\$412,000	\$411,000	\$823,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Transportation and Air Quality Communications	\$0	\$0	\$0
3.05	Public Transportation Planning and Management Studies	\$930,000	\$979,000	\$1,909,000
3.06	Transit Operations	\$0	\$0	\$0
	<b>Subtask 3.0</b>	\$2,068,000	\$2,337,000	\$4,405,000
4.01	The Metropolitan Transportation Plan	\$948,000	\$823,000	\$1,771,000
4.02	Financial Forecasting and Strategies	\$152,000	\$65,000	\$217,000
4.03	Coordination of Transportation and Environmental Planning Processes	\$51,000	\$156,000	\$207,000
4.04	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$39,000	\$65,000	\$104,000
4.05	Performance Based Planning Coordination	\$0	\$50,000	\$50,000
	<b>Subtask 4.0</b>	\$1,190,000	\$1,159,000	\$2,349,000
5.01	Regional Transportation Corridor Studies	\$306,000	\$403,000	\$709,000
5.02	Subarea Studies and Local Government Assistance	\$486,000	\$449,000	\$935,000
5.03	Land-Use/Transportation Initiatives	\$223,000	\$251,000	\$474,000
5.04	Capital and Operational Asset Management System	\$185,000	\$145,000	\$330,000
5.05	Congestion Management Planning and Operations	\$281,000	\$501,000	\$782,000
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$33,000	\$33,000	\$66,000
5.08	Roadway and Railroad Safety	\$187,000	\$207,000	\$394,000
5.09	Regional Aviation Planning and Education	\$54,000	\$72,000	\$126,000
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Regional Job Opportunity Pilot Program	\$0	\$0	\$0
5.12	University Partnership Program	\$50,000	\$200,000	\$250,000
	<b>Subtask 5.0</b>	\$1,805,000	\$2,261,000	\$4,066,000
	<b>FUNDING TOTALS</b>	\$10,775,000	\$11,076,000	\$21,851,000

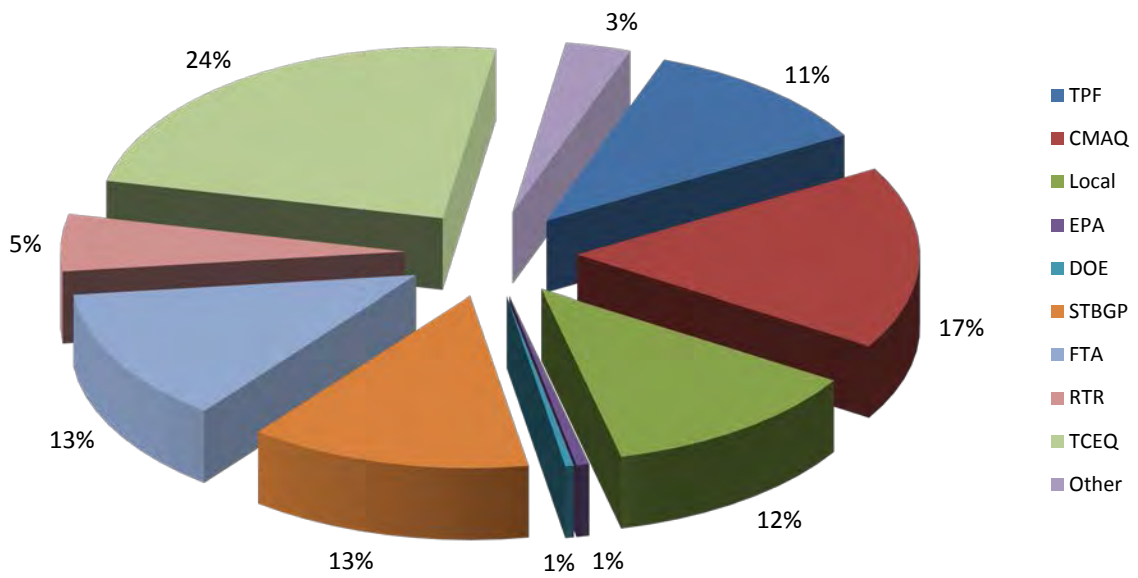
**EXHIBIT VIII-3  
FY2016 AND FY2017 FUNDING SUMMARY**

<b>Funding Source</b>	<b>Task 1.0 Administration</b>	<b>Task 2.0 Data Development</b>	<b>Task 3.0 Short Range Planning</b>	<b>Task 4.0 Metropolitan Transportation Planning</b>	<b>Task 5.0 Special Studies</b>	<b>Total</b>
<b>FTA Activities</b>	<b>44.21.00</b>	<b>44.22.00</b>	<b>44.24.00</b> <b>44.25.00</b>	<b>44.23.01</b>	<b>44.23.02</b> <b>44.24.00</b> <b>44.22.00</b> <b>44.27.00</b>	
<b>TPF</b>	\$7,744,000	<b>\$3,287,000</b>	<b>\$4,405,000</b>	\$2,349,000	<b>\$4,066,000</b>	<b>\$21,851,000</b>
CMAQ	\$543,000	\$0	\$17,786,000	\$0	\$15,552,000	\$33,881,000
DOD	\$0	\$0	\$0	\$0	\$440,000	\$440,000
DOE	\$0	\$0	\$781,800	\$0	\$0	\$781,800
EPA	\$0	\$0	\$1,185,000	\$0	\$0	\$1,185,000
FAA	\$0	\$0	\$0	\$0	\$195,000	\$195,000
<b>FHWA</b>	\$0	\$96,000	\$0	<b>\$374,200</b>	\$1,164,700	<b>\$1,634,900</b>
FTA	\$0	\$239,000	\$24,558,000	\$0	\$40,000	\$24,837,000
HUD	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local</b>	\$754,265	\$637,000	<b>\$14,625,442</b>	<b>\$148,509</b>	<b>\$8,218,092</b>	<b>\$24,383,308</b>
NCTCOG Local	\$177,000	\$0	\$0	\$0	\$0	\$177,000
<b>NTTA</b>	\$0	\$0	\$0	\$0	<b>\$116,000</b>	<b>\$116,000</b>
<b>RTR</b>	\$0	\$0	\$2,723,000	<b>\$2,376,500</b>	\$5,434,000	<b>\$10,533,500</b>
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBGP	\$2,591,500	\$2,559,000	\$3,661,000	\$0	\$17,237,060	\$26,048,560
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$47,136,613	\$0	\$0	\$47,136,613
<b>TxDOT</b>	\$181,000	\$0	\$8,000	\$0	<b>\$3,307,075</b>	<b>\$3,496,075</b>
<b>Subtotal</b>	\$11,990,765	<b>\$6,818,000</b>	<b>\$116,869,855</b>	<b>\$5,248,209</b>	<b>\$55,769,927</b>	<b>\$196,696,756</b>

### Summary of Funding by Task



### Summary of Total Funding



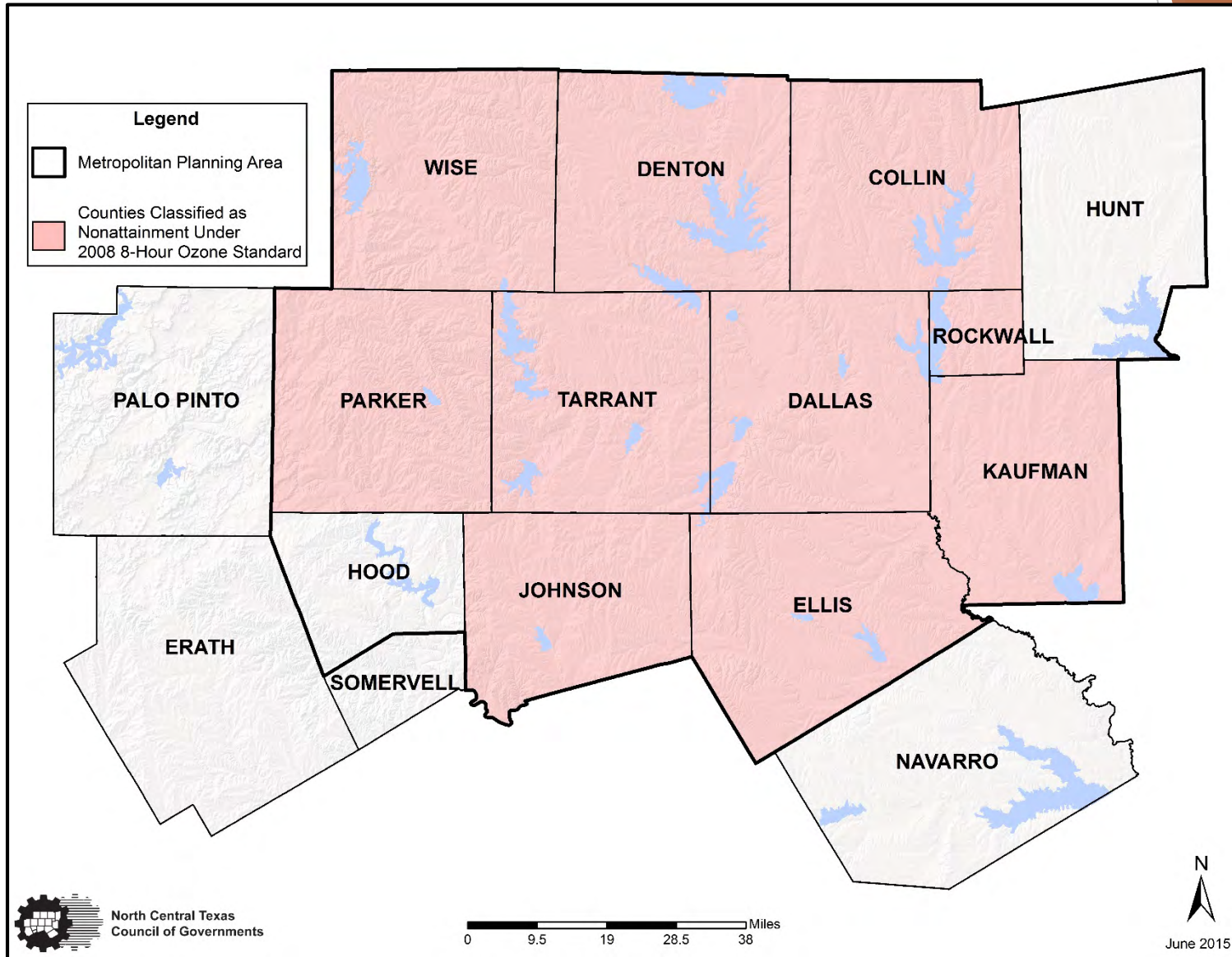
# *Modifications to the FY2016 and FY2017 Unified Planning Work Program*

**Regional Transportation Council  
April 13, 2017**

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



# Dallas-Fort Worth Metropolitan Planning and Nonattainment Areas





# ***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***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
<b>Travel Forecasting Support – Modeling Managed Lanes in Long-term Planning Process in Dallas-Fort Worth (2.01)</b>	\$50,000 TPF	Add project and funding to support university assistance in the enhancement of travel model forecasting capabilities with regard to managed lanes.

# Updates – Transportation Planning Funds

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

# Updates – Transportation Planning Funds

Project	Financial Action	Description
<b>Chapter VIII. Overview of Work Program Funding – Proposed Budget</b>	\$ 24,158 TPF (5303) \$924,736 TPF (PL-112) \$405,499 TPF (PL-112)	Increase FY2017 funding allocation to reflect additional FTA 5303 funds, FHWA PL-112 funds, and FY2015 FHWA PL-112 carryover funds based on TxDOT work orders

# ***New Initiative – Other Funding Sources***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
<b>Coordination of Transportation and Environmental Planning Processes - Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) Evaluation of Sustainability in Denton Greenbelt Corridor (4.03)</b>	\$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.
<b>Regional Transportation Studies – Strategic Corridor Initiatives (5.01)</b>	(none)	Add the Denton County Outer Loop/Greenbelt Parkway as a corridor for study.

# Updates – Other Funding Sources

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
<b>Regional Air Quality Planning – Air Quality Planning (3.02)</b>	\$15,000 Local	Add funding for sponsorship of the Southern Transportation Air Quality Summit
<b>Congestion Management Planning and Operations – Automated Vehicles: Development and Deployment (5.05)</b>	\$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

# *Funding Adjustments (non TPF)*

<b>Funding Source</b>	<b>Amount</b>	<b>UPWP Task(s)</b>
Local	(\$297,500)	3.02, 4.03
RTC Local	\$177,000	4.03, 5.05, 5.09
TxDOT	\$50,000	5.01
FHWA	\$50,000	4.03
NTTA	\$75,000	5.01
RTR	\$150,000	4.03

# *Transportation Planning Funds Two-year Summary*

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<b>FY2016 and FY2017 US FTA (5303)</b>	<b>\$ 5,393,899</b>
<b>FY2016 and FY2017 US FHWA (Estimated PL)</b>	<b>\$14,352,320</b>
<b>FY2015 US FHWA (Estimated PL-Carryover)</b>	<b>\$ 6,620,397</b>
<b>Total Transportation Planning Funds</b>	<b>\$26,366,616</b>
<b>Anticipated Expenditures</b>	<b>\$21,851,000</b>
<b>PL Balance to Carry Over to FY2018</b>	<b>\$ 4,515,616</b>

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# *Modification Schedule*

March 13, 15, 20

Public Meetings

March 24

Action by Surface Transportation  
Technical Committee

**April 13**

**Action by Regional Transportation  
Council**

**April 27**

**Action by NCTCOG Executive Board**

**April 28**

**Submittal of Modifications to Texas  
Department of Transportation**

# *Requested RTC Action*

**Approval of the proposed UPWP modifications, including staff direction to amend other administrative and planning documents, as appropriate, to reflect the approved modifications.**

# ***Unified Planning Work Program Modifications***

**Comments or Questions:**

**Dan Kessler**

**Assistant Director of Transportation**

**Phone: 817/695-9248**

**E-mail: [dkessler@nctcog.org](mailto:dkessler@nctcog.org)**

**Vickie Alexander**

**Administrative Program Supervisor**

**Phone: 817/695-9242**

**E-mail: [valexander@nctcog.org](mailto:valexander@nctcog.org)**

**<http://www.nctcog.org/trans/admin/upwp>**

# TOLL MANAGED LANE DATA MONITORING

Regional Transportation Council

April 13, 2017



*North Central Texas Council of Governments  
Transportation Department*

# Near Term Managed Lane System Openings

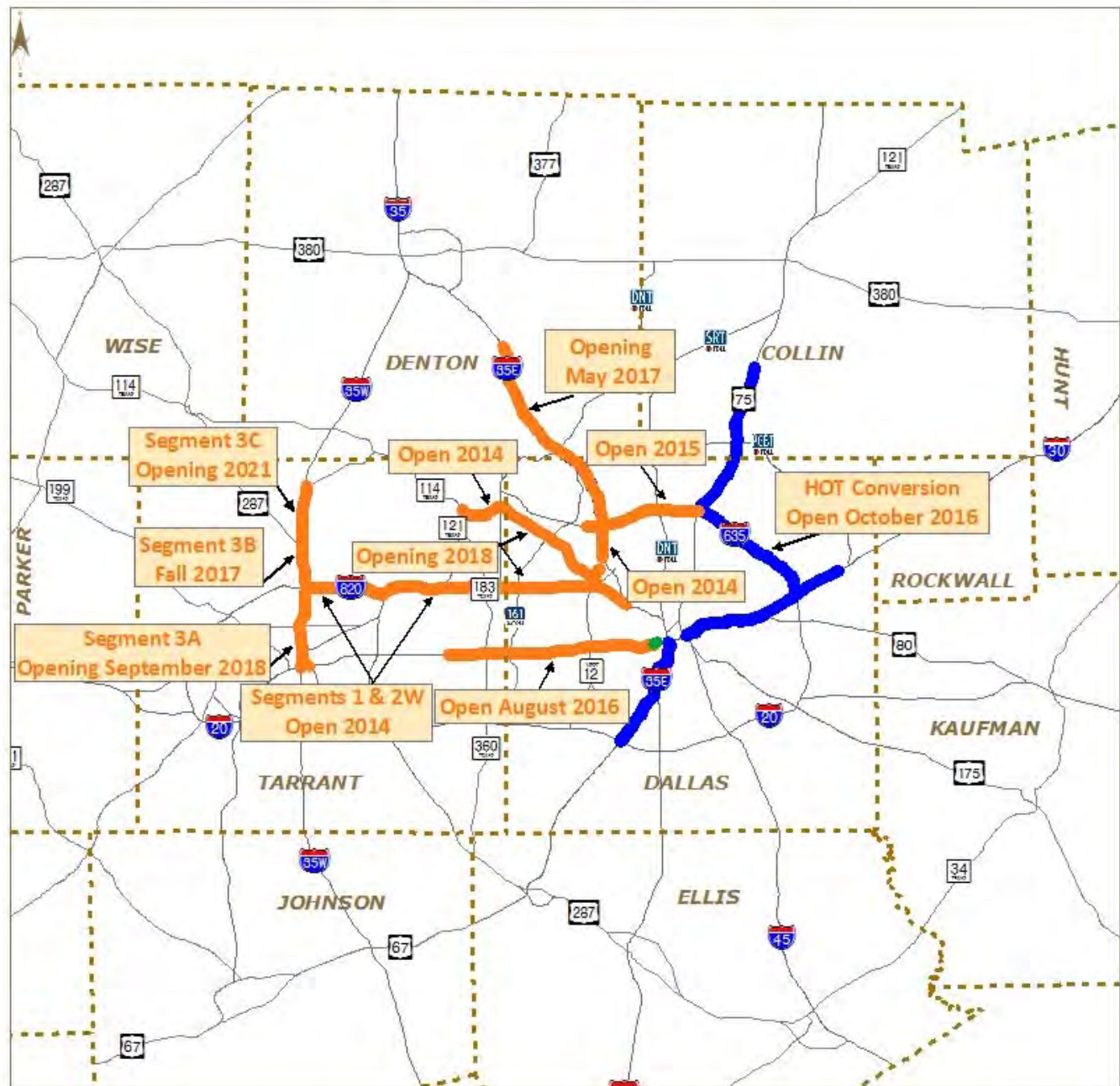
**Current Express/HOV + New Managed Lanes**

-  Current Express/HOV Lanes
-  New TExpress Managed Lanes
-  Transitional High - Occupancy Vehicle Lane
-  Major Roadways

Fort Worth CBD



Dallas CBD



# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – January 2017*

How much HOV 2+ Subsidy has the RTC been responsible for?

*\$1,114,673 as of January 2017*

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

*\$ 2,439 from October 2014 – January 2017*

How long can the RTC keep the HOV policy at 2+?

*For now, it remains 2+ and it will continue to be monitored quarterly*

Have there been any additional NTTA customer service needs?

*No, minimal impact*

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

*No*

# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – January 2017*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <i>SH 183/121 from IH 35W to SH 121</i>	\$531,782	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• <i>IH 635 from Preston Road to Greenville Avenue</i></li> <li>• <i>IH 35E from Loop 12 to IH 635</i></li> </ul>	\$582,891	Negligible	0
<b>DFW Connector</b> <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> <i>IH 30 from SH 161 to Westmoreland Road</i>	N/A	Negligible	0



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.

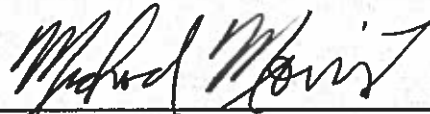


April 5, 2017

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.



---

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

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

# 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

**STAQS 2017 DFW**

## Southern Transportation and Air Quality Summit

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



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

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

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

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

**Registration** (Coming Soon)

**Agenda** (Coming Soon)

**Hotel Information** (Coming Soon)

**Restaurant Information** (Coming Soon)

### Contact Information

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

Mike Roberts  
 Federal Highway Administration  
 (404) 562-3928

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

 Select Language ? ?



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

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

- [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

[Select Language](#) ? ?

	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 Deadline: First Come, First Served</a>		X				X				Private Sector
<a href="#">Drayage Truck Incentive Program (DTIP) Deadline: May 26, 2017, 5 pm CST</a>						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) Deadline: May 26, 2017, 5 pm CST, First Come- First Served</a>	X	X	X	X		X				Public Sector, Private Sector
<a href="#">Texas Natural Gas Vehicle Grant Program (TNGVGP) Deadline: May 26, 2017, 5 pm CST</a>	X	X	X	X		X				Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

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





# TRANSPORTATION PUBLIC MEETING

## **TxDOT's ADA Accessibility Program Reporting**

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

### Hemphill/Lamar Partnership

The Hemphill/Lamar Connector project just south of downtown Fort Worth experienced rising costs as it neared implementation. These rising costs have led to the need for a **partnership to supplement the City of Fort Worth's local funds and fill the remaining funding gap** so construction of the project can commence. Staff will provide details of the proposed partnership.

### DART/RTC TRIP Partnership

Dallas Area Rapid Transit requested a partnership with the Regional Transportation Council that will assist with the Transit Related Improvement Program, which helps DART respond to concerns from member cities without rail service. At the same time, this partnership will benefit the region by increasing the pool of regional funds, available for future projects. Staff will discuss the innovative funding exchange between DART and the RTC.

### Southern Dallas County Partnership

A funding partnership is being proposed among the Regional Transportation Council, Dallas County, the City of Lancaster and the City of Hutchins for several roadway projects in southern Dallas County. The proposed projects are beneficial to the region, as they provide critical connections to IH 45 and intermodal facilities. Staff will discuss the proposed funding partnership.

### Air Quality Updates

Since the DFW region does not meet the federal air quality standard for the pollutant ozone, NCTCOG implements various projects and programs to improve air quality and **protect public health. With the Environmental Protection Agency's new, more stringent ozone standard**, the region will need to continue to work together to improve air quality. North Texans are encouraged to adopt clean air choices throughout the year, especially during ozone season, which began March 1 and runs through November 30. Staff will provide an update on a variety of air quality topics, including programs, upcoming outreach efforts and the transition to the more recent 2015 ozone standard.

Live stream available and video recording  
online at [www.nctcog.org/input](http://www.nctcog.org/input).



**NCTCOGtrans**



North Central Texas  
Council of Governments

WEDNESDAY, APRIL 12, 2017

2:30 PM

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

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



CentrePort/DFW Airport Station  
Arrival Options April 12

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

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



## 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)



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

Mr. Ron Jensen  
Chair, Regional Transportation Council  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, TX 76005-5888

**APR 06 2017**

Dear Mr. Jensen:

Thank you for your letter to Department of Transportation (DOT) Secretary Elaine L. Chao dated February 9, 2017, requesting support for high-speed rail between Dallas and Fort Worth. DOT received your letter and appreciates your ongoing efforts to deliver high-quality transportation projects to residents of the Dallas-Fort Worth region. Secretary Chao asked me to respond on her behalf.

DOT's Federal Railroad Administration (FRA) is encouraged by the North Central Texas Council of Governments' Regional Transportation Council's commitment to explore funding options to build an innovative and robust high-speed rail system for the Dallas-Fort Worth metropolitan area that would extend to other cities in Texas. Regarding your request for information on Federal funding for implementation of high-speed rail, FRA currently does not have competitive, discretionary grant funding available. Grant funding for these kinds of programs comes at the discretion of Congress.

Another avenue to consider is Federal loans. Last year, DOT established the Build America Bureau, a new center to drive transportation infrastructure development projects in the United States by streamlining credit opportunities and fostering innovative best practices in planning, financing, and project delivery. For more information, please visit [www.transportation.gov/buildamerica](http://www.transportation.gov/buildamerica); or contact a member of the Build America Bureau at [BuildAmerica@dot.gov](mailto:BuildAmerica@dot.gov).

Mr. Ron Jensen

Page 2

FRA's mission is to enable the safe, reliable, and efficient movement of people and goods for our nation, and FRA appreciates your support for rail initiatives in your state. In the meantime, if you or your colleagues have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick T. Warren". The signature is fluid and cursive, with a large initial "P" and "W".

Patrick T. Warren  
Executive Director

cc: Michael Morris, P.E., Director of Transportation, the North Central Texas  
Council of Governments



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

February 9, 2017

The Honorable Elaine Chao  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington DC 20590

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area we respectfully request your consideration of this initiative. A membership roster of the RTC is enclosed. The RTC and the North Central Texas Council of Governments' (NCTCOG) Transportation Department work with elected officials, all levels of government, transportation partners, and the region's residents to plan coordinated transportation systems, projects and policies to meet transportation and air quality needs for the Dallas-Fort Worth area.

Members of the RTC are requesting your support for high-speed rail between Fort Worth and Dallas. The Texas Department of Transportation (TxDOT) is completing an Environmental Impact Study with the Federal Railroad Administration (FRA) within the next twelve months. We believe a partnership between the private-sector/international high-speed rail implementers and the Federal Railroad Administration could help advance the project. With this letter, we seek support from interested House members. The RTC wishes to explore ways to create a partnership between our region and your office.

High-speed rail has the potential to be a transformative mode of transportation. A private company, Texas Central Partners, is funding a route from Houston to Dallas, and officials throughout DFW are working hard to plan for an extension from Dallas to Fort Worth through Arlington. Eventually, high-speed rail continues from Fort Worth to the Austin-San Antonio region.

Representatives from the cities of Dallas, Fort Worth, and Arlington, Texas met with former Secretary Foxx on October 15, 2015. Since that time, work has progressed on several fronts for the Dallas-Arlington-Fort Worth segment and we feel the time is right to make a request for funding for the project from the US Department of Transportation (USDOT) and the FRA. This request is for \$2 billion for implementation of high-speed rail from Dallas to Fort Worth. This is the gap in capital costs with the remainder paid by the private sector.

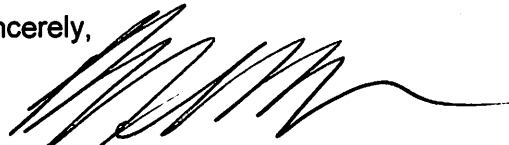
In March 2016, USDOT and FRA issued a request for proposals through the Federal Register and several responses were received for Texas corridors from private and public respondents. In parallel, the DFW region has moved forward on several items to prepare for high-speed rail service within the region. An industry forum was held in June 2016 that was attended by over 80 individuals representing firms from several countries, showing that there is international interest in participating in high-speed rail projects in the US.

February 9, 2017

This fall, NCTCOG, the Metropolitan Planning Organization for the DFW region, issued a Request for Proposals for three station area plans in Dallas, Arlington, and Fort Worth and consultants have been selected to begin that work. In addition, NCTCOG issued a Request for Information and received 15 responses from global firms with expertise in planning, financial, technical, engineering, partnerships, fare collection, construction, and operations/maintenance of high-speed rail. TxDOT continues to work on an Environmental Impact Statement for the segment from Dallas to Fort Worth, with a final report expected to be finalized in 2017. Ridership forecasts have recently been completed by NCTCOG and show that the line connecting with the Dallas-Houston segment will be an extremely popular alternative for travelers to, from, and within the DFW region.

We fully support efforts to bring high-speed rail to the DFW region and request the USDOT and FRA review this funding request as a potential to leave a lasting legacy of innovation on transportation in the US, Texas, and the DFW region. Thank you for your service to our Nation. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or (817) 695-9241.

Sincerely,



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

RH:kd  
Enclosure

cc: The Honorable Michael Burgess, Congressman, US House of Representatives  
The Honorable Kay Granger, Congresswoman, US House of Representatives  
The Honorable Eddie Bernice Johnson, Congresswoman, US House of Representatives  
The Honorable Kenny Marchant, Congressman, US House of Representatives  
The Honorable Pete Sessions, Congressman, US House of Representatives  
The Honorable Marc Veasey, Congressman, US House of Representatives  
The Honorable Roger Williams, Congressman, US House of Representatives  
Mr. Marc Dixon, South Central Regional Manager, Federal Railroad Administration  
Michael Morris, P.E., Director of Transportation, NCTCOG





U.S. Department  
of Transportation

Federal Railroad  
Administration

1200 New Jersey Avenue, SE  
Washington, DC 20590

March 9, 2017

Mr. Mark Werner  
Rail Planning Section Director  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, TX 78701

**RE: FR-HSR-0067/Dallas to Ft. Worth New Core Express PE/NEPA Project – FRA's decision on proceeding with the Project post-September 30, 2017 ARRA deadline**

Dear Mr. Werner:

The Federal Railroad Administration (FRA) has given careful consideration to all of the information provided by the Texas Department of Transportation (TxDOT), either in writing or verbal communication, on your agency's proposal to proceed with the Dallas to Ft. Worth New Core Express PE/NEPA Project after the September 30, 2017 ARRA deadline. In light of the North Central Texas Council of Governments' (NCTCOG) request for new alternatives to be considered and FRA's concerns about straying from the current scope as identified in our grant agreement, FRA cannot support the continuation of this Project under the current grant (FR-HSR-0067) after the ARRA deadline. FRA must ensure this Project maintains a value, or benefit, for the use of ARRA funds as defined in the Grant Agreement, and therefore has little flexibility to accommodate requests that could potentially rescope the Project. With that said, during the remaining term of the grant, FRA suggests focusing on completing the Alternatives Analysis deliverable by June 30, 2017 to allow for the timely submission of invoices for reimbursement.

As we discussed during our face-to-face meeting on February 23, 2017, we can explore options for this Project to continue separate from the FR-HSR-0067 Grant Agreement. Under this approach, new concepts could go through the full vetting process and there would be more time for these efforts to occur independent of the existing grant's constraints. After June 30, 2017, FRA is willing to host a meeting with TxDOT and the NCTCOG to discuss more details such as scoping concepts, the purpose and need, the Federal Highway Administration's (FHWA) Metropolitan Planning funds, and the lead federal agency. Please note that FRA can only commit staff resources to this Project if FHWA funds are transferred to FRA and this becomes a FRA-funded project.

Thank you for your cooperation and patience as we have collected information and taken the necessary time to thoroughly think through the situation. If you have any follow-up questions or concerns, please contact me at (202) 493-0614.

Sincerely,

Marc Dixon  
South Central Regional Manager

cc: Peter D. Espy, Rail Division Director, TxDOT  
Marc D. Williams, P.E., Deputy Executive Director, TxDOT

# STAR TRANSIT

P.O. Box 703 • Terrell, TX 75160  
 Phone: 972.563.5875 • Fax: 972.563.1491 • www.STARtransit.org

COPY

February 27, 2017

Gary Thomas  
 President/Executive Director  
 Dallas Area Rapid Transit  
 1401 Pacific Ave.  
 Dallas, TX 75202

Dear Mr. Thomas,

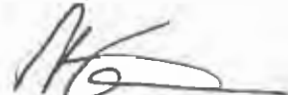
As you know STAR Transit serves riders in Rockwall County, Kaufman County, Ellis County and Navarro County as well as the cities of Balch Springs, Hutchins, Mesquite and Seagoville. In order to enhance our service to current riders and to accommodate growth in the future, STAR Transit would like to request a Bus Access Agreement, subject to the terms of DART Board Policy IV.14. We are requesting an agreement that would add the following facilities to those we already access:

Bus	Glenn Heights Park and Ride
Blue Line	Camp Wisdom LRT Station
	UNT Dallas LRT Station

Each of these are planned to allow individuals in various parts of the STAR Transit service area to access the DART system and to allow individuals in the DART service area to access jobs in the STAR Transit service area. Some access would be via Fixed Route service and some access would be via Demand Response service. As with our current services that interface with DART, a monthly report showing service levels by hour will be provided to DART to facilitate your monitoring of the impact of STAR Transit users on the DART system as well as the benefit to individuals in your service area who will now be able to access resources in the STAR Transit service area.

Please review this request and let me know how we can work toward this goal.

Thank you,



Mike Sims  
 Deputy Executive Director

cc: Todd Plesko, DART Vice President of Planning and Development  
 Omega Hawkins, STAR Transit Executive Director  
 Michael Morris, NCTCOG Director of Transportation

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MAR 03 2017

TRANSPORTATION



**DR. ELBA GARCIA**  
**DALLAS COUNTY COMMISSIONER**  
**DISTRICT 4**

March 8, 2017

Council Member Adam Medrano  
City Council District 2  
1500 Marilla St.  
Room 5FN  
Dallas, Texas 75201

Re: Medical District Drive, MCIP No. 30228 (IH 35E to Harry Hines Boulevard)  
CSJ No. 0918-45-884; DOT No. 597758P – Mile Post No. 641.23

Dear Council Member Medrano:

In March 2016 when we met in my office, one of the subjects of our discussion (among many others) was the County/City collaboration on Medical District Drive which lies in our common jurisdictional districts. In our meeting, it was explained that throughout the years since 2004, Dallas County has taken the lead in managing Medical District Drive Project from IH 35 to Harry Hines Boulevard. As seen in the attachment, Dallas County has been partnering and working with the key agencies such as City of Dallas, NCTCOG, TxDOT, DART/TRE to secure sufficient funding to trigger the design for this project which commenced in 2011.

Pre- Construction related to track work by DART/TRE kicked -off in Fall 2015 which was a major milestone prior to starting construction for the elevated bridge over roadway. This pre- construction effort is on schedule for completion this month in time for the start of roadway construction. Coordination and completion of final plans has been the mission of our team at each monthly task force meeting which consisted with staffs from TxDOT, NCTCOG, City, DART/TRE as well as Dallas County. The County was prepared to let the roadway project for construction in November 2016.

In 2016, the Children's Medical Center voiced concerns about a drainage issue that affected their property. The City took the lead in reviewing the issue along with stakeholders. As Commissioner of District 4, I pledged an additional \$100K of Dallas County District 4 funding to be used as leverage in order to secure the TxDOT/NCTCOG additional \$2M contribution necessary to address the drainage issue. While County staff preferred to expedite this issue through a change order, City staff, along with the Children's Medical Center representative, insisted that the drainage issue be included as part of the project, not as a change order. The consequence of this decision by the City is estimated to potentially add an additional 18 months to the overall schedule, which would have the effect of delaying the entire project. At best, the anticipated project letting has been pushed back one year to November 2017, possibly even later. Dallas County has also expressed concern about the potential impact of this delay on the total cost for the project.

Staff has notified me that there may be some funding risks associated with the extended time for the bid of this project. I feel it is important to communicate the fiscal limitations. The county funding appropriated to this project in 2004, which was capped at \$4.56M, was specified in the executed project specific agreement as of March 15, 2016. With the allocation of the additional \$100k appropriated for drainage, Dallas County funds have reached \$4.66M. Any additional costs as a consequence of the delay mentioned above will be the full responsibility of the city of Dallas.

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To ensure progress, Dallas County has scheduled Task Force Meeting every 3rd Thursday of the month and we expect the City to provide status update on pending items at the City. Before letting the referenced project for construction, County will reevaluate impact on funding and schedule.

Thank you for your continuous support to keep this project moving forward. If you have additional questions or concerns, please contact myself or Ms. Alberta Blair at 214-653-7151.



Dr. Elba Garcia  
Dallas County Commissioner  
District 4

cc:

Members of the Southwestern Medical District Board of Directors  
Christopher J. Durovich, President and CEO, Children's Medical Center  
Ruben Esquivel, V.P. of Community and Corporate Relations, UTSW Medical Center  
Robert Prejean, Manager, Southwestern Medical District  
Michael Morris, P.E., Director of Transportation, NCTCOG  
Kelly Selman, P.E., Dallas District Engineer, TxDOT  
Mo Bur, P.E., Director of Transportation Planning, TxDOT District Office  
T.C. Broadnax, City Manager, City of Dallas  
Majed Al-Ghafry, Assistant City Manager, City of Dallas  
Alberta Blair, Director of Public Works Dept., Dallas County  
Ricardo Galceran, P.E., Director of Mobility and Street Services Department, City of Dallas  
Christie Gotti, Senior Program Manager, NCTCOG  
Sandy Wesch, Program Manager, NCTCOG  
Lacey Rodgers, P.E., Project Delivery Office, TxDOT District Office  
Brooks Love, Assistant to Commissioner Dr. Elba Garcia, Dallas County  
Derek Watson, Director of Planning, Design and Construction, CMC  
Antoinette Bacchus, P.E., Assistant Director of T & P, Dallas County Public Works Dept.  
Ali Taheri, P.E., Project Manager, TxDOT District Office  
Chiamin Korngiebel, P.E., Senior Program Manager, Interagency Department, City of Dallas  
Aniswarie Kanamazina, P.E., Project Engineer, Interagency Department, City of Dallas  
Thomas Neville, Railroad Management, DART/TRE  
Annka Robinson, Chief Engineering Officer, DART/TRE  
Tushar Solanki, P.E, Project Manager, Dallas County Public Works Department



# 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,



---

**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



Bryan W. Shaw, Ph.D., P.E., *Chairman*  
Toby Baker, *Commissioner*  
Jon Niermann, *Commissioner*  
Richard A. Hyde, P.E., *Executive Director*



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## TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

*Protecting Texas by Reducing and Preventing Pollution*

March 9, 2017

Mr. Shawn Dintino  
North Central Texas Council of Governments  
Transportation Department  
PO Box 5888  
Arlington, TX 76005-5888

Vehicle Inspection Advisory Committee Appointment

Dear Mr. Dintino:

Thank you for your interest in serving as a member of the Vehicle Inspection Advisory Committee. I understand that you are willing to serve on this committee for a three-year term, which will expire three years after the date of this letter. I am confident that your experience with programs related to vehicle inspections in Texas will be of great benefit to the committee. Please accept the appointment to the committee for this term with my sincere gratitude.

Should you have any questions or concerns, please contact Ms. Donna Huff, Manager, Air Quality Planning, at (512) 239-6628 or [Donna.Huff@tceq.texas.gov](mailto:Donna.Huff@tceq.texas.gov).

Sincerely,

A handwritten signature in black ink that reads "Bryan W. Shaw".

Bryan W. Shaw, Ph.D., P.E.  
Chairman

BWS/ST/kb



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

March 20, 2017

Mr. Kenneth Barr  
Chairman  
North Texas Tollway Authority  
5900 West Plano Parkway, Suite 100  
Plano, TX 75093

Reference: SH 360 Pilot Program for Wayfinding Signs

Dear Chairman Barr:

During the last SH 360 public agency coordination meeting, an issue was raised concerning private-sector interest in wayfinding signs. These signs are commonly found on Texas Department of Transportation roadways and meet all Manual on Uniform Traffic Control Devices requirements. The North Central Texas Council of Governments (NCTCOG) understands that the North Texas Tollway Authority (NTTA) currently prohibits such signs on its system. However, as SH 360 continues toward implementation, NCTCOG would like to suggest a pilot program allowing such signs on SH 360 from IH-20 south to US 287. First, this would provide a revenue opportunity to help reduce risk in the corridor as private-sector entities pay for the amenity. In fact, QuikTrip has provided its written support and indicated its preference for wayfinding signs (reference attached letter) as opposed to constructing large signage which is both more expensive and often less aesthetically pleasing. Further, the amenity may lead to increased investment and growth in the corridor, including higher and better land uses, which is of great interest to and supported by the Cities of Arlington, Grand Prairie, and Mansfield. Lastly, it would allow NTTA to test the concept and study the appropriateness of allowing wayfinding signs throughout its roadway system.

There are no cost implications to NTTA since all costs are borne by the corridor or the Regional Transportation Council. I appreciate your consideration of this request. Please do not hesitate to contact me at (817) 695-9240 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org) should you have questions or wish to discuss further.

Sincerely,

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

Michael Morris, P.E.  
Director of Transportation

JP:al  
Attachment

cc: Mr. Michael Potter, Real Estate Project Manager, QuikTrip Corporation  
Ms. Elizabeth Mow, P.E., Assistant Executive Director of Infrastructure, NTTA  
Mr. Brian Barth, P.E., District Engineer, TxDOT Fort Worth District

**QuikTrip Corporation**

*DALLAS/FORT WORTH DIVISION*  
1120 North Industrial Boulevard  
Euless, TX 76039  
817-358-7680  
Fax: 817-858-0213



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

March 16th, 2017

Re: Request for SH 360 LOGO Signs

Dear Mr. Morris,

We, QuikTrip Corporation, own a vacant tract of land located at the NWC of SH 360 & Debbie Lane in Arlington, Texas. On December 13, 2016, the Arlington City Council denied our request for an "Alternate Sign Plan". We requested a 50 foot high and 247 square foot pole sign. The request for a taller/larger sign was made in order to be visible from SH 360 prior to the Debbie lane exits, which are over a mile away in each direction. Like many businesses, we are location driven and this particular stores success is contingent on attracting customers from the new SH 360 lanes. City Council specifically stated that their decision to deny our proposal in December was influenced by information that NCTCOG would recommend a pilot program to NTTA allowing LOGO signs on SH 360. These LOGO signs are the familiar, eye catching blue signs with categories for GAS, FOOD, LODGING, CAMPING, and 24-HOUR PHARMACIES. The LOGO sign program allows local businesses the chance to safely inform potential customers as to where they are before each exit. QT is a convenience store, travelers need to know where we are and need to have a safe amount of time to decide whether or not to exit for our store. We believe in the LOGO signs and fully expect travelers to follow the widely recognized to local businesses. The eye-catching blue signs let any traveler know that your location is safe, clean, and in good standing.

QuikTrip fully supports the implementation of the LOGOS program on SH 360, and any other toll road in North Texas. Please keep us informed in how we can help support the swift implementation.

A handwritten signature in black ink, appearing to read 'Michael Potter', written over a horizontal line.

Michael Potter  
Real Estate Project Manager  
QuikTrip Corporation



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

April 4, 2017

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

Dear Chair Pickett:

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

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

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

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

Sincerely,

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

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

RH:ch

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



U.S. Department  
of Transportation  
Federal Transit  
Administration

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

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

March 15, 2017

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

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

Dear Mr. Morris:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

As you may recall, FTA and DART first consulted with you in 2010 regarding this project. However, DART put the project on hold as no funding source was identified beyond FTA funds. FTA is reinitiating consultations with you to ensure your specific concerns are once again included in our historic and environmental reviews. As we reinitiate the project, we respectfully ask that you inform us of any concerns or interests you may have beyond those provided in 2010.

FTA has authorized DART, as the recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4)). FTA will be responsible for making all findings and determinations.

#### **Project Description**

The Cotton Belt Corridor Regional Rail Project consists of a 26.2-mile light-rail line that would lie almost entirely within the existing Cotton Belt Freight Rail Corridor (Attachment 1). The railroad right-of-way was purchased by DART in 1990 and designated as a preserved corridor for

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TRANSPORTATION

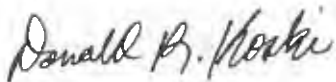
future passenger rail service. The corridor has been included in various planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width of the light rail-line varies throughout the corridor, but is generally 100 feet. The corridor would primarily consist of an at-grade design configuration of single-track, with strategic sections of double-track. Additional information about the proposed project is available on the project website at [www.dart.org/cottonbelt](http://www.dart.org/cottonbelt).

The area of potential effect (APE) for architectural resources extends 175 feet from the centerline for the existing right-of-way adjusted to 250 feet from the centerline for areas requiring new right-of-way. The APE for direct impacts is the project footprint. The project APE had previously been developed and approved by the Texas Historical Commission.

DART will be conducting the bulk of the analysis for the project and would be most familiar with specific details including engineering and locations where the project may require new construction in previously undisturbed areas. Consequently, we encourage you to interact directly with John Hoppie, Project Manager at DART at 214-749-2525 (direct), or [jhoppie@dart.org](mailto:jhoppie@dart.org), regarding any questions you may have related to the project. Should you have any additional comments regarding this project, beyond those provided in 2010, please contact us within 30 days of receipt of this letter so that we might address or incorporate those concerns as soon as possible.

We look forward to hearing from you. Comments should be directed to Ronisha Hodge, FTA Community Planner at 817-978-0576 or [Ronisha.Hodge@dot.gov](mailto:Ronisha.Hodge@dot.gov), and John Hoppie, Project Manager, DART, 1401 Pacific Avenue, Dallas, TX 75202 or at (214) 749-2525 or [Cottonbelt@dart.org](mailto:Cottonbelt@dart.org).

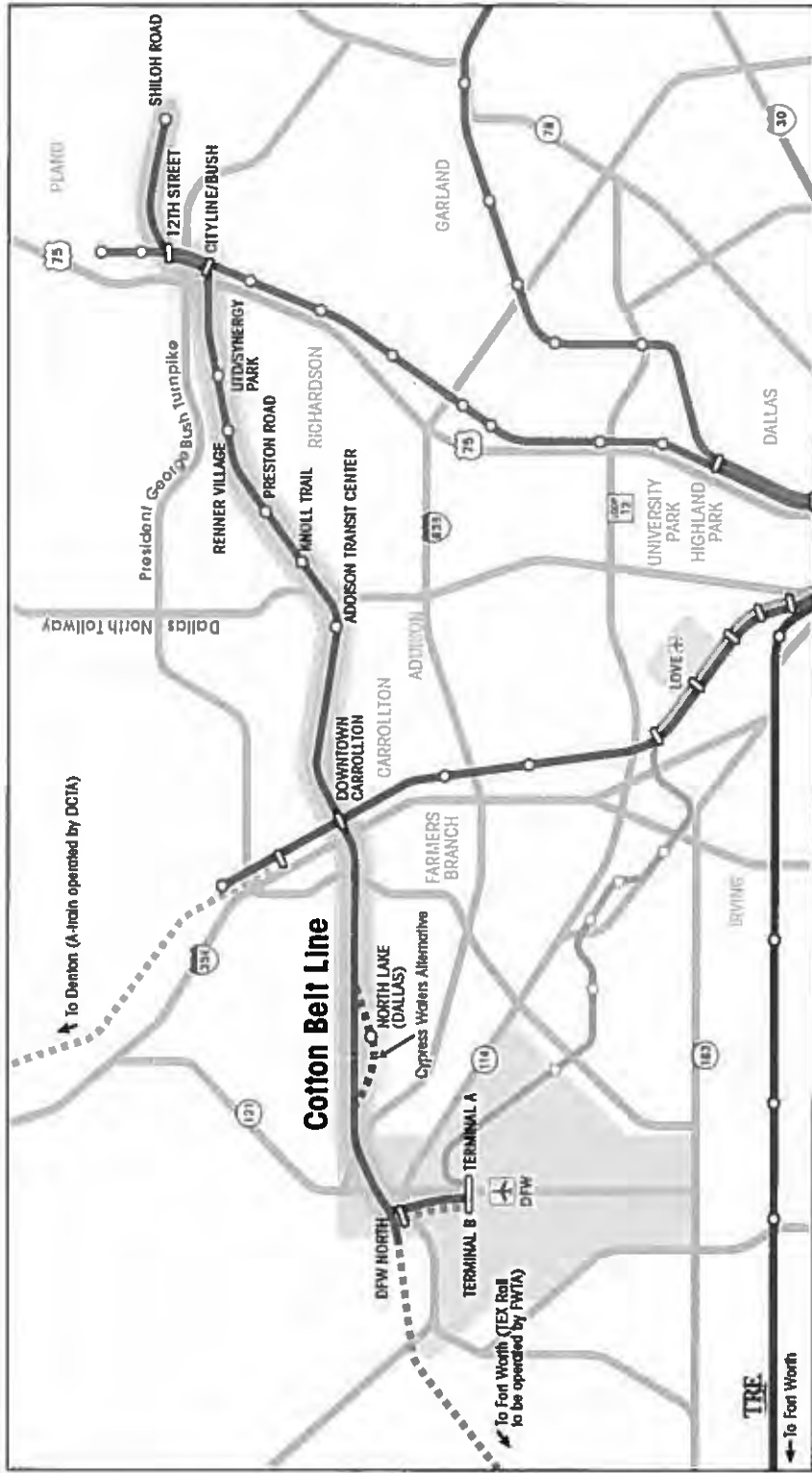
Sincerely,



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

Attachments (1)

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



— Cotton Belt	— DART Orange Line	... DCTA A-train
- - - Alternative Alignment	— DART Green Line	— Trinity Rail Express
... TEX Rail	— DART Red Line	— Interface Station
	— DART Blue Line	○ Potential Cotton Belt Stations

OFFICE OF COMMISSIONER  
DISTRICT NO. 3



JOHN WILEY PRICE

March 22, 2017

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

Subject: Commitment to Wintergreen, Jefferson, and Pleasant Run Road Improvements

Dear Michael Morris:

I want to thank the North Central Texas Council of Governments once again for your collaboration and willingness to meet with Dallas County staff in regards to the FASTLANE and TIGER applications that we pursued in March and April of 2016. Dallas County requested, on behalf of the cities of Lancaster and Hutchins, a total of approximately \$28.0M for the subject roadway improvement projects.

The projects prioritized for construction at this time included Wintergreen Road from the existing improved section to Jefferson Road; Jefferson Road from the intersection with Wintergreen south to the intersection with Pleasant Run and Pleasant Run Road east to the point where construction of the current Pleasant Run Road will end. This opportunity to improve the access roads between IH 20 and IH 45, and improve accessibility to the inland port is extremely timely as we grapple with the freight traffic increases caused by the development of several new warehouses and businesses and the expansion of the Union Pacific RR. The development of these roadways is important to the cities as well as the commercial interests as it helps to sustain recent rapid economic growth.

As Commissioner for this district I would like to express Dallas County's commitment to improving these critical roadways in the cities of Lancaster and Hutchins through a contribution of \$5.0M of MCIP funding to be split \$2M towards the city of Hutchins project and \$3M towards the city of Lancaster project(s). This contribution will leverage an additional local match of \$5.0M of City funding that together will make up the local match needed to leverage NCTCOG's potential \$18M funding, which I have previously communicated the magnitude of to both cities (see attached letters). Dallas County also supports the recommendation of these projects during the May 11th RTC meeting.



Dallas County staff will continue to partner with NCTCOG and provide any necessary information or time to make these projects possible.

Sincerely,



John Wiley Price  
Dallas County Commissioner, Road & Bridge District #3

- cc: Alberta Blair, Director of Public Works – Dallas County  
Antoinette Bacchus, Assistant Director of Transportation & Planning – Dallas County  
Jonathan Toffer, Assistant Director of Program Engineering & Management Division – Dallas County  
Micah Baker, Senior Transportation Planner- Dallas County

Attachments: Letter to the Mayor of the City of Lancaster  
Letter to the Mayor of the City of Hutchins

RECEIVED  
MAR 31 2017  
TRANSPORTATION



Friday, March 31, 2017

Alberta L. Blair, PE  
Director of Public Works  
Dallas County  
411 Elm Street 4<sup>th</sup> Floor  
Dallas, Texas 75202

Dear Alberta:

This letter is to serve as record of the official action taken by the City Council on Monday, March 20, 2017, committing the city to participate in the Wintergreen Road project in an amount not to exceed \$2 million dollars.

Thank you.

Respectfully,

  
Carl O. Sherman  
City Manager



City of Lancaster  
OFFICE OF THE CITY MANAGER

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



March 31, 2017

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

Dear Mr. Morris:

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

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

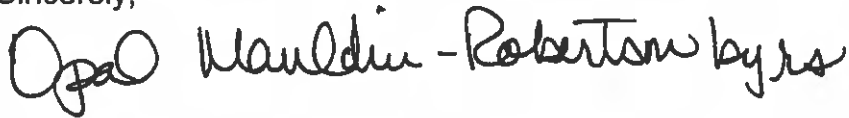
In order to strengthen the economic vitality of the entire Southern Dallas County Inland Port area and to allow the Inland Port to fulfill its full capacity, Dallas County is proposing the reconstruction of Jefferson Road (from Wintergreen to Pleasant Run Road); Wintergreen Road (from Jefferson Road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

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

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

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

Sincerely,








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

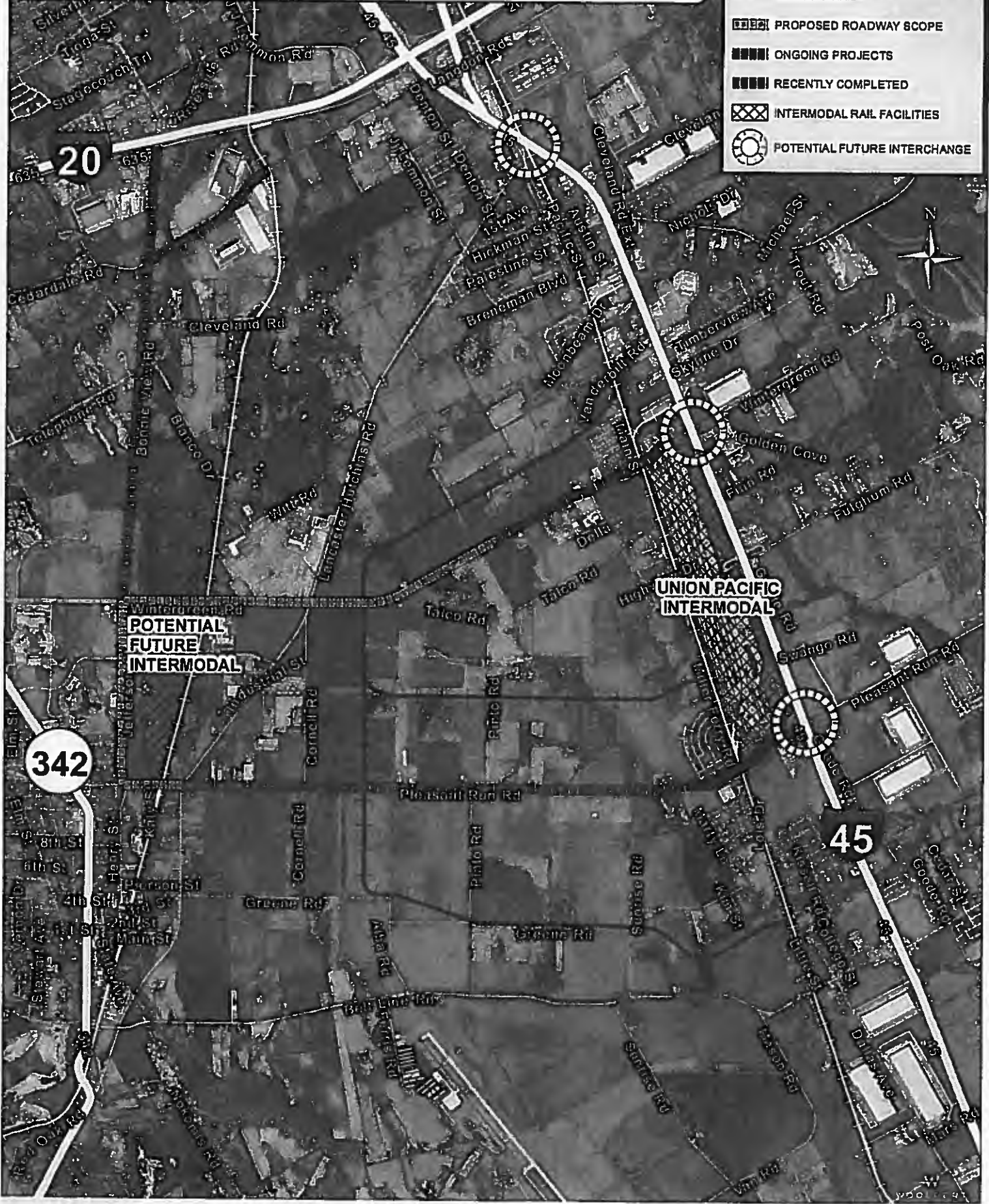
Opal Mauldin-Robertson  
City Manager

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

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

**LEGEND:**

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



**342**

**45**

**POTENTIAL  
FUTURE  
INTERMODAL**

**UNION PACIFIC  
INTERMODAL**



North Central Texas Council of Governments

TO: Robert Patrick, Federal Transit Administration                      DATE: March 15, 2017  
Al Alonzi, Federal Highway Administration  
Guy Donaldson, US Environmental Protection Agency  
Marc Williams, P.E., Texas Department of Transportation  
David Brymer, Texas Commission on Environmental Quality

FROM: Chris Klaus  
Senior Program Manager, Air Quality Planning and Operations

Dan Lamers, P.E.  
Senior Program Manager, Transportation Planning

SUBJECT: Schedule for the Metropolitan Transportation Plan, Transportation Improvement Program and Air Quality Conformity

The North Central Texas Council of Governments' (NCTCOG) Metropolitan Transportation Plan (MTP) team, the Transportation Improvement Program (TIP) team, and the Air Quality Conformity team are coordinating internally in preparation for an upcoming air quality conformity analysis. Effective November 23, 2016, the Environmental Protection Agency's (EPA) *Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes* (81 FR 78591) are now the governing set of motor vehicle emissions budgets for future conformity determinations in the North Central Texas nonattainment area. This analysis will fulfill Transportation Conformity Rule Amendments 40 CFR 93.104 that require a conformity determination utilizing these budgets within 24 months from their effective date, November 23, 2018. In addition, this analysis will incorporate updates to the MTP and TIP, including NCTCOG's demographics to 2045, most recent project development initiatives, a modern day "people mover" system, environmental documentation consistency, and potential changes in state and federal legislation.

Recognizing the resource challenges facing our consultation partners, NCTCOG developed a draft schedule, incorporating additional partner review time for updates to the MTP, TIP, and resulting air quality conformity analysis. Unfortunately, due to EPA requirements, the deadline to receive a conformity determination from the consultation partners for the DFW nonattainment region cannot be adjusted, but beginning the process sooner and including additional time for review will hopefully alleviate some of the strain on partner resources and conflicts with other region's needs. The attached presentation and summary, recently communicated to our Regional Transportation Council (RTC), provide a detailed overview of the factors driving this upcoming air quality conformity analysis as well as our milestone dates, including formal interagency consultation between June 14, 2018, and November 23, 2018.

Additionally, we would like to take this opportunity to introduce our new MTP manager, Kevin Feldt. Kevin has worked for NCTCOG for over eight years, most recently as a Program Manager for Transportation Planning: Travel Model and Data Application. Kevin may be reached at (817) 704-2529 or kfeldt@nctcog.org.

If your organization has any questions or seeks additional information, please contact us at (817) 695-9240. NCTCOG looks forward to working with our consultation partners towards a successful air quality determination.



Chris Klaus



Dan Lamers

JL:ch  
Attachments

cc: Donald Koski, AICP, Director of Planning and Program Development, Federal Transit Administration  
Lynn Hayes, Community Planner, Federal Transit Administration  
Jose Campos, Intermodal Team Leader, Federal Highway Administration  
Barbara Maley, Environmental/Transportation Planning Coordinator, Federal Highway Administration  
Jeff Riley, Environmental Scientist, US Environmental Protection Agency, Region 6  
Nick Page, MPO/RPO Coordinator, Texas Department of Transportation  
Janie Temple, Transportation Analysis Branch Manager, Texas Department of Transportation  
Jamie Zech, Air Quality Planner, Texas Commission on Environmental Quality  
Dennis Perkinson, Research Scientist/Program Manager, Texas Transportation Institute  
Kevin Feldt, Program Manager, NCTCOG

# **SCHEDULE FOR THE METROPOLITAN TRANSPORTATION PLAN, TRANSPORTATION IMPROVEMENT PROGRAM, AND AIR QUALITY CONFORMITY**

**Regional Transportation Council**

**Chris Klaus**

**March 9, 2017**





# RATIONALE

## **AIR QUALITY CONFORMITY:**

### **EPA Adequacy on Latest Motor Vehicle Emission Budgets (MVEB)**

**NO<sub>x</sub> = 130.77 tons per day**

**VOC = 64.91 tons per day**

**Conformity Deadline = November 23, 2018**

### **New 2015 Ozone Standard Nonattainment Designations – October 2017**

**Conformity Deadline = Late 2018 – Early 2019**

## **METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE:**

**Demographics to 2045**

**Incorporate Most Recent Project Development Initiatives  
(i.e. HB20 10-Year Planning Effort)**

**Incorporate Modern Day “People Mover”**

**Environmental Documentation Consistency**

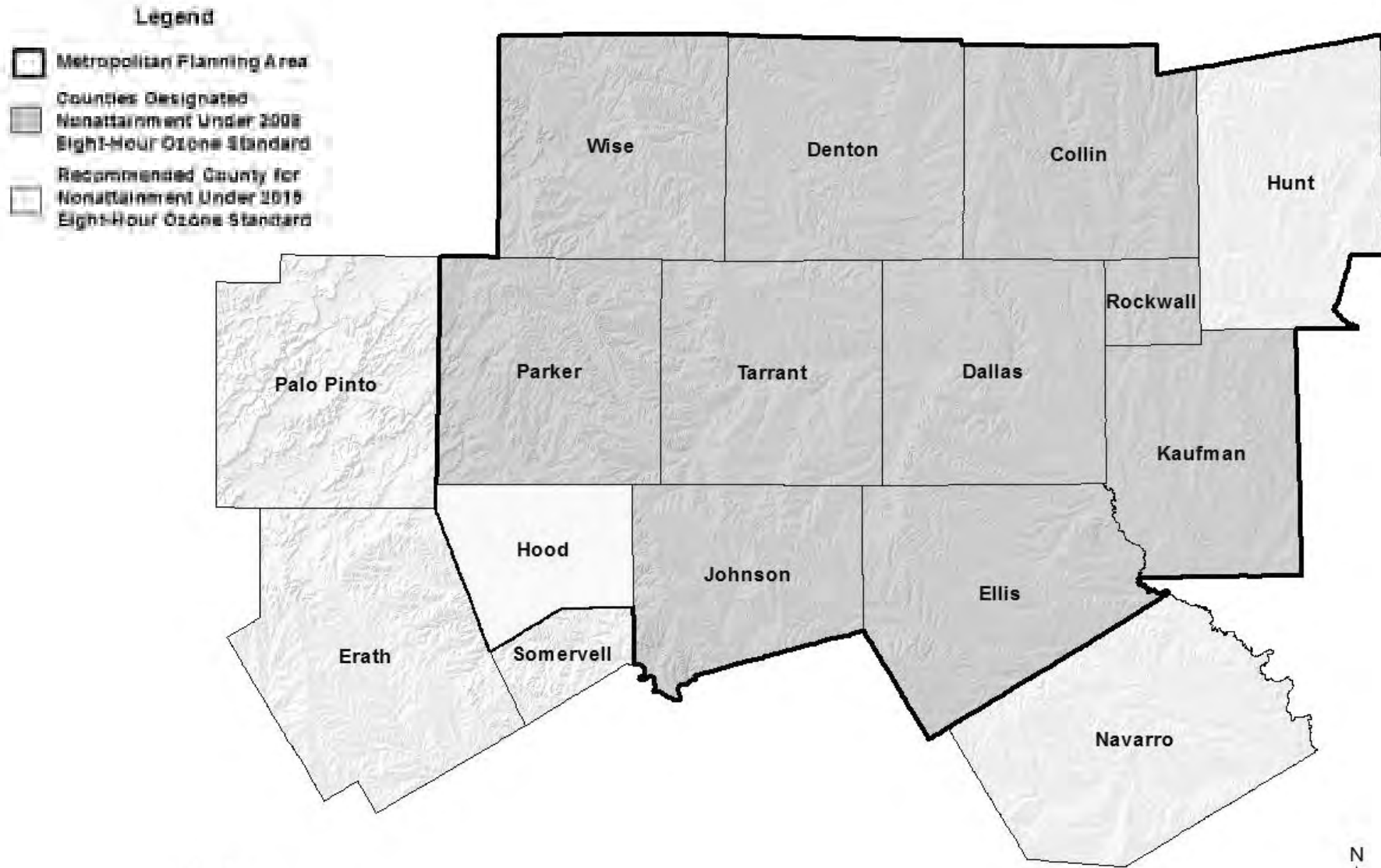
**Results from 85<sup>th</sup> Texas Legislative Session**

**Possible Inclusion of New Federal and State Performance Measures**

## **TRANSPORTATION IMPROVEMENT PROGRAM (TIP):**

**2019-2022 Inventory of Surface Transportation Projects**

# DFW METROPOLITAN PLANNING AND NONATTAINMENT AREAS



# SCHEDULE

**DRAFT**

<b>Milestone</b>	<b>Date</b>
<b>2045 MTP Update, 2019-2022 TIP, and Air Quality Conformity Development</b>	<b>Begins April 2017</b>
<b>Public Involvement</b>	<b>Through May 2018</b>
<b>2019-2022 TIP (STTC-Action)</b>	<b>April 27, 2018</b>
<b>2019-2022 TIP (RTC-Action)</b>	<b>May 10, 2018</b>
<b>2045 MTP Update and Air Quality Conformity (STTC-Action)</b>	<b>May 25, 2018</b>
<b>2045 MTP Update and Air Quality Conformity (RTC-Action)</b>	<b>June 14, 2018</b>
<b>Air Quality Conformity Consultation Process</b>	<b>June – November 2018</b>
<b>Air Quality Conformity DOT Determination</b>	<b>By November 23, 2018</b>

# CONTACT

**For More Information on 2045 MTP:**

**Kevin Feldt, AICP  
Program Manager  
817-704-2529  
[kfeldt@nctcog.org](mailto:kfeldt@nctcog.org)**

**For More Information on 2019-2022 TIP:**

**Adam Beckom, AICP  
Principal Transportation Planner  
817-608-2344  
[abeckom@nctcog.org](mailto:abeckom@nctcog.org)**

**For More Information on Air Quality Conformity:**

**Jenny Narvaez  
Principal Air Quality Planner  
817-608-2342  
[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)**

## **Planning Cycle for Upcoming Metropolitan Transportation Plan, Transportation Improvement Program, and Air Quality Conformity**

As the Governor-designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, the North Central Texas Council of Governments (NCTCOG) is responsible for development of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and air quality conformity analysis. The 10 counties in the DFW area are designated as an ozone nonattainment area by the US Environmental Protection Agency (EPA) and are subject to the transportation conformity analysis requirements of the Clean Air Act Amendments (CAAA) of 1990. These counties fall within the 12-county Metropolitan Planning Area (MPA). The transportation conformity analysis is based on the long-range Metropolitan Transportation Plan and must demonstrate the total ozone-causing pollution expected from all of the planned transportation projects listed in the MTP are within limits established in the State Implementation Plan for complying with the CAAA.

The following is a list of efforts and projects that are anticipated over the next two years:

### **Air Quality**

The EPA declared the motor vehicle emissions budgets (MVEBs) in the *Dallas-Fort Worth (DFW) Attainment Demonstration State Implementation Plan revision for the 2008 8-Hour Ozone NAAQS* adequate for transportation conformity purposes. Per the Code of Federal Regulations (CFR), Title 40, Part 93.104(e), the DFW area must demonstrate conformity, using these MVEBs within two years of the effective date, November 23, 2016. To meet this deadline, the Regional Transportation Council (RTC) will take local action by adopting transportation conformity results in June 2018 to allow the US Department of Transportation sufficient time to provide a federal conformity determination by November 2018.

### **Transportation Improvement Program**

The Transportation Improvement Program (TIP) is developed in accordance with the metropolitan planning requirements set forth in the Statewide Metropolitan Planning Final Rule (CFR, Title 23, Part 450; CFR, Title 49, Part 613). Because the Dallas-Fort Worth area is designated nonattainment, regionally significant surface transportation projects must be inventoried in the TIP. Deadlines for TIP development and submittal are dictated by the Statewide Transportation Improvement Program (STIP) schedule. The TIP is modified quarterly and a new TIP is developed every two years. Due to this schedule, development or amendments of the TIP may not share the same schedule as the MTP and conformity analysis. However, once the MTP and conformity are approved, projects in the TIP can be amended to conform. The intent is to have the projects in the TIP to match the November 2018 conformity date, so the RTC would need to take final action on the 2019-2022 TIP by May 2018.

### **Metropolitan Transportation Plan**

Federal planning regulations require that the MTP in a nonattainment area be revised at least once every four years. There are three types of MTP revisions including administrative modification, amendment, or update (a brand new plan is classified as an update). The threshold for the type of MTP revision pursued is relative to what is being changed in the MTP. For example, minor text changes would qualify as an administrative modification, changes to design concept or scope for a few projects could be accounted for in an amendment, while more substantive changes regarding demographic forecasts, MTP base and horizon year, financial assumptions, etc. would require an update. Due to the magnitude of changes that are necessary for the next MTP revision, it is appropriate to pursue an update in the form of a new

MTP. These changes include updated demographics to 2045, incorporation of House Bill 20 10-year planning effort, inclusion of the modern day “People Mover”, consistency with environmental documentation, results from the 85<sup>th</sup> Texas legislative session, and possible inclusion of new federal and state performance measures.

### **Model Development Group**

During the development of a new MTP, the regional travel demand model version DFX 4.5 should be used in creation of the traffic forecasts. The MVEB emissions and budgets were established from model runs using this version; changes to the model would result in changes to the budgets. The DFX 4.5 is already available for use by the Air Quality and Mobility Plan teams. DFX 4.5 has been validated based on 2010 observed roadway counts and 2014 observed transit ridership.

### **Demographics**

To support the development of a new MTP, a demographic forecast for 2045 would be created by January 2018. This new forecast would not change the existing demographic forecast that included 2017-2040, released in 2015. The 2045 forecast would be an extension of the 2040 demographics. The new forecast for 2045 will provide an opportunity to utilize newly available data from cities and local governments regarding unseen development in the 2040 forecast. To stay in compliance with federal planning regulations, the MTP horizon year will be extended to 2045 to maintain the 20-year planning cycle.

### **Congestion Management Process**

A Congestion Management Process (CMP) is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). Federal requirements state that in all TMAs, the CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process. Although this is a federal requirement, no specific deadlines are set for updates to the CMP. CMP project forms must be completed for individual projects by implementing agencies and submitted to NCTCOG. The development of a new MTP would not significantly impact any CMP efforts.

### **National Environmental Policy Act**

To receive environmental approval under National Environmental Policy Act (NEPA), a project must be consistent with the MTP and transportation conformity. To determine this, the Federal Highway Administration reviews the project design, environmental documentation, MTP, TIP listings, conformity tables, and conformity networks. Additionally, several analyses (e.g., mobile source air toxins, regional tolling analysis, and project specific environmental justice origin-destination) in a NEPA document rely on data from the travel demand model. These must be performed using the MTP networks that correctly reflect the design. The development of an update, amendment, or new MTP would not significantly impact any major projects. For at least five known projects, a change to the MTP and associated conformity networks is needed before the projects can be environmental approved.

### **Public Involvement**

Public involvement supports the conformity, TIP, and MTP processes by affording opportunities for public review and comment. Per the RTC Public Participation Plan, draft MTP, TIP, and air quality conformity documentation would be made available at multiple public meetings throughout the region. The MTP update must be provided at least 60 days, and the TIP and conformity results at least 30 days prior to requesting local RTC approval. Members of the public are notified of the meetings via articles, email, social media, and newspaper

advertisements, including minority publications. Additionally, at least one public meeting is video recorded and made available online at [www.nctcog.org/video](http://www.nctcog.org/video) for review and comment.

### **Unified Planning Work Program**

Under federal law (CFR, Title 23, Part 450.308), the NCTCOG is responsible for documenting transportation planning activities and transportation-related air quality planning activities in a Unified Planning Work Program (UPWP) for the Metropolitan Planning Area. The UPWP documents the planning efforts and priorities during a specified timeframe. Modifications to the Fiscal Year (FY) 2016 and FY2017 UPWP will be necessary to incorporate development of the MTP, conformity analysis, and the preparation of demographic forecasts through the year 2045. Proposed modifications will be presented through a public outreach effort initiated in March 2017, followed by action from the Surface Transportation Technical Committee later that month, and action by the RTC and NCTCOG Executive Board in April 2017. Upon these approvals, proposed modifications will be transmitted to the state and federal funding partners for review and approval during the May/June 2017 timeframe.

# 6 reasons Dallas shouldn't use DART funding to shore up the police and fire pension

Written by

*Walt Humann, DMN Contributor*

Kay and Ray Hutchison and I drafted in the late 1970s the enabling legislation to create transit in North Texas. After the Lone Star Transit Election loss, we went back to Austin and obtained improved enabling legislation. On August 13, 1983, voters in Dallas and surrounding suburbs voted overwhelmingly to create DART and fund it with a full 1 percent sales tax. The choice of 1 percent was critical. It has allowed Dallas Area Rapid Transit to be a full service provider of multi-modal transit services throughout Dallas and 13 suburbs and help other non-member suburbs. That 1 percent also allowed DART to become a favored agency for federal funding because DART brings money to the table and doesn't rely heavily on federal money.

But DART's job is far from complete. The goal is still a seamless transit system throughout the entire metropolitan area. Transit service that cuts reliance on single-passenger autos is critical to reduce congestion, pollution and urban sprawl. We need to re-double efforts to expand transit in the 21<sup>st</sup> century.

Ads by ZINC

Here are six problems with the proposal to carve one-eighth of the City of Dallas portion of the DART sales tax to help solve the Police and Firemen Pension Fund problems.

1. The enabling legislation we developed in the 1970s and 1980s is clear that DART sales taxes are to be used exclusively for mobility. The Legislature would have to amend the law.
2. There was and continues to be a covenant with the voters that the sales tax would be used for improving mobility. The suburbs have funded DART for years while waiting for transit. Dallas sales tax should be maintained to fulfill Dallas' commitment to area voters to support transit. The voters of Dallas and possibly the suburban members would have to vote to change Dallas's portion.
3. The one-eighth portion would be more than a 5 percent reduction in revenues. That level of reduction would severely impact DART plans for maintaining and expanding its system and would impact transit-oriented developments. Growing transit demands and future inflation pressure DART already with its present level of funding.
4. What is to prevent suburbs from asking for reductions to fund their own projects? Already a few citizens have advocated this approach but fortunately they gained no support.
5. Dallas has other critical funding issues; this proposal would open up Pandora's Box. Where would the line be drawn to not take another one-eighth? Ultimately DART could be stripped of major funding.



6. This \$35 million proposed diversion is a drop in the bucket and would not come close to solving the pension problem.

Please, don't waste DART and City of Dallas officials' time, energy and legal fees by chasing down this rabbit trail. The Pension Trust problem is a tough one, but with state and local leadership, it can be solved. Leave DART funding alone in trying to craft a solution.

*Walt Humann was chairman of the Transportation Task Force that helped create DART.*

**DMN letters: DART is not a pension solution**

Re: "Proposed bailout taps DART funds," Friday news story.

No, no, a thousand times no! Dallas Area Rapid Transit needs more funding, not less. Scott Griggs seems to consistently put his opinions ahead of the best interests of the people of Dallas, and he's doing it again.

If he had been paying attention as a trustee of the Police and Fire Pension System, instead of blindly letting the beneficiaries vote themselves wholly unrealistic and unaffordable benefits, we wouldn't be in this mess now. It's not the fault of the mayor, nor DART, nor the taxpayers.

I support the city's first responders, but the fact remains that they did this to themselves.

*Roger Durham, Dallas/Lake Highlands*

# I-35W work nearly done north of Loop 820 in Fort Worth

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

## FORT WORTH

After a couple of years of tremendous commuting headaches on Interstate 35W in far north Fort Worth, motorists may have noticed that driving on the freeway has gotten a little better in recent weeks — at least on part of it.

The 3.6-mile portion of the road from Loop 820 north to just past the U.S. 287 “Decatur cutoff” is “substantially complete,” according to a Texas Department of Transportation spokesman.

What is substantially complete?

“The main lanes and frontage roads are in their final location. The TEX-Press lanes are in their final location,” Texas Department of Transportation spokesman Michael Peters said.

TEXPress is a brand name for the managed toll lanes in the middle of the freeway. Once the project is complete, motorists will have the option to stay on the freeway main lanes, which will remain toll-free, or pay a toll to use the managed lanes and essentially buy their way out of traffic.

TEXPress lanes are already operating Loop 820 and Texas 121/183 just east of the I-35W project, and on LBJ Freeway in north Dallas.

TEXPress lane tolls are collected electronically. Motorists can either have tolls deducted automatically by placing a TollTag on their windshield, or simply drive in the toll lanes and allow the electronic computerized system to photograph their license plate and send the registered owner a bill in the mail.

Even though the northern portion of the I-35W project is substantially complete, Peters said a handful of important pieces of work remain on the \$244 million project. For example:

A In the coming weeks, once the warmer weather arrives for good, the main lanes and frontage roads will need to be temporarily closed so that crews can add a final couple of

inches of asphalt. Right now, motorists are driving on a new road bed, but without that final layer of pavement.

A northbound frontage road and ramp to I-35W between Basswood Boulevard and North Tarrant Parkway is still under construction, and is scheduled to be completed later in the spring.

Even though the pavement is ready for the TEX-Press lanes, it may be a few months before it can be used. Just to the south, a private contractor known as North Tarrant Infrastructure is working on rebuilding the I-35W/ 820 interchange and completing the 6.5-mile stretch of I-35W south to downtown Fort Worth. The toll lanes north of 820 can't be opened until more progress is made on the road to the south.

Final completion of the entire I-35W corridor is still about a year away, project spokesman Robert Hinkle told attendees at the Northeast Tarrant transportation Summit last week in Hurst.

*Gordon Dickson: 817-390-7796, @gdickson*

# DMN Editorial: Texas Bullet Train

## Foes unwise in trying to derail it via legislature

### What you can do

Contact your legislator to register your support for the bullet train and opposition to bills that would derail it. SB 979 and HB 2179, filed last week, would prevent a private company from using eminent domain for a high-speed rail project.

To find out who represents you and how to contact them, go to [www.fyi.legis.state.tx.us/home.aspx](http://www.fyi.legis.state.tx.us/home.aspx) and type in your address.

Email forms are available on each lawmaker's website. Find them at [www.house.state.tx.us/members](http://www.house.state.tx.us/members) and [www.senate.state.tx.us/directory.php](http://www.senate.state.tx.us/directory.php)

The Texas bullet train project is moving ahead, hitting milestones and keeping alive the audacious promise of a 90-minute train ride between Dallas and Houston. But yet again, a big potential roadblock has emerged in Austin.

Last week, lawmakers filed over 20 bills that could slow the privately funded project or even kill it. Opponents appear more organized than two years ago when they tried to derail the program and failed.

One bill calls for a government feasibility study; another requires a state designation to survey property. Multiple bills would ban state money, even though the owners, Texas Central Partners, have pledged to not seek any grants for the \$12 billion project. The most threatening legislation would prevent Texas Central from using the power of eminent domain at all.

That tool is a last resort, the company insists. It's in everyone's best interests to avoid it. But take away the option altogether, and the railroad may be unable to acquire all the land needed for the 240-mile line.

We're firmly in favor of oversight, transparency and protecting property rights — but we don't believe those principles are at odds with this project. Texas has thousands of miles of pipelines, utility wires, railroads and highways that bring huge public benefits. Eminent domain often helped make them possible.

Texas Central expects to buy land from about 1,000 landowners at fair prices. The route will run adjacent to rights of way for railroads, highways and utilities, where possible. Sixty percent of the line will be elevated, and tracks will average only about 100 feet wide, a much smaller footprint than if it were a highway being built instead.

Maybe we should be talking about changing eminent domain laws to be more fair, equitable and consistent. If so, let's do that across the board. It's telling that this week's bills target the bullet train only. For example, SB 979 states that railroads are permitted to use eminent domain, with just one exception: if they're developing or operating a high-speed rail project. Ridiculous.

Why should Texas Central be treated differently than BNSF and Union Pacific — or Oncor Electric, AT&T, Energy Transfer and others? They're all for-profit companies that sometimes use eminent domain.

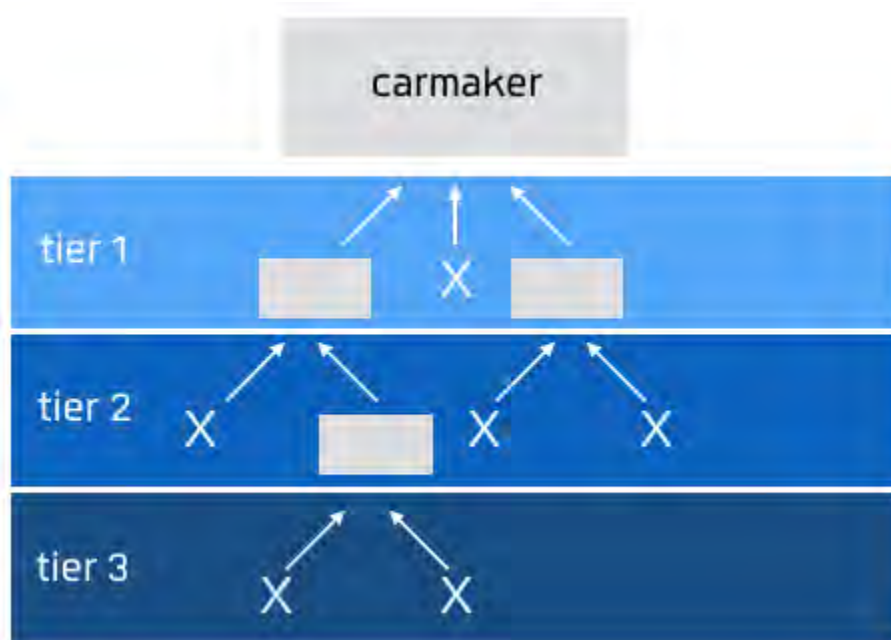
The sharpest divide over high-speed rail breaks along urban and rural lines. Dallas and Houston are strong supporters while Grimes County has vocal opposition. So far, Texas Central appears to be winning converts. It has land options on 30 percent of the parcels required for the project, the company said, and has secured approvals to survey property owned by over 3,000 people and businesses.

Reporters Jill Cowan and Brandon Formby talked with one rancher who remains opposed because the train would affect his way of life. Another rural resident said his attitude changed after sitting in traffic for 5 miles on the way to Houston. When Texas Central offered him roughly twice as much as he paid for the land, he accepted — and said the deal was more than fair.

Texas Central needs more happy sellers like him, and we need Texas lawmakers who aren't determined to stop progress in its tracks.

# Understanding business model disruption in the mobility industry

The fundamental features of cars haven't changed much for about 100 years and neither has the business model that sustains their production. The current automotive supply chain is a pyramid and the coolest place to be is on top, where carmakers currently stand.

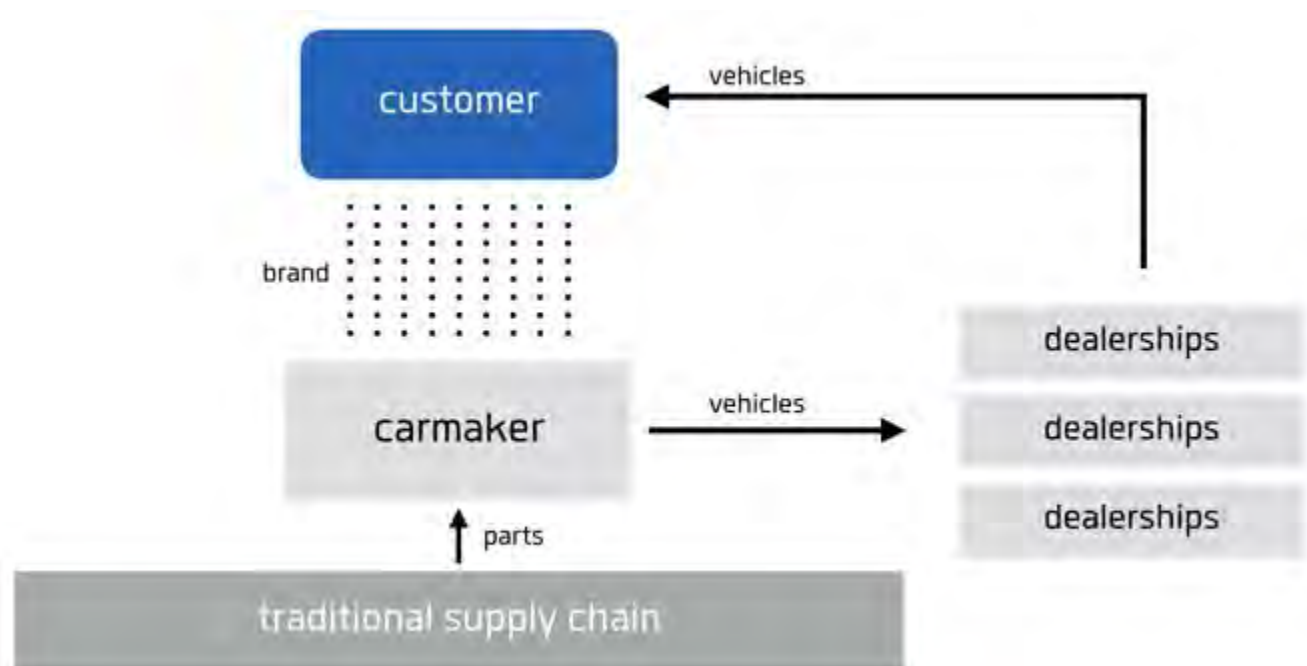


Below the carmakers are several tiers of suppliers that develop parts according to the needs of the automakers.

By sitting at the top of this pyramid, carmakers are able to squeeze the margins of their suppliers by playing them off against each other and thereby cut the costs of vehicles. The carmaker also gets to put its badge on the vehicle, even though most of what it does is assemble pieces supplied to it through its supply chain. This is the reason why you've probably never heard of suppliers such as DENSO, QNX or NXP, but you're familiar with the companies they supply to: Toyota, Ford, BMW, etc.

Car companies have been leveraging their resources in a rather straightforward formula for the last hundred years, while the underlying technology has stayed relatively unchanged:

1. Spend heavily on vehicle R&D (directly and indirectly through an elaborate supply chain) to create differentiated, high-end, higher-margin vehicles while features trickle down from high-end to mass market vehicles over time
2. Spend more on advertising these vehicles and growing a brand which intermediates between the carmaker and its customers (for instance automotive is the [largest segment](#) of Super Bowl ad spending)
3. Leverage an elaborate distribution network of dealerships that ensures these vehicles reach consumers without having to deal directly with them



This formula has worked pretty well, even though it has allowed immense inefficiencies (average vehicle utilization = 4%) and a pretty bad customer experience ([75% of Americans](#) would never set foot inside a dealership if they could avoid it). Competition amongst carmakers and between their suppliers has ensured a steady flow of new features entering vehicles, but both the



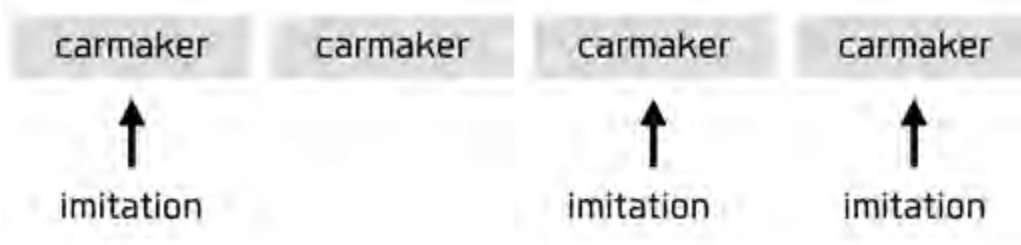
general structure of vehicles and their supply chain has remained relatively unchanged. Until now.

### **Competition dynamics and the point of no return**

Various kinds of innovation allow carmakers to differentiate their technologies and therefore charge a premium for their product.



However, competitors will quickly notice the new differentiated technology and seek ways to replicate it.



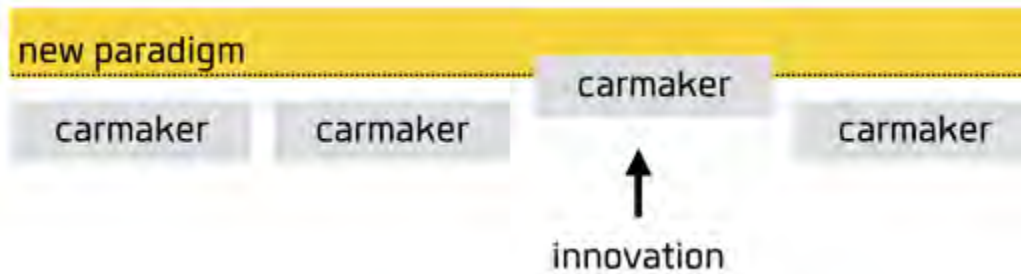
The same dynamic is at play for suppliers (where much of the innovation is happening) and they too must compete in order to offer differentiated products that allow them to make larger margins.

Sometimes a supplier offers a unique and essential technology that gives them significantly greater leverage over the companies they supply to. One such company is Mobileye, an Israeli company that supplies advanced driver assistance technology to carmakers and has seen meteoric growth over the last few years.



So long as a company offers a technology that is desired and has few substitutes, it will have sufficient leverage to make outsized profits.

Historically innovation in the automotive industry has proceeded along stable axes: better performance, design, safety features, etc. However, new technologies, in particular digitization, automation and electrification, are beginning to significantly shift the rules of the game, resulting in a new paradigm.

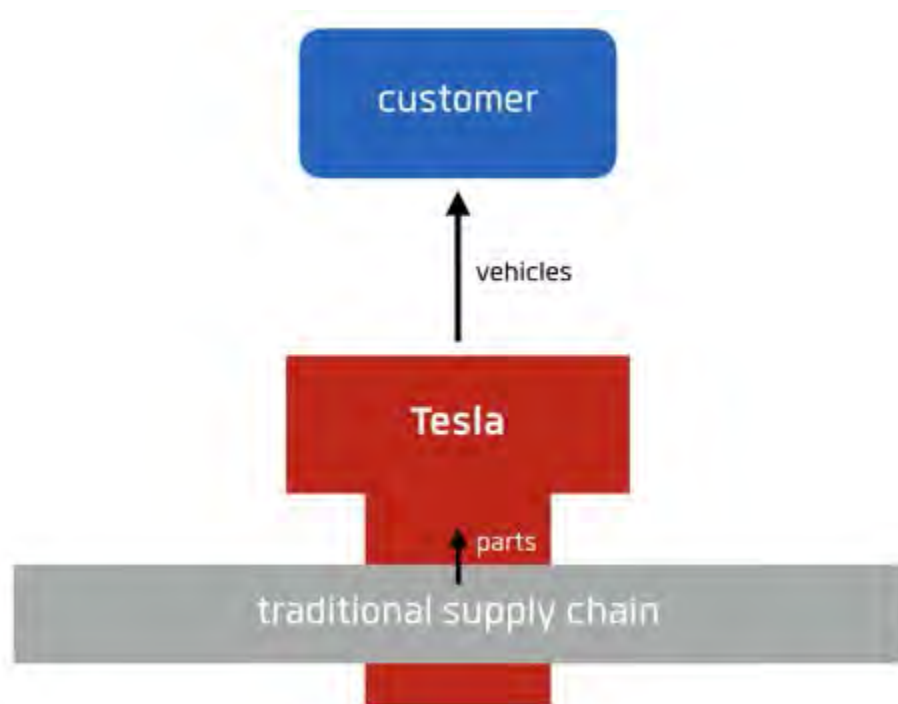


This new paradigm allows new players who are better adapted to the new rules of the game (e.g. startups such as Mobileye, Tesla and Uber and tech companies such as Google and Apple) to enter and succeed while forcing established players to reinvent the structures that allowed them previously to succeed, a significant challenge since their success was built on a strategy that was optimized for the old paradigm.

### Tesla

Tesla has attacked each piece of the carmaker strategy playbook:

1. Tesla has vertically integrated key components, most notably batteries built in its Gigafactory, while focusing on electric vehicle innovation, a technology that most carmakers ignored
2. Tesla has also used digitization in order to build a direct relationship with its customers—not only can its customers use the internet to buy a vehicle or request maintenance, but over-the-air software updates have allowed Tesla to offer new services over the lifetime of the vehicle
3. Instead of relying, as other carmakers do, on a distributed network of dealerships to sell and maintain their vehicles, Tesla sells their vehicles directly to customers

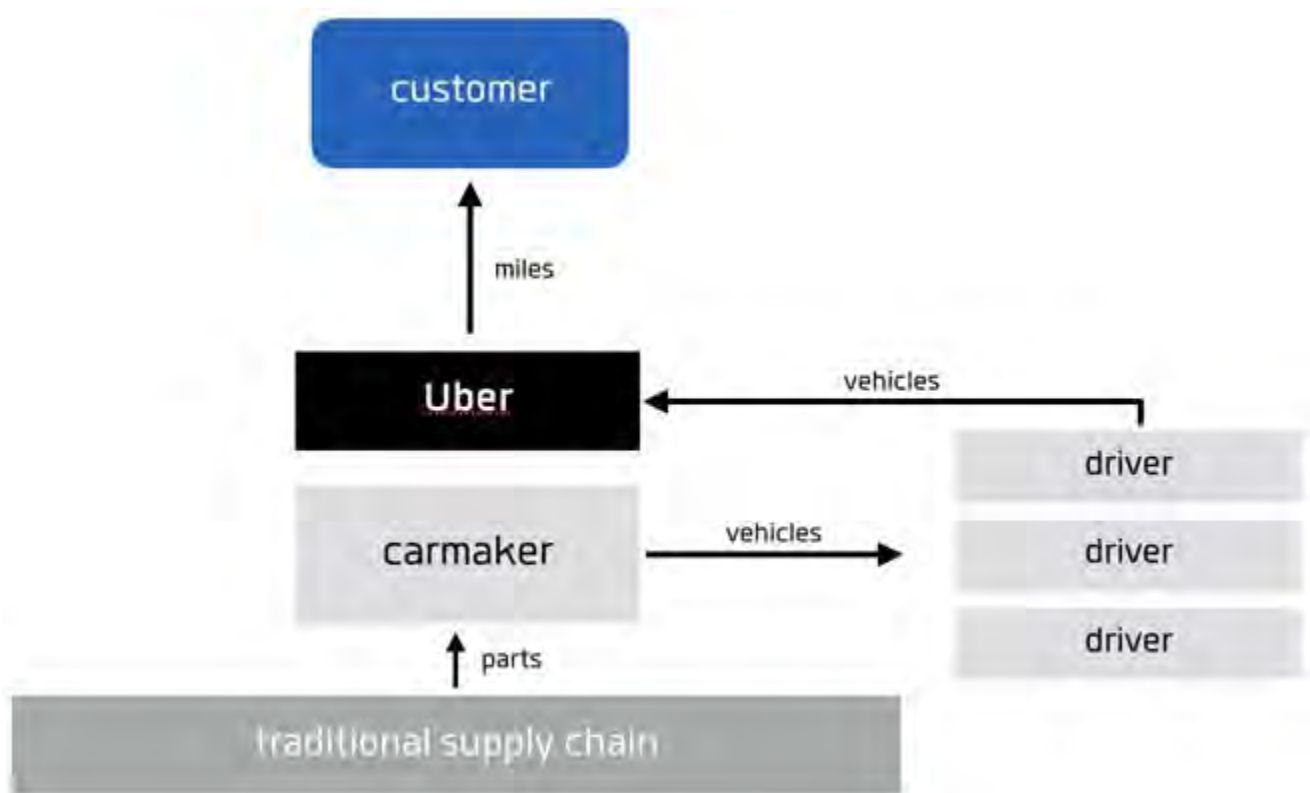


Tesla, however, is still committed to a traditional automotive business model of primarily selling vehicles directly to customers (even though the company is actively pushing autonomous vehicle technology and exploring new shared vehicle business models).

## Uber

While Tesla is modularizing vehicles to allow direct sale to customers, bypassing dealerships, Uber is modularizing trips. This has allowed Uber to

insert itself above carmakers and become the brand that consumers interact with. The value chain in a world where Uber is dominant looks like this:



Uber aggregates various vehicle brands under its platform, weakening their value by replacing them as the consumer-facing brand. However, because drivers (rather than Uber itself) purchase or lease vehicles, Uber has limited leverage over carmakers.

Uber, like Tesla, also has a direct relationship with the customer since each customer holds an account with Uber and that account contains the customer's credit card information and trip history. Uber is seeking ways to leverage this relationship—for instance, you can link your Spotify playlists to your Uber account and play your music during your ride.

But the most disruptive change that Uber has brought is per mile pricing.

### **The implications of per mile pricing**

Uber's per mile model has repercussions for the rest of the automotive supply chain and these effects will proliferate as this model grows in terms of market share:

**Sharing:** When you pay for individual trips, you no longer need to own a vehicle which means that one vehicle can be shared amongst many users. Furthermore, products such as UberPool mean that vehicles are not only shared on aggregate, but that individual trips are shared. Both of these trends will reduce the total number of vehicles needed, although increased demand given lower cost and greater convenience could offset this shift.

**Design:** Vehicles are currently designed around the driver experience since the driver is making the purchasing decision. With the pay-per-mile model, however, the passenger is the customer, meaning that the vehicle will increasingly be designed around her needs. This will include rear seat HVAC and infotainment controls as well as more comfortable rear seating.

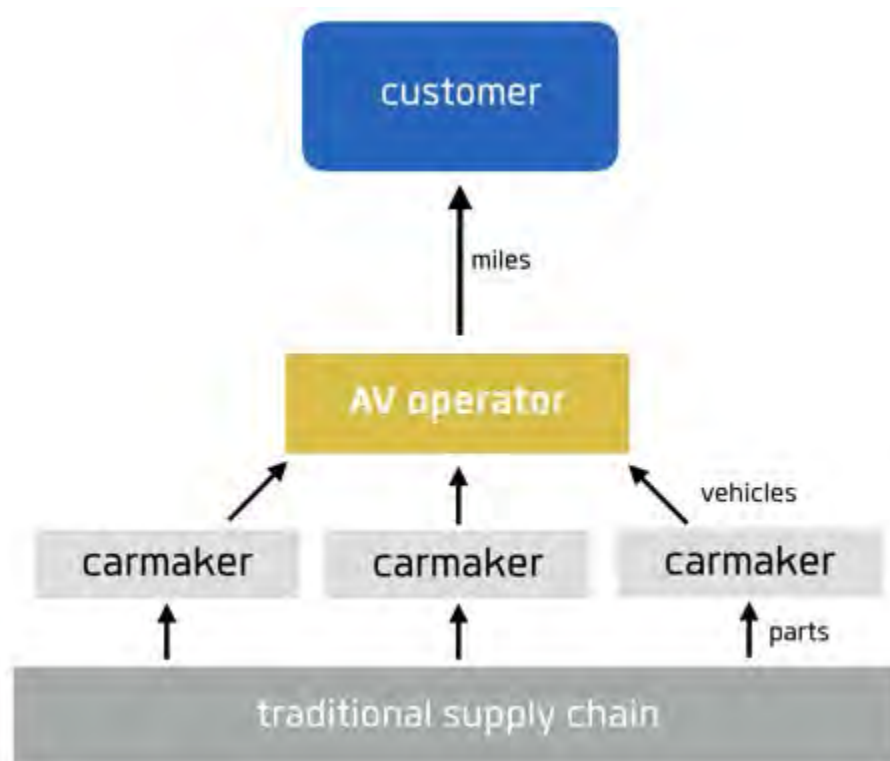
**Electrification:** Shared vehicles will cover significantly more mileage, making marginal costs more of a priority than fixed costs. This will favor a shift to electric powertrains since the higher upfront fixed costs of batteries will be amortized over many trips while the significantly lower marginal costs will mean lower total cost of ownership.

**Replacement cycle:** Because shared vehicles have higher utilization, their service life will be shorter and the rate at which they will be replaced will be higher (they may also be designed in a modular way such that some parts can be replaced more frequently than other parts). As replacement cycles shorten, new features will enter these vehicles faster, increasing the rate of technological improvement. Software built on top of this hardware platform will update at an even higher rate.

### **Autonomous vehicles**

Autonomous vehicles will complete the shift to the new business model that Uber has pioneered while significantly deepening the market to which this

model will apply. By removing the driver, automation will lower the price per mile by about 70%. And by creating a self-driving fleet, the fleet operator will make collective vehicle purchasing decisions, increasing leverage over carmakers and removing the mediation that Uber drivers currently provide.

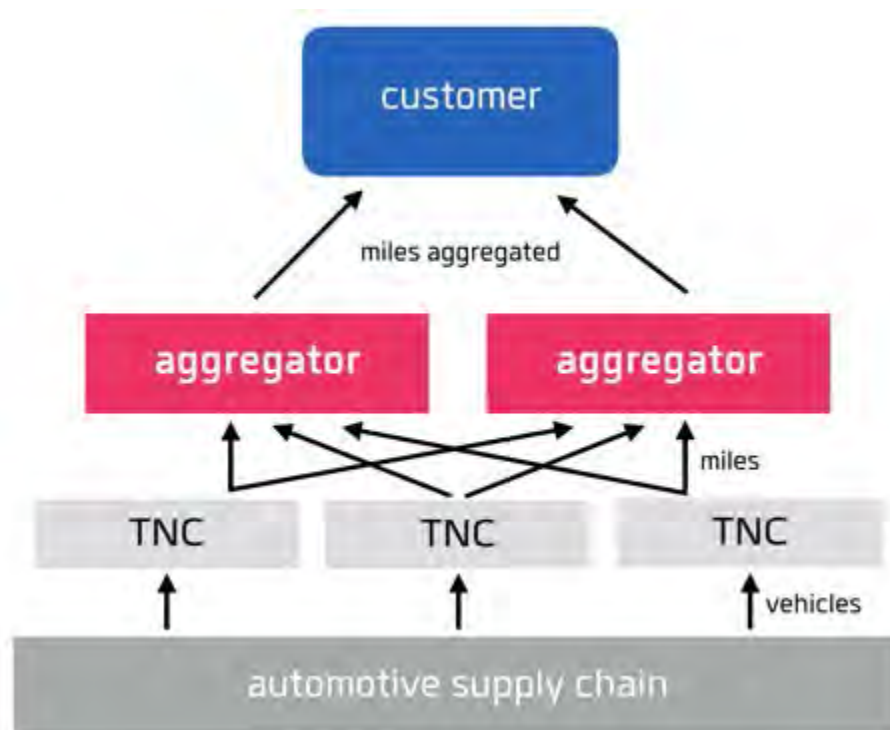


When carmakers say that they do not plan to [become the Foxconn](#) of the automotive industry, this is the business model reconfiguration that they are referring to.

### **The airline industry and the opportunity for aggregation**

The airline industry is instructive for what might happen to the ride-hailing industry in the long run. It used to be that customers would buy their tickets directly from each airline. However, as technology improved, aggregation sites like Expedia and Priceline allowed direct comparison between different providers by aggregating the results of any search across different airlines. The same thing might well happen in ride-hailing. Currently, the dominant position of Uber has prevented this from happening, but if the market becomes more

fragmented (as is happening to some extent with the entrance of new players like Juno), customers will probably turn to an aggregation service in order to find the best solution (Google Maps is already [starting to do this](#)). This would mean the modularization and commoditization of existing transportation network companies (TNCs) such as Lyft, Uber, Juno, Gett and Via.



There is reason to be skeptical that the current ride-hail market will fragment given Uber's dominant position and the network effects it enjoys on both the demand and supply side. However, autonomous vehicle technology might quickly become commoditized, available to anyone willing to pay to license it. In that case, the barriers that Uber has developed to protect its business—particularly the largest share of the finite supply of human drivers—will be weakened and the industry could become fragmented with new entrants able to provide a similar service if they invest sufficient capital.

### **Ownership vs mobility**

Right now, most vehicles are owned and we are very much at the beginning of a shift to new mobility technologies and business models that enable them.

That means, amongst other things, that even though Uber is dominant in the ride-hail market, its leverage over carmakers is still limited.



However this is changing. Ride-hail vehicles have proliferated in densely populated urban areas while slowly diffusing to less populated areas. Autonomous vehicles, due to their significantly lower price and greater convenience, will greatly accelerate this trend: they will likely capture the lion's share of the market in urban areas while expanding the reach of mobility services well into suburban and exurban areas.



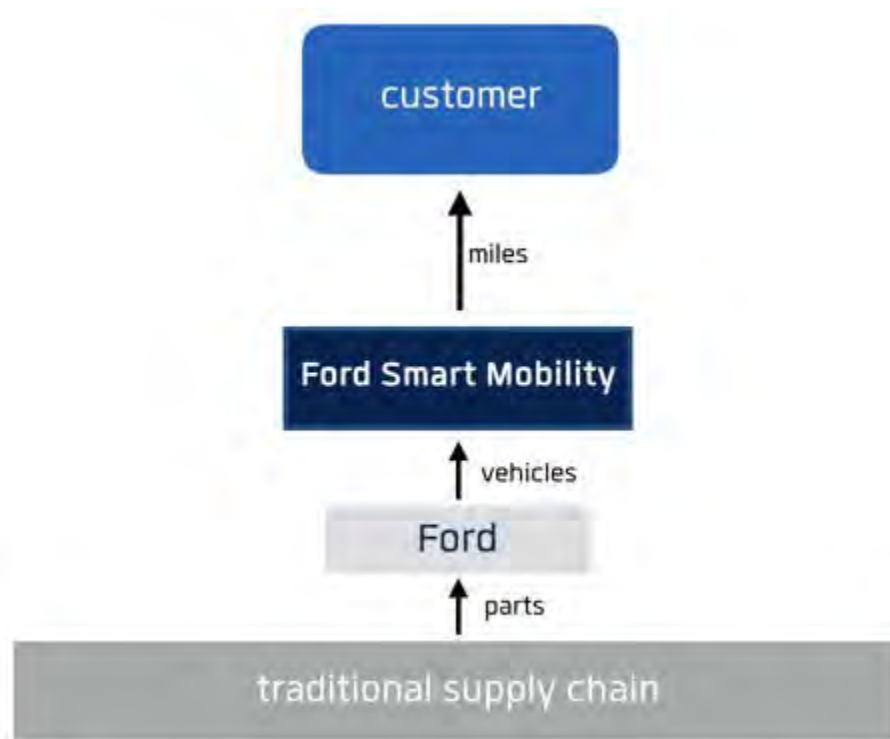
In the the less densely populated parts of the world, including in large sections of America, vehicle ownership will endure and autonomy will primarily arrive in the form of driver assistance systems. For these markets, the tradition ownership based structure and the supply chain dynamics that support it will likely persist, but in a significantly diminished form.

### **Implications for carmakers**

Already various carmakers are developing new business units or brands to address the need to build direct relationships with customers while selling them miles rather than vehicles. Examples include Ford Smart Mobility, GM's Maven, Volvo's Lynk & Co, Daimler's moovel, BMW's ReachNow and VW's recently announced Moia.

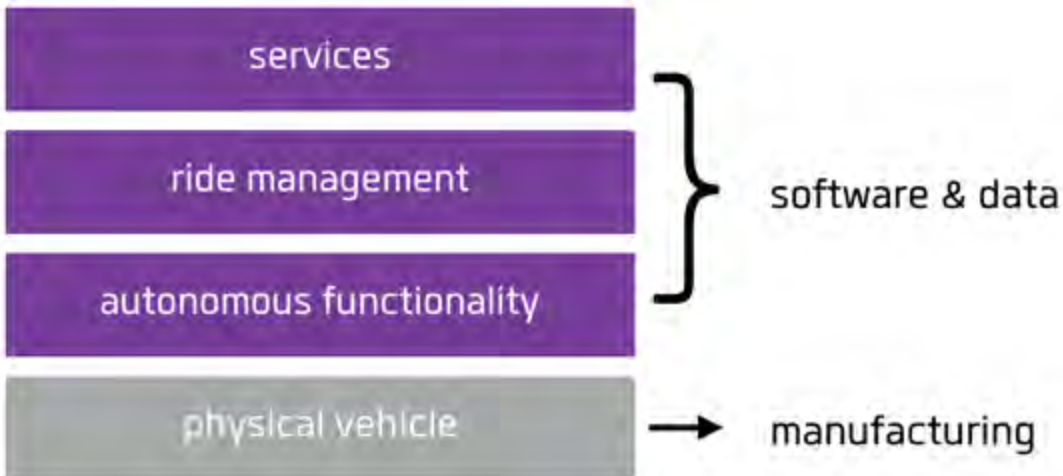


To take the first as an example, the intended structure looks something like this:



The goal is to create a new customer facing brand while the per mile product offering serves as a sales channel for the existing vehicle business. In parallel to pushing these new brands, these carmakers are also making aggressive announcements about their autonomous vehicle development.

Carmakers have historically been successful because they are effective at producing vehicles in high volumes with high levels of reliability. This requires expertise in manufacturing and quality control. However, in order to succeed in the new paradigm, carmakers will need to develop expertise in areas currently outside of their core competency.



**Services:** The kind of services and digital relationship that Tesla and Uber have managed to develop requires the ability to collect and leverage data in order to generate actionable insights about the user. It also requires an intuitive user interface that allows users to communicate their needs and receive appropriate responses. Most car infotainment systems offer an experience that leaves much to be desired and automakers are increasingly introducing Apple CarPlay and Android Auto as replacements to their own systems. This does not bode well for their ability to capture a significant portion of the value that autonomous vehicles will generate as a digital platform in the future.

**Ride management:** When offering a service of on-demand vehicles, there are many complex scheduling and routing problems that must be managed. Furthermore, the user interface has to be designed in a way that is simple and intuitive. Uber offers an app that is simple on the surface but on the backend is seamlessly able to manage millions of bookings, including for pooled rides. Both sides of this system will be hard for carmakers to develop. Vehicle sharing programs also require management of a large fleet of vehicles including amongst other things maintenance, cleaning and repair.

**Autonomous functionality:** Autonomous vehicle technology requires very specialized expertise, above all in machine learning. In order to recruit the limited supply of machine learning experts they will need to develop autonomous vehicles, carmakers will need to compete not only with their peers, but also with tech companies such as Google or Facebook which pay

generously and offer comfortable working conditions as well as with startups which offer significant equity upside and a greater sense of mission.

Given these significant challenges, it will be extremely difficult for carmakers to transform themselves into mobility service companies without some help. In order to be successful, they will need to partner with new participants in the mobility tech ecosystem and many are already beginning to do so. Examples include working with connected car service providers (Ford & Blackberry, Renault & Microsoft, numerous carmakers & otonomo\*), ride-share enablers (GM & Lyft, VW & Gett, BMW & Ridecell\*) autonomous vehicle developers (GM's Cruise acquisition, Volvo & Electrobit, BMW, Intel & Mobileye). Access to new mobility innovation ecosystems, especially in the Bay Area and in Israel, will be essential for carmakers seeking to find the right partners to allow them to offer compelling mobility solutions.

### **Implications for suppliers**

For players lower down in the supply chain, disruption at the top isn't necessarily a bad thing. There are at least three reasons for this:

1. Many components of suppliers' current business will remain intact: cars sold by the mile will still have most of the same fundamental components (with some exceptions), even if they are arranged differently
2. New technologies will be needed and this will reward suppliers able to develop and harness innovative technology and deploy creative strategies
3. Suppliers whose margins have been squeezed by carmakers strong leverage at the top of the stack will have freedom to form partnerships with new entrants as the supply chain realigns, perhaps even [leapfrogging to a different tier](#) in the supply chain

However, new technologies will also create distinct challenges for suppliers:

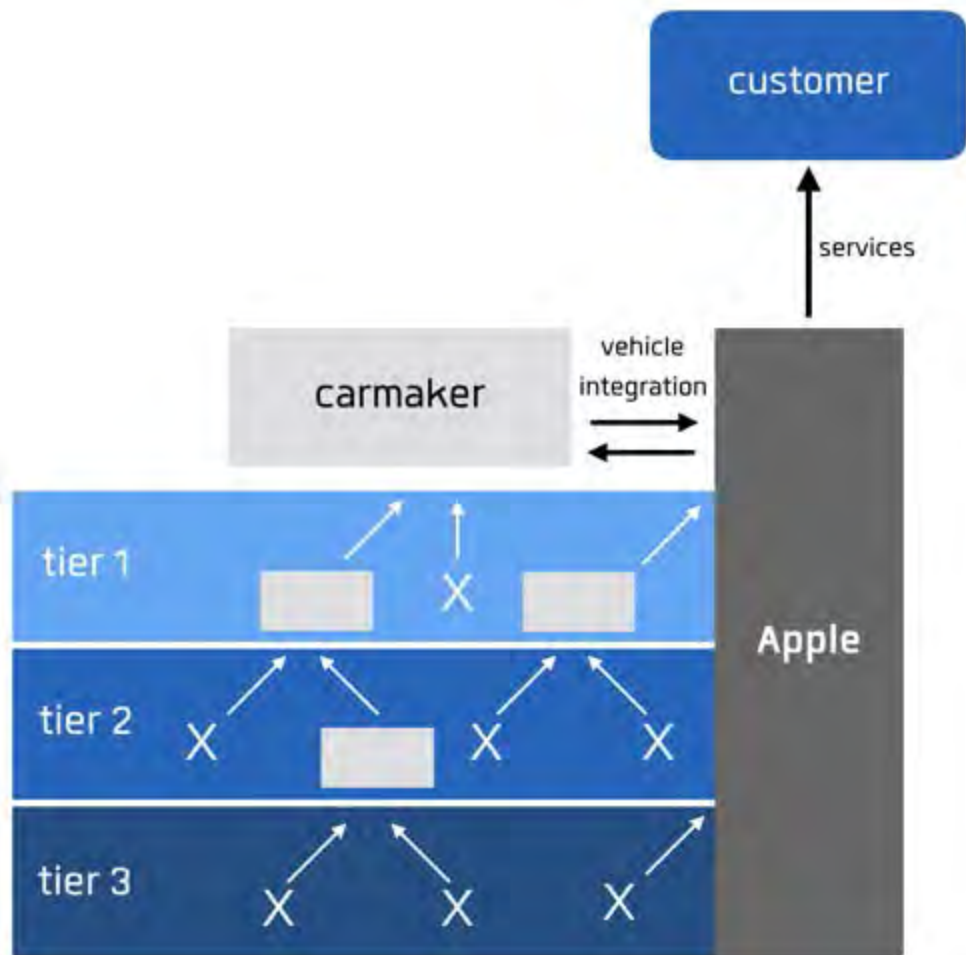
**Electrification:** As shared vehicle use pushes towards more ubiquitous deployment of electric vehicles, simpler electric powertrains will replace internal combustion powertrains, which will be disruptive to those that have built up IP and expertise in traditional powertrain technologies.

**Digitization:** Computers have been introduced into vehicles, like lego blocks, in a modular manner similar to other components of the vehicle. This has worked well to the extent that new functions have been added without disrupting the existing manner in which vehicles are assembled. However, sooner or later, we are likely to see an [end to this sort of distributed processing](#) and movement towards higher efficiency, lower latency, centralized computational architectures. Not only will centralized architectures serve as better platforms for digital services and autonomous vehicle processing requirements, but an integrated approach will also help mitigate some of the current cybersecurity vulnerabilities enabled by the absence of a system level digital integrator.

**Data:** The key challenge for suppliers will be access to the data that their components generate. [Developing strategies](#) that focus on ensuring access to data and that leverage that data productively will be key. New entrants are certainly seeking to do this.

## **Apple**

There has been a lot of speculation about what Apple is working on. What seems to be clear is that Apple is no longer attempting to build its own vertically integrated vehicle and instead has pivoted to a software focused approach. Apple may be seeking to disrupt the supply chain by capturing its core digital components and vertically integrating them.



This strategy is likely to include four core components:

1. Leverage Apple's [strength in semiconductor design](#) to produce highest performance, optimized automotive silicon components with an improved network architecture
2. Build out the middleware required to create a universal vehicle OS that leverages the underlying silicon to create a compelling user experience and platform for an ecosystem of services
3. Develop autonomous vehicle technology that controls the vehicle's movements and becomes a key enabler for its platform of applications
4. Use its existing relationship with customers to integrate this platform into the rest of its ecosystem, leveraging Apple IDs that contain user preferences and payment information

## The mobility platform

Right now, the traditional automotive paradigm in which vehicles are sold is being replaced by the new mobility paradigm in which miles are sold. But in a world in which mobility by the mile is cheap and readily available, mobility will serve as a platform for data and digital services.



What is interesting about this platform paradigm is that it will allow an explosion of new services built on the foundation of cheap mobility in a manner similar to what has happened in the smartphone industry on the basis of cheap connectivity and data. The full extent of what will be created is not yet clear, but assuming that per mile mobility is cheap (<30¢/mile), some interesting things become possible:

- **Selling experiences:** Cost will become a less important axis along which services compete and experience will become more critical with in-vehicle media serving a critical role in creating such experiences
- **Social mapping:** Already it is [possible](#) to meet friends at an undisclosed, highly rated bar with Uber handling the pickup and drop-off—expect more of this as social geography supersedes physical geography and discovery becomes a social adventure
- **Bundling mobility:** Cheap miles will mean that service providers such as doctors or beauty parlors could include free transportation as part of their service as will mall operators interested in driving foot traffic
- **Freight and passenger transportation become de-siloed:** People effectively become a type of freight in a world of mobility services and

the separation between fleets will blur as vehicles can be designed to move people and freight at different times of day or simultaneously

- **Tourism:** When traveling to new locations, curated tours could be built on the foundation of predetermined routes in which mobility is simply the medium
- **Food:** Food delivery becomes so cheap that people might not need to have their own kitchens
- **Hardware:** Laundry could cheaply be collected and delivered, removing the need for personal washing machines and dyers; power tools and other expensive, low utilization hardware could also easily be shared

These examples help give a sense of the depth and breadth of the changes that a mobility platform will enable. The automotive industry is at the early stages of this transition, but a services ecosystem built on the foundation of the new mobility platform will generate unexpected and transformative opportunities. This ecosystem is the end goal of the forces disrupting existing automotive business models, driven by digitization and being executed according to rapidly shortening update cycle.

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\* *Maniv Mobility portfolio company ([full portfolio](#))*

*[Maniv Mobility](#) is working to expedite the new age of advanced transportation technology, including safety, business model innovation, and vehicle autonomy. We believe that fundamental disruption lies ahead for the automotive industry as it moves to a new mobility paradigm and digital services become increasingly important. As the only Israel-based venture capital firm exclusively focused on the automotive sector, we invest in early stage startups and actively partner with them to help them thrive in this new ecosystem.*

*Maniv puts out a bi-weekly newsletter that summarizes recent trends in new mobility accompanied by contextualizing commentary. You can sign up for it [here](#).*



# Bullet train seems like a no-brainer

MITCHELL SCHNURMAN

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As a transit option, a Texas bullet train would be a major breakthrough. As an economic development project, it would be off the charts.

That's because taxpayers don't have to cough up anything to make it happen — almost unheard of, not only for giant investments but even for small ones.

A high-speed rail system between Dallas and Houston would cost an estimated \$12 billion, and the economic impact would be widespread and lasting. Yet the developers, Texas Central Partners, are not seeking government grants, tax abatements or other incentives.

They like to say they're taking a market-based approach to high-speed rail. They'll be raising money from private investors and betting that approach will be faster and more efficient. And those pesky cost overruns that overwhelm so many transit projects? Their problem, not ours.

How refreshing.

Too many public-private partnerships have big public risks. And taxpayer incentives are doled out so often they've almost become corporate entitlements.

This month, Neiman Marcus requested over \$1 million in state tax rebates for investing \$5 million to update some local facilities. It's not making any new hires.

In contrast, Texas Central expects to create an average of 10,000 jobs during the four-year construction period of the rail line. It will maintain over 750 permanent jobs after opening.

The company will pay property taxes on the completed corridor and rolling stock, and sales taxes on tickets. By 2040, the high-speed rail system is projected to contribute over \$3 billion in tax revenue to the state, schools, cities, counties and transit systems.

That's a huge upside before factoring in the impact from adding giant rail stations in Dallas and Houston. The stations are expected to attract blocks of private development and rival the impact of the rail line itself, according to a 2015 study commissioned by Texas Central.

"This is like a giant gift from heaven, and Texas needs to welcome these people," said Andy Kunz, CEO of the U.S. High Speed Rail Association. "They could've gone to California or Florida or Vegas. Or they could be asking for tax breaks and everything else."

Instead of getting the red carpet, Texas Central is facing strong opposition from rural landowners and legislators, and top politicians are not quieting the dissent. Rural residents worry that the train will disrupt their way of life and not bring many economic benefits.

Last week, lawmakers in Austin filed over 20 bills aimed at derailing or delaying the project. The most threatening would prevent bullet train operators from using eminent domain. Without that tool, Texas Central probably couldn't assemble the land needed for the 240-mile line.

Lawmakers criticized the project for having foreign partners and physically dividing the state. Texas Central is teaming with Central Japan Railway, which developed the technology for the Japanese Shinkansen bullet train. It's also likely to pursue financing from the Japanese Bank for International Cooperation, a national development bank.

The Japanese are eager to export bullet train technology, and many countries are exploring high-speed rail systems. The Dallas-to-Houston route is an ideal demonstrator project.

It's long enough to entice Texas drivers and short enough to compete with airlines for business travelers. The metro areas on both ends are among the largest and fastest-growing in the country, and the Texas terrain is well-suited to a line.

Texas stands to benefit in many ways. A stronger connection between Dallas and Houston would deepen economic ties and boost the state. The train would relieve traffic by attracting a projected 5 million riders a year by 2026. And Texas' reputation would get a boost from having the first bullet train operating in North America.

"This is groundbreaking and Texas is in the vanguard," said state Rep. Jason Villalba, R-Dallas. "This is something we've got to support, even in the rural counties."

The property taxes from high-speed rail would be a continuing revenue stream, and that would help rural areas along the route. It's worth noting that other big projects often find ways to slip that tax burden, in part because Texas has such a high tax rate.

Professional sports stadiums are usually owned by cities and leased to the team, so no property taxes are due. When that approach won't work, governments often use abatements and tax-rebate programs.

Toyota, which is building a large campus in Plano, will pay just half of its usual property tax for its first two decades there.

That's in addition to the \$40 million cash award that Toyota is slated to get from the state's Texas Enterprise Fund. Plano also is throwing in \$6.75 million in grants.

Toyota will add more direct jobs than the bullet train while Texas Central will spend more to build its system. But Texas doesn't have to choose between Toyota or the bullet train because it could have both — and without putting a hit on taxpayers.

So why not give the company enough rope to succeed?

*Twitter: @mitschnurman*

# Governors expect little federal help on infrastructure

BY STUART LEAVENWORTH *McClatchy Washington Bureau*

## WASHINGTON

President Donald Trump said again Monday that he was preparing to spend big on infrastructure. But even as he spoke, administration officials and congressional leaders were telling governors to expect little new federal investment in roads, bridges, transit systems, dam repairs and other water works.

Instead, the administration and congressional leaders plan to take a more incremental approach of spurring public-private partnerships – such as toll roads – by loosening environmental reviews, removing other red tape and possibly approving new tax credits. While some governors say private projects will provide little help in repairing their aging infrastructure, others say they will be forced to embrace the fiscal reality.

Virginia Gov. Terry McAuliffe, a Democrat, said he and Nevada Gov. Ryan Sandoval, a Republican, had recently discussed infrastructure with House Speaker Paul Ryan, R-Wis., prior to meetings Sunday and Monday with Trump and his Cabinet members.

“It seemed clear the way they were heading was public-private partnerships,” McAuliffe said at a news conference at the conclusion of the National Governors Association winter meeting.

With Trump expected to address infrastructure in his speech Tuesday night, McAuliffe said he saw little prospect of big new public investment.

“Until they come up with a dedicated source of funding going forward, it is going to make it difficult,” he said.

On the campaign trail, Trump promised to grow jobs with an infrastructure investment of \$1 trillion or more. On Monday, speaking to a group of visiting governors, he seemed to renew that pledge, saying: “Infrastructure. We are going to start spending on infrastructure big.”

Yet despite his rhetoric, Trump appears to have little GOP support for a big-money federal jobs program. Ryan is opposed, and Senate Majority Leader Mitch McConnell – a Republican from Kentucky and the spouse of Trump’s transportation secretary, Elaine

Chao – has been cool to noncommittal. Both congressional leaders want to cut taxes and reduce federal spending and are philosophically opposed to economic stimulus programs. Former South Carolina Sen. Jim DeMint, head of the Heritage Foundation, has recently become an influential adviser to Trump, and his organization has been pressing the president to scale back dreams of big federal investment.

Ryan and some other Republicans seem open to using tax credits to spur private infrastructure work. Yet it is not yet clear how Congress would pay for those tax breaks and what process they'd use to select projects deserving of special treatment.

# What's Behind Declining Transit Ridership Nationwide?

Pick a culprit: The rise of ride-hailing services, budget cuts, cheap oil, or bad service.

- [Laura Bliss](#)
- [@mslaurabliss](#)
- Feb 24, 2017
- [11 Comments](#)

New York City's subway system has posted its first dip in ridership since 2009, according to data from the [Metropolitan Transportation Authority](#). The news follows a news week full of reported transit passenger declines in Los Angeles and San Francisco. And, for years, nearly every city in the U.S. (with a few notable exceptions) has posted negative percent changes, too.

Which raises two questions as old as public transit itself: Where do the riders go, when they go? And how can cities bring them back?

Some of the factors behind these declines are national, as the transportation scholar David Levinson points out via email. The economy is expanding, and oil prices are plunging. People are buying more cars and driving them more often, both to work and to weekend activities that are better served by vehicles. American cities continue to suburbanize, and as they do, taking transit often becomes a less attractive option. Immigrants, long a strong base of ridership for agencies, are [increasingly moving out of urban centers... and buying and driving their own vehicles](#).

Then, there are the local forces that might be triggering declines from town to town. Weather and employment all factor in. In some cities, reliability issues are also dissuading people from riding buses and trains: See poster-child Washington, D.C., where lethally under-maintained trains drove [WMATA to cut service for long stretches of time this year and last](#). [Passengers on San Francisco's BART trains](#) are verifiably vanishing; overcrowded, delay-prone trains that shriek when they (finally) pull into stations are probable drivers.

In other cities, rail numbers grow while bus numbers fall. [That's true in Los Angeles](#), where thickening traffic and construction hold-ups are slowing buses and perhaps discouraging passengers. In Chicago, CTA bus ridership is dropped by nearly 20 percent between 2008 and 2016, "even as rail ridership has increased by roughly the same amount," writes urban policy analyst [Daniel Kay Hertz](#); service cuts likely bear a good deal of blame. (There may be some issues with the ridership data itself, too.)

Little is certain in the murky realm of transit ridership interpretation.

In New York, bus ridership has waned for years; chalk it up there to [too-slow and too-unreliable service](#). And yes, subway usage also fell 0.3 percent last year, as the [New York Times reported this week](#)—but weekday ridership is at an all-time high, while weekend ridership has dropped about 3 percent. There is likely a service connection there, too: Weekends are when subways are more often out of service due to repairs. Of course, weekends are also when folks who aren't working are more likely to take an unusual trip somewhere—their friends in the Bronx, that concert south of Prospect Park—and for those kinds of occasional trips, a ride in an Uber or Lyft might be more reasonable.

Which leads to a theory raised in most reports of declining public transportation use: Those ride-hailing services are stealing passengers. This argument probably holds truest for weekend boardings. But the [best research out there](#) (and there isn't much yet) suggests most workers don't rely on Uber and Lyft for regular daily commutes. Ride-hailing may even be more supportive of transit than competitive, at least in the biggest cities (smaller cities might be another question). At the very least, it doesn't seem to be siphoning a significant number of riders away. When Uber and Lyft left Austin, mass transit saw a very [modest one percent bump in ridership](#), according to the transportation consultant Jarrett Walker.

Meanwhile, more and more cities—including the ones that are registering dips in transit—are offering different kinds of transportation options luring people out of single-passenger cars. Citibike's incredible success in New York City is one example. As Sharon Feigon, executive director of the Shared-Use Mobility Center, points out, declining transit numbers may not sound great, “but the question is really about how you define success.”

Only three U.S. cities saw a greater than 1 percent increase in [ridership between 2015 and 2016](#); the top two were Houston and Seattle, which have both undergone radical overhauls of their bus networks. Seattle also invested heavily in its rail network, as well as walking and biking infrastructure—and the metro will get more money for buses and trains with the recent passage of [Sound Transit 3](#).

Little is certain in the murky realm of transit ridership interpretation, except perhaps one thing: If cities want to lure passengers onto trains and buses, paying attention to cracks in both types of networks, and investing to fix them, is a pretty sure bet.

# Airport execs stress infrastructure needs; plan to build ER at DFW announced

## DFW chief joins push to raise fees

By Tom Benning

Washington Bureau [tbenning@dallasnews.com](mailto:tbenning@dallasnews.com)

WASHINGTON — The chief executive of Dallas Fort Worth International Airport has joined a push on Capitol Hill to raise the fees that airports can charge passengers to fund infrastructure improvements.

Sean Donohue and other U.S. airport executives told a House transportation subcommittee Wednesday about the “critical” need to increase the “passenger facility charge,” in which airports can currently charge up to \$4.50 per air traveler.

Though two lawmakers used the hearing to announce a bill that would eliminate the existing limit altogether, it’s unclear how the proposal will be received in Washington.

The major airlines, which see the fees added to their tickets, object to the concept over concerns that it prices out air travelers. And President Donald Trump dismissed the idea outright last month, saying that “the problem is I don’t like raising fees or taxes.”

Even Donohue — whose airport has close ties to Fort Worth-based American

Airlines — pitched the proposal with some caution.

“It’s important that we continue to work with the airlines to find the right solution, a balanced solution, so we make the proper investments,” he said.

Airports have long clamored for more control over the passenger fees, both in terms of how much they can charge and how they can use the funds.

The current \$4.50 cap, which hasn’t been raised in years, applies to “every enplaned passenger at commercial airports controlled by public agencies.” The fee is applied at both ends, so one round trip could have up to \$18 worth of the passenger fees.

### Variety of uses

The money can be used to fund a variety of improvements, from runways to terminals. Other financing can come through bonds, grants and airport revenue. But airports’ infrastructure demands — measured in billions of dollars — continue to grow.

One alternative could come in the form of a bill introduced Wednesday by Rep. Peter DeFazio, D-Ore., and Rep. Thomas Massie, R-Ky.

The legislation would give airports free rein to set the passenger fee to their liking, probably a few more dollars per traveler. In return, the proposal would trim money from the available pool of federal airport improvement grants, *The Hill* reported.

"What is better than a user fee for the users of the system to pay?" DeFazio said.

But it's not that simple.

"Saddling passengers with more taxes is not the solution, particularly given the abundance of funding resources already available to airports for capital improvement projects," said Vaughn Jennings, a spokesman for Airlines for America, an industry group.

Massie was quick to point out that lawmakers weren't increasing the fee — just giving the airports freedom to set it. DeFazio also nodded at the big airlines' concerns, even as he mocked their pricing concerns by pointing out fees for extra bags and the like.

And then there is Trump, who has spotlighted the shoddy state of airports like LaGuardia in New York.

### **Pitching to Trump**

One airport executive took the chance at a White House meeting recently to pitch the president on a fee increase. Trump said he understood where the airport chief was coming from, but he said bluntly that "the last thing we have to do is raise the fee."

"Because you're only hurting yourself," Trump said, promising that his deal-making skills would find the money some other way. "Eventually, people are going to just stop flying because it's very expensive with all the taxes."

With that backdrop, Donohue charted a middle course.

He left no doubt that DFW supports an increase in the passenger fee. Asked by Rep. Mark Sanford, R-S.C., what would happen if the fee wasn't increased, Donohue said the airlines would bear the brunt of future projects by paying off the debt on bond issuances.

"Ultimately, it's consumers who pay all this stuff," Sanford responded.

But Donohue also cautioned that a fee increase is "not the silver bullet." He said DFW needs to perform better to "generate more revenue." And he said the airport doesn't want to see the fee "double or triple as we do these programs" — programs he said would stay on course.

"We will find a way, one way or the other, to fund our infrastructure needs," he said.

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## **Bite the bullet**

**Opposition to high-speed rail promotes political convenience over economic growth.**

**Houston Chronicle 2/28/17**

At long last, the Texas Legislature finally found a bullet it didn't like.

Plans for a Houston-to-Dallas bullet train face political obstruction in Austin. More than 20 bills have been filed that would slow the steady progress on this privately funded project that could transform 3-5 hours of start-and-stop traffic into a 90-minute ride.

Put a cowcatcher on the front of that locomotive, because it is about to run into a whole lot of bull.

Rural legislators are throwing everything they can find to stop this investment in our state's two largest economic centers, not to mention the halfway stop near College Station. Opposition groups say they're worried the rail project will eventually require public financial support. Or that the owner, Texas Central Partners, will exploit eminent domain, which can force the sale of private property. Or that the whole thing will simply disrupt a rural landscape.

Particularly confusing are bills like SB 979 and HB 2179, filed last week, that specifically prohibit a private, high-speed rail project from utilizing eminent domain - as if a slower, louder, taxpayer-funded train would be fine.

Legitimate criticism exists over Texas' eminent domain laws, but the need for across-the-board reform is no excuse to stop a single project.

At its core, this opposition to high-speed rail is just another case of NIMBYism - Not In My Backyard. It is a philosophy that blinds people to the world beyond their own home and prevents lawmakers from imagining a future beyond the next election cycle.

If only our state could boast a class of political leaders like those that Houston had a century ago. When Houston was founded, we were nothing more than a muddy town on the banks of Buffalo Bayou. By the turn of the 20th century, we were the city where 17 railroads met the sea.

Investment in transportation infrastructure put Houston at a nexus of industry, commerce and travel. Through work and planning, Houston set itself up to become an indispensable core of growth and success, the connection between a vast inland empire of oil and agriculture and the Port of Houston's access to the greater globe. And, yes, plenty of that rail and port construction required the use of eminent domain.

But if today's politicians had been in charge back then, we'd be the city where nothing met nada. Now they're setting us up for a future where our economic growth will be restricted by lagging infrastructure. Houston is burdened by a statewide political system beholden to imaginary fears that one day, maybe, taxpayers might end up spending money to support a privately funded rail project. That's in contrast to, say, the money taxpayers absolutely will have to spend expanding and maintaining the roads, freeways and airports that connect the nation's fourth and fifth largest economic centers.

Texas Central Partners wants to spend \$12 billion of investors' dollars in a high-speed rail system. It is hard to imagine another time when Texans didn't want a business to spend billions of dollars in our state.

It is time to put imaginary fears to rest and focus on the reality of a state in need of new transportation infrastructure. Our state legislators must brush aside the rail opponents, stare the future of our state head-on and bite the bullet. Support high-speed rail for Texas.

<http://www.houstonchronicle.com/opinion/editorials/article/Bite-the-bullet-10967428.php>

Northeast Tarrant

February 28, 2017 11:37 AM

Grapevine keeps on track for TEX Rail project with City Council demolition vote

By Marty Sabota

msabota@star-telegram.com

GRAPEVINE — The City Council's support for the TEX Rail project moved full steam ahead at its Feb. 21 meeting with the unanimous approval of a demolition budget to make room for its planned station and hotel.

The City Council voted 7-0 not to exceed \$203,262 under the terms of the development services agreement with Coury Hospitality for the demolition of the existing building and structures at the site of the TEX Rail station and hotel complex at 815 South Main St.

Last summer, ground was broken on TEX Rail, a 27-mile commuter rail project that will extend from downtown Fort Worth, through Grapevine, and into Dallas/Fort Worth Airport Terminal B.

The rail project is scheduled to be completed by the end of 2018. Proponents say Northeast Tarrant County will be greatly served by the project, where mass transit advocates have long held that public transportation is sorely lacking.

In addition to the downtown hotel, plans are underway for other transit-oriented development including retail space, an observation deck, an outdoor plaza and a parking garage.

Coury Hospitality was selected as the developer of the hotel, which will feature more than 100 rooms. City Manager Bruno Rumbelow said the Oklahoma-based company was chosen after a competitive selection process.

Coury Hospitality CEO and founder Paul Coury said Saturday that they are looking forward to working in Grapevine, a city he said "is intriguing and has incredible charm for a city of its size."

The CEO said the hotel will feature up to 125 rooms. He added that most of the company's hotels are under the Autograph Collection by Marriott, which is "their pride and joy," and that the Grapevine site will showcase a similar lifestyle brand.

Coury said Grapevine's hotel will be located on 4 1/2 acres of property the city bought at Main Street and Dallas Road to build the rail station.

"We are excited and we are going to do some neat designs," Coury said. "Our goal is quality."

At the Feb. 21 City Council meeting, Public Works Director Stan Laster provided an update on the demolition project, which is slated to begin soon.

He later told the Star-Telegram that the existing vacant manufacturing building “will be demolished along with the loading dock area in the southeast corner of the building.”

“The parking lot on the west side of the building will remain for the time being and will be demolished at a later time as the site construction begins,” Laster said.

City Councilman Chris Coy praised taking the next step in the rail station and mixed-use project.

“This is exciting,” Coy said. “I think you know we put a ton of planning and staff and a lot of other groups have spent a lot of time for what is going to go there so this will be a great start to see some tangible results here.”

Councilwoman Darlene Freed asked for a time line for the demolition to begin and was told about 30 days.

Freed also asked about potential inconvenience of traffic-related hindrances, and was told by Laster they might see “some minor closing of streets.”

In August 2015, there was an official kickoff of the \$1.034 billion TEX Rail project, which is more than a decade in the making. The commuter trains will begin running in late 2018 with routes as frequent as every half-hour during peak workday periods — with about 44 trains per day in all — and about every hour during nonpeak periods.

About 9,000 passengers per day are expected to ride the trains in the service’s first year, and that number could expand to 14,000 riders per day by 2035, Fort Worth Transportation Authority officials say.

The kickoff included ceremoniously riding in a train pulled by a 1953 Grapevine Vintage Railroad diesel engine, with leaders from Fort Worth, Grapevine and North Richland Hills celebrating the beginning of a commuter rail project they say will change their communities.

“Where the rail goes, the communities flourish,” Grapevine Mayor William D. Tate said during a groundbreaking ceremony for the TEX Rail project outside his city’s historical Main Street Depot. “Where it passes them by, they wither and die.”

This report includes material from Star-Telegram archives.

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# McKinney takes step forward to bring public transit back after more than a year's absence

## Written by

[Nanette Light, Staff Writer Email](#)

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MCKINNEY — It's been more than a year since public transportation rolled out of Collin County, leaving residents who relied on it for rides to appointments and work stranded.

While other Collin cities such as Allen, Wylie, Fairview and Frisco turned to other options last year, McKinney and the smaller communities that surround it continue to work to find a solution.

Mayor Brian Loughmiller called the first meeting of the McKinney Urban Transit District Board on Tuesday a step forward to bring public transportation back to the city and its urbanized area, which includes Celina, Princeton, Melissa and Lowry Crossing.

"I don't think this is really a discussion of whether we have transit or not," Loughmiller said. "It's more a discussion of what is this going to look like."

TAPS Public Transit halted service in Collin County in December 2015 after a financial crisis. At one point, the public transportation provider served McKinney with 11 fixed bus routes and paratransit service, as well as commuter service connecting to the DART system.

DART and the Denton County Transportation Authority made pitches Tuesday to the board to bring bus and taxi services to the city, but which provider and what kind of service has yet to be determined.

Last year, DART launched Collin County Rides as a subsidized taxi service funded partly by a \$1 million Toyota grant for residents 65 and older or disabled in Allen, Fairview and Wylie. Transit officials recommended McKinney first join this taxi voucher program while it works to develop its own transportation plan under DART's guidance, though the program is limited.

"This is not transit like the orange line. This is getting disabled individuals and elderly people to medical appointment, to dialysis treatments, to part-time jobs," said Todd Plesko, vice president of planning and development for DART.

Denton County Transportation Authority currently runs an on-demand service for Frisco seniors and disabled people, along with medical trips for any resident. It recommended a similar plan for McKinney tailored to its needs.

"We're not here to sell you on becoming a member of DCTA. We think the best approach is a partnership," president James C. Cline Jr. said. "We think that's the long game, the sustainable game for providing this service to your citizens."

More information for on-demand service is expected to be presented at the board's next meeting at 6 p.m. April 5 at McKinney City Hall, 222 N. Tennessee St.

## **An uncertain timeline**

The timeline for public transportation's return to McKinney, however, remains uncertain.

"No idea," said Chandler Merritt, director of strategic services, shaking his head. "Some of it depends on what this policy board tells us they want as far as the levels and types of transit."

And as the city and county's populations increase so does the demand for public transportation — and the cost — said Sarah Chadderdon, principal transportation planner for the North Central Texas Council of Governments.

"The economies of scale is really important to get the most bang for your buck," she said.

Collin County is expected to double in population before 2030 and surpass the populations in Dallas and Tarrant counties with a population of more than 3.5 million by 2050.

"The continuation of this growth could certainly limit the successes that are happening in McKinney, in Collin County today if we don't address those things," Cline said.

## **Providing more access**

Late last year, McKinney become an urban transit district to tap into state funds. The Texas Department of Transportation has allocated about \$312,000 in grant funding to the McKinney Urbanized Area.

Access to federal dollars require a local match, and the city has budgeted up to \$100,000 toward transit services in its general fund balance for fiscal year 2017.

City staff also need to determine which cities in the urbanized area — McKinney, Melissa, Princeton, Celina and Lowry Crossing — remain interested in a public transportation service and determine how the cost would be shared among the cities.

Last year, McKinney council members passed on the plan to provide temporary bus service to people with disabilities and low-income earners using a contractor through DART.

Residents who relied on public transportation have borne the brunt of that move. Joyce and David Bunting, both 79, shuttle their 48-year-old paralyzed son, Bill Bunting, to work five days a week.

"We can't go anywhere because otherwise he doesn't have transportation," David Bunting said of their son, who lives with them in their McKinney home. "He's independent if he has the transportation."

# Should passengers pay more to improve airports?

BY ALEX DAUGHERTY [adaugherty@mcclatchydc.com](mailto:adaugherty@mcclatchydc.com)

## WASHINGTON

President Donald Trump wants to modernize America's infrastructure, but someone will have to pay for it.

When it comes to improving airports, it might be passengers who pay more.

A new bill introduced in Congress on Wednesday aims to lift a 17-year-old cap on a fee that's passed on to passengers for capital projects. The CEO of Dallas/Fort Worth Airport voiced support for the idea while testifying before Congress on the future of America's airports.

The bill, introduced by Oregon Democratic Rep. Peter DeFazio, lifts the maximum passenger facility charge, a per-passenger fee that airports may levy to fund infrastructure projects. The fee is currently capped at \$4.50 per flight. If the bill passes, airports would have the freedom to charge customers more to pay for upgrades to runways, terminals and gates.

DeFazio argued that his bill is a better solution to infrastructure problems at airports than raising taxes.

"Those who don't fly, they don't have to pay. It's not coming out of the general fund," DeFazio said. "Those who do fly benefit from the improvements, and they pay a little bit for a better experience."

DFW Airport CEO Sean Donohue said he supported the idea but that large airports like his would find a way to fund needed infrastructure projects and raise the passenger facility charge only if absolutely necessary.

"The PFC is critical to help us, but it's not the silver bullet," Donohue said. "I recognize at DFW, given our size, we are in a position where we will find a way, one way or the other, to fund our infrastructure projects."

He said DFW Airport got about \$130 million a year from the passenger facility charge, just over 10 percent of the airport's \$900 million a year in revenue.

DFW is in the midst of a \$3 billion terminal renovation program, spending \$900 million of the program to renovate Terminal A. Two other terminals, B and E, are expected to be completed in the next year. However, plans to upgrade Terminal C have been put on hold as American Airlines, the terminal's only user, determines its future needs.

Once the airport completes the renovations, Donohue told the committee, the airport still has \$5 billion to \$10 billion in capital infrastructure requirements going forward for improvements such as roads, bridges, runways and terminals. The airport currently has \$6 billion in debt from bonds that it issued for the renovations and to build an international terminal and rental car center last decade.

*Star-Telegram reporter Andrea Ahles contributed to this article.*

# Can DART Be Saved From Itself?

**One of DART's founders, Walt Humann, defends the agency against a potential financing raid. But is the public transit system worth saving?**

BY [PETER SIMEK](#) PUBLISHED IN [FRONTBURNER](#) MARCH 2, 2017 10:54 AM

Walt Humann has been a mainstay of local headlines over the past year thanks to [his role in the effort](#) to privatize Fair Park. On Wednesday, he wrote in the *Dallas Morning News* about a different topic: Dallas Area Rapid Transit, and specifically the [proposal](#) to divert one-eighth of Dallas' DART funding toward shoring up the troubled Police and Fire Pension.

Humann worked with former senator Kay Bailey Hutchison and her husband, Ray, in the 1970s to draft the legislation that created DART, and in his op-ed the former Hunt Oil executive argues that the proposal to change the way Dallas funds its public transit system is both complicated to execute and potentially catastrophic for the region's public transit system.

Here's his strongest point:

"Dallas has other critical funding issues; this proposal would open up Pandora's Box. Where would the line be drawn to not take another one-eighth? Ultimately DART could be stripped of major funding."

Humann zeros in on the slippery slope of reworking how member cities fund DART, and it is a serious issue. Currently, pulling out of DART is costly and complicated. It requires a referendum, and departing cities are still responsible for paying interest on capital expenditures incurred up to the date of their departure. But a partial pullout option, in which cities simply divvy up how they spend their cent sales tax without leaving DART altogether, might cause a proverbial run on the bank, potentially crippling the public transit system. After all, [as I pointed out a few days ago](#), the proposal to divert DART funding to the troubled pension fund alone would result in the equivalent of three Addisons leaving the system.

And there is reason to believe that member cities might embrace the opportunity to split their sales tax funding beyond Dallas' hypothetical need to shore up other financial crises.

Many DART member cities feel buyer's remorse. While these municipalities have used a cent sales tax over the past 30 years to fund one of the most inefficient public transit system in the country, other local cities that do not participate in DART use that same cent sales tax to endow what essentially amounts to an economic development slush fund. Those economic development funds have been instrumental in luring new development and investment to their communities. If



you're Addison or Richardson, and you're watching Frisco and Arlington scoop up stadium developments and huge retailers, surely the thought of re-diverting a little piece of your DART funding toward some kind of economic development fund would be tempting. When viewed solely in these terms, funding DART can look like a competitive disadvantage.

But a run on the bank would be a really big problem because DART, for all of its endemic problems, still has an important role to play in the future growth of the region.

This is what Humann argues, essentially, and he's right. But what I find interesting about his defense of DART is that it belies an attitude that is partly the reason why DART is in such a sorry state to begin with.

DART's problems stretch back to the decisions made in the 1980s by the system's founders to pursue a development strategy that mirrors highway development — a sprawling light rail system that copies existing highway routes in the hope that it will lure commuters off the roads.

Here's how Humann explained it in a *D Magazine* interview from 1985:

“We need a balanced transportation system in the community, not just for Dallas but for the region. That balance, in my view, should be composed of three major areas: first, highways and tollways — an adequate thoroughfare system; second, a quality, world class public transit system; and third, programs to get more efficient use from our existing facilities, like ridesharing.”

In the long run, this strategy has proven misguided. The reason is rather simple. The dual pursuit of pouring federal and state transit dollars into a “adequate thoroughfare system” while diverting some sales tax revenue into what has proven to be a less than “world class public transit system” has created not balanced transit, but rather inherent competition between modes and models of growth. New development followed the tollways and the highways, not the new transit lines. The funding mechanism of the transit system incentivized rapid expansion of rail miles rather than a transit system that sought to improve mobility and increase ridership. Regional and state transportation leaders have exhibited little desire to treat public transit seriously.

The reality is funding for roads and transit was so out of balance that there was no way to create a truly balanced transportation. Just look at [TxDOT's latest budget](#), which includes a measly 0.6 percent for public transit.

To his credit, in that same 1985 interview, Humann speaks about the necessity of buses to suture together the fledgling rail system. However, DART's planners have been driven by a desire to cover as much of the agency's service area with bus routes as possible and seemingly view the rail and bus systems as separate entities (c.f. [Patrick Kennedy's bus/rail redundancy tweet](#)). The sum total of all of it is that public transit is an add-on to a regional economic plan growth that is driven by roads, cheap land, and government incentives, expanding independently of any public transit plan. And so, generally speaking, the drivers haven't stopped driving, the [air quality continues to get worse](#), the promised transit-oriented developments haven't happened, and the shape of the region has expanded with little regard to the miles and miles of light rail track

DART has laid in the past 30 years, making it even more difficult to jury-rig the DART network to fit the new shape of the metro area.

It's understandable that many of DART's member cities — including Dallas — could look back on this history and the billions spent and wonder what it was worth. But if you were trying to assure them that the investment has been worth it, how would you do it?

Perhaps you might say that the call for diverting funds away from DART should be viewed as a wakeup call for the agency — that the concerns need to be taken seriously. Perhaps you could say that the public transit system can no longer be sold on the old promises of traffic congestion relief, air quality, and transit-oriented developments. Perhaps you could point to a city like Plano, which, in its forward-thinking [comprehensive plan](#), has rethought its future growth in light of the need for multi-modal transit options and clusters of economic and urban hubs. Perhaps you could say that this kind of planning should be prized and incentivized over and above the kind of big ticket, 25-year-shelf-life developments that suburban cities' economic development fund stimulate.

You might say that Dallas city council member Scott Griggs' threat to raid the city's DART funds to shore up the pension needs to be taken seriously if state and regional transportation officials hope to save public transportation in North Texas.

And yet, to defend DART's efforts, Humann simply doubles down in his *DMN* piece on those failed promises of the past:

“But DART's job is far from complete. The goal is still a seamless transit system throughout the entire metropolitan area. Transit service that cuts reliance on single-passenger autos is critical to reduce congestion, pollution and urban sprawl. We need to re-double efforts to expand transit in the 21<sup>st</sup> century.”

Later on, he also mentions that reducing funding for DART would “impact transit-oriented developments.”

Humann barely misses the mark, but he misses it entirely. It's not that we need to re-double our efforts to expand transit, we need to completely rethink and rework them.

Later on, Humann strikes a more troubling tone in his argument when he says that there “was and continues to be a covenant with the voters that the sales tax would be used for improving mobility.” Here he takes on an almost biblical tone. The suggestion is that Dallas leaders of the past have made a decision, and it is a good decision, and we must remain faithful to that decision ad infinitum. That attitude sounds frighteningly familiar to those who argue that we need to continue to try to build a road in the Trinity River floodway because that's what everyone decided on in the late 1990s ([or the late 1890s, for that matter](#)), or that the State Fair can't give up any of its footprint in Fair Park because, well, because — because it is so.

The fact is DART has a mutiny on its hands, and that's not how you quell the fears of rowdy sailors. From small, suburban cities like Addison to the big kahuna of Dallas, no one is happy

with the public transit system. There's a lot of buyer's remorse, and this pension idea is only the latest manifestation of it. The efforts to prioritize the Cotton Belt, the fight for a downtown subway, the chatter of improving the bus system, the desire for a downtown streetcar — these are all manifestations of real frustration over DART's failures of the past 30 years. Sometimes these fights and frustrations get framed as city vs. suburb squabbles, inevitable jockeying over the scraps of limited public transit funding. Sometimes it is politically advantageous to see them that way. But they are not city vs. suburb problems. They are frustrations that arise from a public transit system whose very conceit — from its financial funding model to its political make-up — seems designed to fail.

It doesn't have to be this way.

Walt Humann is right. We can still build a “world class public transportation system,” and it can be built in such a way that will benefit both Dallas' urban center as well as the regional cities.

In the *Dallas Morning News* over the weekend, [Nan Ellin](#), dean of the University of Texas at Arlington's new College of Architecture, Planning and Public Affairs, dreamed of [a new network](#) of inter-connected mini-cities that could drive the future of Dallas-Fort Worth's growth. [I've written about the model](#) offered by Germany's Ruhr Valley, and how public transit could stitch together a network of small cities and economic centers that still allow space for the convenience and lifestyle of suburbia. Plano has doubled-down on this vision with its master plan, essentially planning for this kind of sustainable future.

But it will never work if we don't change our policies around development and transportation. If we continue to allow suburban cities to pirate business from each other with their sales taxes, and if we continue to plan and fund highway construction in such an unbalanced way compared to transit, and if we continue to fail to plan and fund intra-city transit — buses, streetcars — that would generate ridership in our densest areas, then why should Dallas continue to fund DART? Why stay aboard a ship when the captain is clearly mad?

Humann's right. We shouldn't sink the ship. But it is time to throw Ahab overboard.

# Perry wins confirmation as secretary of energy

*BY ALEX DAUGHERTY Star-Telegram Washington Bureau*

## WASHINGTON

The U.S. Senate voted to confirm Rick Perry as secretary of energy Thursday afternoon, putting the longest-serving governor in Texas history into Donald Trump's administration.

Perry, who once wanted to abolish the Department of Energy during his 2012 presidential run, was confirmed by a vote of 62-37.

All Republicans backed Perry. Ten Democrats and one independent also voted for the Texan, including Sen. Tom Carper of Delaware, Sen. Heidi Heitkamp of North Dakota and Sen. Claire McCaskill of Missouri.

Perry's nomination was never in serious doubt, although a majority of Senate Democrats voted against his nomination as a show of disapproval to Trump's agenda during his first month in office.

The 66-year-old Perry will oversee the nation's nuclear program, energy research and physical science research. Perry, a career politician, brings executive management experience to the department but lacks the academic background of most of his predecessors in the position.

"I have known Governor Perry since we were classmates at Texas A&M," said Texas Rep. Joe Barton, R-Ennis, the longest serving member of Texas' congressional delegation, in a statement. "We have since worked hand in hand on countless projects and I am sure our relationship will grow even stronger over the coming months and years as we work to return the Department of Energy to its core mission and reduce waste. Welcome to Washington, Mr. Secretary. I could not be more proud to have a friend, Texan, and Aggie at the helm of the Department of Energy."

Perry joins Secretary of State Rex Tillerson as Texans in Trump's Cabinet. Tillerson was confirmed in February.

California Sen. Dianne Feinstein, a Democrat who voted against Perry, emphasized that his credentials don't align with the agency's goals.

"Though every energy secretary doesn't need to be a brilliant physicist to succeed, the Energy Department deserves a chief executive who genuinely cares about shaping our nation's energy policy and overseeing our nuclear arsenal," she wrote in a statement. "Gov. Perry has not shown the knowledge or commitment to fulfill these vital roles."

Republican Sen. Lisa Murkowski, from Alaska, came to Perry's defense.

"You don't necessarily need to have a scientist in order to lead scientists," she said in a speech on the Senate floor Thursday. "You need to have somebody who is a good, strong, competent and capable manager, and that's what Gov. Perry has demonstrated."

## CARSON CONFIRMED

Also Thursday, retired neurosurgeon and unsuccessful GOP presidential candidate Ben Carson was confirmed as secretary of the Department of Housing and Urban Development on a vote of 58-41.

Carson has never held public office and has no housing policy experience. Republicans have praised the life story of a man who grew up in inner-city Detroit with a single mother who had a third-grade education.

Carson, 65, will lead an agency with some 8,300 employees and a budget of about \$47 billion. The department provides billions of dollars in housing assistance to low-income people through vouchers and public housing. It also enforces fair housing laws and offers mortgage insurance to poorer Americans through the Federal Housing Administration.

“Ben is going to work with me very, very closely,” Trump said. “And HUD has a meaning far beyond housing. If properly done, it’s a meaning that’s as big as anything there is, and Ben will be able to find that true meaning and the true meaning of HUD as its secretary.”

At his confirmation hearing, Carson told lawmakers that he envisioned forging a more “holistic approach” to helping people and developing “the whole person.”

*This report includes material from The Associated Press and The Dallas Morning News.*

# Center Street bridge welcomed in Arlington

## New route over I-20 will relieve shopping center congestion

By *REECE KELLEY GRAHAM*  
Staff Writer [rgraham@dallasnews.com](mailto:rgraham@dallasnews.com)

A new bridge over Interstate 20 opened Friday in South Arlington, an \$11.6 million project to relieve traffic congestion.

City officials gathered with the chamber of commerce, state representatives and engineers for a ribbon-cutting on the new Center Street Bridge, which took two years and two months to complete after multiple delays.

“As our city continues to grow and become more diverse, we need more opportunities to interact with each other,” state Rep. Chris Turner said.

The four-lane bridge, which features a 10-foot-wide path for bikers and hikers, should ease traffic on heavily strained north-south corridors such as Matlock Road and Cooper and Collins streets.

“It’s going to be a big relief route,” said Val Lopez, a spokesman for the Texas Department of Transportation. “We’ve had a great partnership with the city of Arlington.”

Under the partnership, the city funded the project using sales tax revenue from the nearby Arlington Highlands shopping center, said Arlington communication coordinator Susan Schrock. The Department of Transportation took care of construction.

“The city of Arlington has paid for every cent of this bridge,” U.S. Rep. Joe Barton said. “This is highly unusual.”

In addition to easing traffic, the bridge figures to be an economic boon for nearby business. An auto dealership recently opened south of the bridge, and the Arlington Highlands expects to expand, too.

“We’ve never been able to put a major retailer on the east side of the property,” said David Harvey, the president of Fairbourne Properties, which operates the shopping center. “With this new bridge, I think that will change.”

Arlington Mayor Jeff Williams said he hopes the new bridge will help accommodate the growth the city is expecting.

“People notice bridges,” Williams said. “It will help establish the character of our community.”

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# New Center Street bridge at I-20 to ease congestion

BY ROBERT CADWALLADER [rcadwallader@star-telegram.com](mailto:rcadwallader@star-telegram.com)

## ARLINGTON

City officials are hoping that traffic congestion in southeast Arlington will ease after an \$11.6 million extension of Center Street over Interstate 20 opened to the public on Friday.

Officials celebrated completion of the 28-month project extending Center south to Bardin Road with a brief ribbon-cutting ceremony Friday morning, and the new road and bridge were opened around noon.

“It absolutely increases connectivity and mobility and probably makes it safer too,” said Val Lopez, spokesman for the Department of Transportation’s Fort Worth office, which managed the city-funded project.

The bridge spans 593 feet across the highway. It’s part of a three-quarter-mile project extending Center from its previous end near Highlander Boulevard, about 400 feet north of the highway, southward to East Stephens Street enroute to Bardin Road.

“We’re able to alleviate some of the congestion on Matlock and Cooper, those corridors,” said Bob Watson, a city civil engineer and Center Street project manager. “I’d say it’s another key chip in the eventual extension of [Center] all the way to Green Oaks, the city’s ultimate plan.”

At this time, there’s no funding for it, he said. “But Center Street now extends all the way to north of I-30, and with this project extends to south of I-20. It’s definitely a major arterial.”

Construction started in October 2014 with a projected \$10.4 million price tag and was supposed to be finished last summer. Most of the delay was caused by having to redo incorrectly installed infill materials behind retaining walls. That and rain delays pushed the contract amount to \$11.6 million, Lopez said.

“We just wanted to go in and do it correctly,” he said. “It was never a safety concern.”

Design work began in 2007, but funding for construction hit roadblocks. The city twice submitted the project for federal funding, and twice it didn’t make the cut, said Watson.

Ultimately, funding came through a tax increment reinvestment zone, a special taxing district created over a decade ago, mainly to build infrastructure to kick-start development of the Arlington Highlands shopping center.

The Center Street project waited its turn while the Highlands’ quickly growing property values generated tax revenues to replenish the district’s coffers, said Bruce Payne, the city’s economic development manager.

The Center bridge is a “flyover,” meaning it provides no additional direct access to the interstate, but it does make connections with the service roads. And the patients and staff of the Kleiman/ Evangelista Eye Center can’t wait to use them, said James Tanner, regional director of refractive services for the three eye centers, including ones in Dallas and Plano.

The flagship center in Arlington moved two years ago from its previous home, on Matlock Road north of I-20, to a facility on the eastbound service road, just east of Matlock. People wanting to go west after leaving the eye center have to take the service road east to Collins and cross the bridge to double back. Traffic backups are common on that route, making for a frustrating “customer experience,” Tanner said.

Now, Center connects immediately east of the eye center, which will make for a shorter turnaround for west-bounders, likely with less congestion, he said.

# Survey names DFW 'best large airport in North America'

BY ANDREA AHLES [aahles@star-telegram.com](mailto:aahles@star-telegram.com)

Adding LED lights above parking spaces, more custodial services to clean bathrooms and automated passport entry machines to keep lines short in customs has paid off for Dallas/Fort Worth Airport.

On Monday, the airport was named the "best large airport in North America" for customer service by the Airports Council International. The No. 1 rank came from passenger surveys conducted by ACI at over 320 airports worldwide.

The airport celebrated its award by placing a giant orange "#1" in front of its DFW logo outside of its headquarters. It also gave out hundreds of chocolate and vanilla cupcakes to employees at an unveiling ceremony Monday.

"Our employees have been focused on taking good care of our customers for many years. We're making the right investments. ... But at the end of the day, it's the interaction our customers have with our people," said Sean Donohue, DFW Airport's chief executive.

Donohue noted the high customer service ranking came during a year when three of its five terminals were undergoing major construction as part of a \$3 billion terminal renovation project. He added that DFW Airport's scores were higher than the top-ranked airports in Europe and South America as well.

DFW received high scores from international passengers for the variety and quality of the concessions in Terminal D and for the cleanliness of its terminals and bathrooms.

"We see ever-greater competition among airports and with it increasing pressure to optimize performance across the operation, especially when it comes to the passenger experience," said Angela Gittens, ACI World's director general in a statement. "DFW Airport's results in the 2016 ASQ survey demonstrate its professionalism, commitment and success in delivering that high level of customer service."

Seoul's Incheon airport was named the best in Asia while London Heathrow Airport was named tops in Europe among airports that serve over 40 million passengers annually.



DFW, which serves over 67 million passengers annually, was named the top airport in North America in the large airport category.

Dallas Love Field tied with five other airports for third place among airports in North America that serve over 2 million passengers per year.

"We have worked hard to provide excellent programs, updated facilities and great partnerships with our airlines and concessionaires for an exceptional customer experience," said Mark Duebner, aviation director for the city of Dallas. "We appreciate the love and will continue to enhance the visitor experience for those traveling through Dallas Love Field."

*Andrea Ahles: 817-390-7631, @Sky\_Talk*

# Pickett wants to end Texas car emissions tests

Marty Schladen , USA Today Network Austin Bureau 4:22 p.m. MT March 7, 2017

AUSTIN — The chairman of the Texas House Committee on Environmental Regulation wants the federal government to allow Texas to stop emissions testing of cars and trucks in the 17 counties where it's required.

State Rep. Joe Pickett, D-El Paso, on Tuesday said he planned to write to U.S. Environmental Protection Agency Administrator Scott Pruitt arguing that because of advances in fuels and engine efficiency, the testing is yielding diminishing benefits in terms of air quality.

“The fact that today’s automobiles are more fuel efficient, more reliable, and tailpipe emission standards are in some cases an order of magnitude more stringent than they were even a decade ago has prompted me to inquire about lessening the burden on the driving public in Texas given the reduced benefit of an emissions-testing program,” a draft of the letter says.

To support his case, Pickett points to 2016 figures from the Texas Commission on Environmental Quality showing that less than 6 percent of the 1 million vehicles tested failed.

However, others are concerned that those numbers will deteriorate if the testing requirement is dropped.

“You have a population that knows it has to get their vehicles inspected,” Michael Morris, transportation director for the North Central Texas Council of Governments, said during a committee hearing Tuesday.

Morris argued that if people don't maintain emission controls on their vehicles, it will make it more difficult for areas like his to attain federal clean-air standards.

In addition to the Dallas-Fort Worth region, El Paso and the Houston-Galveston region don't meet certain clean-air standards. The Austin-Round Rock area requires testing as part of a voluntary agreement with the federal government to comply with stricter standards in the future.

Texas has a federally approved “state-implementation plan” to come into compliance with federal clean-air standards. In his letter, Pickett is asking the EPA to allow modifications to the plan that would enable Texas to end emissions testing requirements for vehicles.

“I just don't think it's worth doing anymore,” he said in an interview.

In the affected counties, Texas requires testing of vehicles whose model years are 2 to 24 years old.

Performance on the test gets poorer the older the vehicle is, according to TCEQ data. For example, 13.5 percent of 1992 vehicles tested in 2016 failed, while only 2 percent of 2014 vehicles did.

Pickett said performances will continue to get better because of the improving technology with which vehicles are built. He added that it's not worth the \$200 million a year Texans are paying to find an increasingly small portion of vehicles that don't pass.

"I understand that automobiles pollute," he said. "If 100 percent of them pass, it's still a fact that automobiles pollute."

However, there are hidden costs from not cleaning up as much air pollution as possible, said Tom "Smitty" Smith, director of the Texas office of Public Citizen.

He said that in Houston, research has correlated bad air quality to increased visits to the emergency room for respiratory ailments. For a child, an average such visit costs \$3,300, Smith said.

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## **Experts: US 380 to become ‘major artery’ into Frisco**

By [Nicole Luna](#) | Posted March 8, 2017Mar 7, 2017 at 7:45 am

US 380 remains congested as a 20-mile construction project to widen the roadway from Loop 288 in Denton to Custer Road continues. But officials say the end result will support the growing development along the corridor and provide better access to the major north/south roadways in Frisco.

According to the Texas Department of Transportation, most commuters travel eastbound US 380 from Denton and westbound from McKinney, then turn southbound on the Dallas North Tollway or Preston Road.

Officials say the expanded roadway will speed the commute for the employees driving south to jobs in rapidly developing Frisco and north Plano.

Frisco Chamber of Commerce President Tony Felker said the completion of the roadway will have a positive impact for the Frisco workforce.

“Frisco will be able to connect to Denton and McKinney easily and those cities will be able to connect to major corridors like the Dallas North Tollway and Preston Road,” Felker said. “This will be a plus for each of the cities in terms of workforce and will improve the overall market.”

## **Access for the workforce**

Felker said transportation is integral to businesses from a logistical perspective because of the necessity of linking a company to its suppliers, customers and workforce.

“For the business climate to be strong, you want to have a good workforce; you want to have access to business, homes and education,” Felker said. “It all ties together, so that’s why transportation is such a big focus for the chamber of commerce as we’re looking out for the greater business community.”

Felker said once US 380 construction is complete, he expects more workers from the east and west to flock to the Frisco area, especially people in the service industry who might work at restaurants or hotels.

“Many of those service workers may not be able to afford to live in Frisco but [US 380] will provide access to jobs in Frisco for those living in other cities such as Denton,” Felker said.

## **The next ‘major artery’**

Dallas Regional Mobility Coalition Executive Director Drew Campbell said US 380 will be the next “major artery” in Collin and Denton counties as growth continues at a rapid pace in the area.

The transportation advocacy group is made up of cities, counties and transportation agencies in a five-county region, including Dallas, Denton, Collin, Rockwall and Ellis counties.

Campbell compared the US 380 growing pains with the process that the LBJ Express went through from 2009-15 to relieve congestion on I-635.

“Once transportation projects grew and became available throughout Collin County, [the county] quickly grew,” Campbell said. “Just like with any transportation project, there’s always going to be growing pains but I think everyone will agree when [LBJ Express] was being built there were growing pains, but now that it’s built, I don’t know how we ever lived without it.”

Campbell said when US 380 is complete he expects more people and businesses to move into the area.

“Obviously we are doing everything we can to [examine] potential problems with businesses and congestion, but it’s just the reflection of a fast-growing area,” Campbell said.

Campbell said as road construction is completed more growth will take place, property values will increase and more schools will be built.

“The better the infrastructure, the more attractive a place becomes to live, work and play,” he said.

## Construction Timeline

TxDOT started US 380 construction in March 2016 at a cost of more than \$50 million.

Frisco’s portion of the US 380 construction includes a 2 1/2-mile stretch from FM 423 to Custer Road. The roadway through Frisco is being widened to a six-lane freeway with eastbound and westbound access roads. Overpasses will be constructed at the DNT, BNSF Railroad and Preston Road intersections.

The first phase of the project, which stretches from Custer Road to Lovers Lane, was completed last fall. The second phase, from Lovers Lane to CR 26, is under construction, and the third phase, CR 26 to Loop 288, is still in the design phase.

The entire project is expected to be complete by winter 2018.

TxDOT spokesperson Michelle Releford said US 380 will remain congested until more lanes and signals become available.

“We work with the cities with the timing of traffic signals to move traffic the best way that it can coming from all directions through an intersection,” Releford said.

According to the city of Frisco, this month eastbound traffic will relocate from existing lanes to the new eastbound frontage road lanes. At the same time westbound traffic will shift onto the existing eastbound lanes. This traffic pattern will remain in place for several months while new westbound frontage roads are constructed.

## **Developments underway**

Aside from road construction, there is also construction on developments along US 380, mainly on the Prosper side. Some of the developments under construction in Prosper include retail centers and medical facilities.

Frisco has planned developments as well, but only residential neighborhoods, including Hollyhock and Prestwick, are under construction. Other planned developments include mixed-used developments, retail centers and a movie theater on the southwest corner of the DNT and US 380.

There are some pieces of land along the southern portions of US 380 that have not yet been sold to developers.

“The reason some of that land is not developed is because property owners are not in the selling mode right now,” said commercial real estate broker Buddy Minett, who works at Herrin Real Estate in Celina and has clients in north Frisco and surrounding cities.

However, Minett said he believes the finished road project will serve to attract developers to the empty tracts and commercial development will be heavy on both sides of US 380.

“Frisco can do more with its [economic development corporation] than anybody else if the right opportunity is there,” Minett said. “It makes it a lot easier for Frisco to attract some really [solid] development because they have a bigger pocketbook.”

# Texas poised to spend \$2.5 billion on urban highway projects

As budget writers and lawmakers eye billions in voter-approved highway money for other matters, transportation officials are touting high-profile projects that will benefit from those funds.

BY [BRANDON FORMBY](#) MARCH 8, 2017 2:08 PM

Weeks after two state senators questioned how billions in voter-approved highway money could be [clawed back](#) and spent on other state needs, Texas transportation officials on Wednesday touted a litany of projects they plan to build with the funds. The Texas Transportation Commission, which oversees the state transportation department, is set to vote this month on its 10-year plan that lays out its long-term strategy for upcoming road projects. Included in that is a \$2.5 billion, four-year plan specifically aimed at unclogging choke points in urban areas.

But some of that \$2.5 billion in spending will only happen if the Texas Department of Transportation receives all of the funds that Texans in 2015 agreed to dedicate to public roadways and bridges. Proposition 7 was supported by 83 percent of voters and changed the state Constitution to require some taxes collected on car sales to be routed directly to the State Highway Fund. The change is expected to garner \$5 billion for TxDOT in the next two years, some of which would go to the department's latest urban congestion initiative.

"My fellow commissioners and I view this as a Texas voter mandate," said transportation commissioner Bruce Bugg, who was appointed by Gov. [Greg Abbott](#). The Texas Tribune thanks its sponsors. [Become one](#).

Lawmakers can reduce the transfer to the highway fund by up to 50 percent through a two-thirds vote in both the House and Senate. No one has publicly backed such a move, but [key budget writers have privately discussed the option](#). And at a Senate Finance Committee hearing last month, two state senators — Democrat [Kirk Watson](#) of Austin and Republican [Charles Schwertner](#) of Georgetown — asked Legislative Budget Board staffers about how such a money transfer might work.

State lawmakers this year have far less money at their discretion when [crafting the next two-year budget](#). Tax cuts in 2015 reduced available state revenues by about \$4 billion. And the voter-approved transfer of funds to the highway fund is set to leave even fewer dollars available to put toward areas such as health care and education.

As TxDOT has been updating its long-range plans, the agency has assumed it will receive all of the Prop 7 money, Bugg said in a conference call with reporters Wednesday.

"We are anticipating where these funding streams are going to be coming from and how to place these funding streams on projects that are so desperately needed in the five major metropolitan areas," he said.

Bugg added that TxDOT needs to keep pace with expected population growth, particularly in the state's urban areas. He pointed to Abbott's proposed budget, which calls for directing all of the Prop 7 funds to TxDOT as voters intended.

Here's a look at the \$2.5 billion in urban congestion projects that TxDOT plans to tackle if the transportation commission approves the agency's long-term transportation plan later this month:



# GOP lawmaker wants Texas law to catch up to driverless cars

State Rep. Charlie Geren filed a bill this week that aims to overcome the car industry opposition that crushed an autonomous vehicle bill two years ago. But he says there's lots of work left to do on it.

BY [BRANDON FORMBY](#) MARCH 9, 2017 10:01 PM

State Rep. [Charlie Geren](#) isn't about to let Texas get left in the dust when driverless vehicles start easing their way into everyday life. Especially since car manufacturers need somewhere to test them and could one day need someplace to mass produce them.

"I don't want General Motors, or Ford, or Volkswagen, or Uber or anybody going anywhere else because Texas isn't quite ready for this yet," Geren told The Texas Tribune late Thursday.

The Fort Worth Republican this week filed [House Bill 3475](#), which seeks to lay the framework for driving autonomous vehicles on Texas roads. Geren's under no impression that the technology is well tested — or well trusted — enough that Texans are going to be walking into dealerships and buying driverless cars anytime soon. But he wants to get the ball rolling so car companies can expand testing of the technology in the state.

Using or testing driverless cars isn't explicitly illegal in Texas. State law doesn't specifically address such technology. Some automakers and early developers of autonomous vehicles prefer the ambiguity and fear explicit regulations could stymie testing the technology in Texas. Others would prefer guidelines before they start using Texas highways as proving grounds.

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Geren hopes to come up with legislation that both sides will be happy with. He admitted the bill he authored this week may not do that just yet. But its current version was simply meant to meet Friday's deadline for filing bills for the legislative session that ends in May.

Among other things, the current version of Geren's bill would require the owner or operator of an autonomous vehicle obtain a surety bond or insurance worth \$10 million. The vehicles would have to be able to operate in compliance with existing traffic laws. The automobiles would also be equipped with devices that could provide data on the vehicle's automated driving system, speed, direction and location before at the time it's involved in an accident.

Geren said his bill could change as those in the vehicle industry weigh in on it.

"I'm trying to get everybody in the business together on one bill," Geren said.

## Division among manufacturers, developers

It was industry opposition that [stalled a 2015 bill](#) by Sen. [Rodney Ellis](#), D-Houston, authored in hopes of setting some guidelines for autonomous vehicles in Texas. Among other things, it would have directed the Texas Department of Public Safety to create minimum safety requirements for driverless cars.

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Google opposed that bill two years ago but declined to publicly explain why at the time. Months later, the company began using a Lexus RX 450h SUV outfitted with self-driving equipment to [test driverless cars in Austin](#). The tech giant's autonomous vehicle efforts have since spun off into their own company called [Waymo](#), which opposes Geren's bill. "Waymo continues to work with legislators who have an interest in the safe development of fully self-driving cars," a company spokeswoman said late Thursday. "We believe this legislation is unnecessary and may inadvertently delay access to technology that will save lives and make transportation safer and easier."

The [Alliance of Automobile Manufacturers](#) also opposed the 2015 legislation out of fear that rules could have unintended consequences that would stymie development of the technology. Officials there could not be reached late Thursday.

But some car manufacturers would prefer more guidelines.

"We think the right path is to come up with legislation that deals with where we are today and for the foreseeable future," said Harry Lightsey, a public policy executive director for General Motors.

He said that autonomous technology has a long way to go before Americans trust it enough to give up control of the wheel but the landscape is changing so fast that some sort of framework would aid testing. That is key to gaining the kind of safety and performance data that would earn the public's trust in the technology, Lightsey said. "All of us have a lot to learn about full, self-driving cars and their impact on the urban landscape," Lightsey said.

### **Controlled experiments beginning already**

Niti Ross of Arlington has common reservations about driverless cars become the norm on American roadways. She said that for her to feel comfortable giving up control, the vehicle would have to tell the speeds of other vehicles, know when a pedestrian is crossing the street and detect when another car is getting too close.

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"Can a driverless vehicle do that?," she said. "I don't know. If it can't, I don't think I'd like it."

Ross and her friend Kelly Sutcliffe took a trip to the Arlington Convention Center last month when he Alliance for Transportation Innovation in February 2016 offered up trips in an autonomous shuttle.

The red, box-shaped vehicle moved along a pre-programmed route through parking lots near Globe Life Park.

"It's a neat concept and it was fun to ride it," Sutcliffe said.

The women could imagine such a vehicle transporting sports fans from far-flung parking lots to the front door of arenas. Industry experts say such uses are how Americans may first get used to the technology. Similar shuttles are also envisioned as being used in mixed-use developments or on expansive corporate campuses.

The U.S. Department of Transportation earlier this year designated several sites in five Texas metropolitan areas as proving grounds for autonomous vehicles. All of the tests will be done in controlled environments, not in everyday traffic.

Among the test sites are Austin-Bergstrom International Airport, Texas Medical Center, Interstate 30 in North Texas, the Fredericksburg Road and Medical Drive corridor in San Antonio and the Tornillo/Guadalupe Port of Entry in El Paso.

“In most cases, tests will start on university research campuses, on closed courses designed for these purposes,” said Becky Ozuna, a spokeswoman for the Texas Department of Transportation. “Any testing that will happen on existing Texas roadways will be coordinated with appropriate law enforcement and licensing agencies, and the test will be designed to protect the public.”

### **Industry says driverless cars are safer**

The current version of Geren’s bill explicitly allows driverless cars on highways. It doesn’t yet have any restrictions on using the vehicles in traffic.

Lightsey, the GM executive, lauded the state representative for filing something that could help develop more data about the performance of autonomous vehicles in traffic.

Like many, he said driverless cars are safer than human motorists. And in Texas, [at least one person has died on a roadway](#) every day for more than 16 years.

“Self-driving vehicles have the potential to save thousands of lives on Texas roadways each year,” Lightsey said late Thursday.

Geren said he hopes to get all factions of the automobile industry on the same page and a bill to the governor before the session ends in May.

“My end goal is to make Texas ready for driverless cars,” he said.

# Senator files bill to streamline Texas toll roads

By Emily Donaldson | Posted March 9, 2017 at 2:13 pm

After hearing the frustrations of many of his constituents, surrounded by Hwy. 130, Hwy. 290 and I-45, Georgetown Sen. Charles Schwertner filed a bill to simplify the Texas toll road system.

His bill, SB 1437 would streamline the many processes toll roads, run by different operators, have in place. For example, the bill would require all toll roads throughout Texas to offer a pay-by-mail option, clearly distinguish between invoices and impending bills and check online for a TxTag account prior to sending a paper invoice to the driver.

The bill would also offer all toll customers the option of invoicing payments online before paying their bill via mail.

Finally, the bill would require companies to promptly refund drivers for incorrect toll amounts, approving no greater than \$20 reimbursement to the driver should they use time and money to challenge one of their bills.

“By standardizing and streamlining the process of paying toll charges, SB 1437 will help customers understand exactly what they owe and make sure that Texas drivers aren’t taken for a ride,” Schwertner said in a statement.

The Texas Department of Transportation was unable to comment on pending legislation.

<https://communityimpact.com/austin/at-the-capitol/2017/03/09/senator-files-bill-to-streamline-texas-toll-roads/>

# With Trump on board, high-speed rail on the fast track

BY LINDSAY WISE AND CURTIS TATE *Star-Telegram Washington Bureau*

## WASHINGTON

Texas is closer than ever to building the first high-speed train in the United States, thanks to President Donald Trump's fascination with these transportation projects and a well-timed pitch to his administration.

Now developers nationwide are looking to the privately owned Texas Central Railway as a test case of what can get done with Trump in the White House.

Former Houston Astros owner Drayton McLane Jr., a member of the company's board of directors, met recently with Transportation Secretary Elaine Chao in Washington. He wasn't seeking any of the taxpayer-funded grants sought by high-speed rail projects in California and the Northeast.

What the \$10 billion Texas Central Railway really needs is a green light from the agency Chao oversees.

"It was an opportunity to make a first impression," said Tim Keith, president of Texas Central Railway.

The meeting clearly stuck. Soon after, Chao mentioned the Texas Central Railway at the National Governors Association winter conference as an example of the kind of "very impressive" project the administration is interested in.

The question now is whether private investment "coupled with regulatory relief" is a model the Trump administration could use to finance and expedite his promised \$1 trillion infrastructure push, and not just in Texas.

The president has said his plan will include both private and public funding. But there appears to be little appetite in Congress to spend big on infrastructure, especially as Republicans are preparing to cut taxes.

Texas Central's entrepreneurial approach, which neatly sidesteps the politically charged appropriations process on Capitol Hill, could be a faster way.

"Texas does big things. This is a big idea," said Keith. "We're working hard to transform transportation in America and change the way public infrastructure is conceived, sponsored and financed."

Texas Central's plan is to build a private 205-mph bullet train that covers the 240-mile trip between Houston and Dallas-Fort Worth using Japanese technology.

Trains would depart every 30 minutes, 18 hours a day. A one-way trip would take 90 minutes, compared with five hours to drive or about three and a half hours by air, if you include all the transit and security, Keith said.

Keith isn't ready to announce pricing, but he said tickets would be sold on a demand-based model similar to that used by airlines and hotels, varying by date and time.

He expects tickets will cost less than the \$500 price of a business class round-trip airfare but more than the estimated \$270 cost of driving the same route, which he calculates at 55 cents a mile for gas and wear and tear.

The project must overcome several regulatory hurdles at the federal level before it can proceed to the construction phase. A series of environmental reviews are already underway, with the process expected to wrap up by early next year. The company is also seeking a new safety rule that will allow its trains to operate at up to 205 mph.

"There's no rules set yet for driving a train 200 miles an hour in the United States," Keith said. "We're having those rules written for our system."

The primary regulator in charge of the environmental reviews and the new safety rule is the Federal Railroad Administration, an agency within Chao's Department of Transportation.

Keith said McLane's meeting with Chao went well and that other representatives of the Texas Central Railway had met with her several other times.

The Texas Central Railway project also appeared on a draft list of 50 priority infrastructure projects compiled for the Trump transition team and obtained by McClatchy.

Even though the Texas project will not seek grants, Keith said the company might pursue federal loan programs or tax credits if Trump offered them.

"We're very interested to see what opportunities the Trump administration creates," he said.

Trump has expressed particular interest in bullet trains.

## **'WE DON'T HAVE ONE'**

At a private meeting reported by The Wall Street Journal this week, Trump mentioned building new high-speed railroads as part of his infrastructure push. He also spoke to Japanese Prime Minister Shinzo Abe last month about that country's bullet train technology and bemoaned the lack of high-speed rail in the U.S. at a meeting with airline executives.

"You go to China, you go to Japan, they have fast trains all over the place. We don't have one. I don't want to compete with your business," Trump said to laughter at the meeting with the executives on Feb. 9, "but we don't have one fast train."

The Federal Railroad Administration has standards only for trains that operate at a maximum of 150 mph, and Amtrak's Acela trains in the Northeast are the only ones that travel that fast.

California is building a 220-mph high-speed rail system, but that project has been delayed by political opposition. Its trains also have to meet more rigorous federal standards for crash protection because they will share tracks with commuter trains, Amtrak and some freight.

By building a self-contained system where trains will not intersect with street traffic or encounter slower trains, the Texas project can employ off-the-shelf technology in use in Japan for more than 50 years.

"It's going to be a lot easier than the California project," said Peter LeCody, president of Texas Rail Advocates and chairman of the National Association of Railroad Passengers, both advocacy groups that support the Texas project. "They'll have a little harder way to go in California than in Texas."

Florida is getting into the high-speed rail game, too. The Brightline is scheduled to open this summer, connecting Miami with West Palm Beach and Fort Lauderdale. Eventually, the train will reach Orlando.

Like Texas Central, Florida's project is paid for with private funds. However, its trains have a top speed of 125 mph, well below the speeds envisioned in California and Texas.

High-speed rail could make sense in certain densely populated corridors in the U.S., such as between D.C. and Boston or Chicago and Detroit, or along the front range of the Rocky Mountains in Colorado, said Shailen Bhatt, executive director of the Colorado Department of Transportation.

"It can work, but you're not going to get high-speed rail around the country because it just doesn't pencil as a deal. You've got to have a revenue stream for a long period of time" to entice investors, he said.

## **THE TIME HAS COME**

High-speed rail has been a topic in Texas for 30 years, but Keith thinks its moment has come.

"What's happening in Texas is private entrepreneurs are saying, look there's demand, there's pent-up demand," he said. "We can meet the demand."

The biggest obstacles for the railway could be back home in Texas. Some landowners along the route want to derail the project, and they have help from allies in the state Legislature.

"You're talking about property rights. In Texas, we love our land," said LeCody with Texas Rail Advocates.

LeCody said Texas was changing and needed a transportation system that addressed road congestion and population growth.

"We're such a growing state," he said. "We've got to learn how to move people from point A to point B without highways."

The project has held hundreds of public meetings and has acquired about 30 percent of the property it needs.

Bhatt, however, cautioned against easing regulations too much in the interest of moving projects along quickly to satisfy private investors.

"People say it takes us too long to deliver projects," Bhatt said. "The reason it takes us so long is we're preserving clean water, we're preserving clean air, we're preserving property rights. And that's why there's regulations. And yes, we can do things faster, but we're not going to build things like they do in China because we don't have a society like in China."



# Driverless cars get the green light in California

## State DMV says road-testing of autonomous vehicles could begin by end of year

*The Associated Press*

LOS ANGELES — Cars with no steering wheel, no pedals and nobody at all inside could be driving themselves on California roads by the end of the year, under proposed new state rules that would give a powerful boost to the fast-developing technology.

For the past several years, tech companies and automakers have been testing self-driving cars on the open road in California. But regulators insisted that those vehicles have steering wheels, foot controls and human backup drivers who could take over in an emergency.

On Friday, the state Department of Motor Vehicles proposed regulations that would open the way for truly driverless cars.

Under the rules, road-testing of such vehicles could begin by the end of 2017, and a limited number could become available to customers as early as 2018 — provided the federal government gives the necessary permission.

Currently, federal automobile standards require steering wheels, though Washington has shown a desire to encourage self-driving technology.

While a few other states have permitted such testing, this is a major step forward for the industry, given California's size as the most populous state, its clout as the nation's biggest car market and its longtime role as a cultural trendsetter.

The proposed regulations also amount to the most detailed regulatory framework of any state.

"California has taken a big step. This is exciting," said Bryant Walker Smith, a law professor at the University of South Carolina who tracks government policy on self-driving cars.

The rules are subject to a public hearing and a comment period and could change. Regulators hope to put them in effect by December.

# Keep the promise on Transportation Funding

By [Dennis Kearns, Transportation Advocates of Texas](#), March 13, 2017

Just two years ago, Texas voters were presented with a constitutional amendment to dedicate a portion of oil and gas severance taxes to highway and mobility projects. Over 80 percent of voters approved.

Last year, another constitutional amendment for transportation was put before the voters to dedicate a portion of general sales taxes and motor vehicle sales taxes to highways. An even greater portion of voters — 83 percent — approved Proposition 7.

Texans clearly want more of their current tax dollars spent on improving their ability to move people and product; roads are critical to our economic viability and quality of life.

The greatest portion of these revenues are scheduled to be received into the State Highway Fund in the next fiscal year and the Texas Department of Transportation has projects lined up that are ready to commence.

But during this tough budget year, it is not clear whether the 85th Legislature will keep the promise to put all of the dedicated money toward highways.

The initial versions of the state budget introduced this year in the House and Senate would take \$300 million each year from the Proposition 7 funds to pay off previously issued debt instead of allocating the funds as promised toward new projects. And some members of the Legislature have raised the question of whether some portion of the money should be “[clawed back](#)” to spend on other state needs, with Appropriations Chairman John Zerwas, R-Richmond, filing HCR 108 to do this. Still others have discussed re-starting the practice of diverting highway funds to pay for the Department of Public Safety, a practice that the Legislature stopped in 2015.

These discussions need to stop, and the Legislature needs to keep its promise to improve mobility for Texas drivers. The funds that are being reallocated to transportation amount to less than two percent of the state’s total budget; and the transfer was overwhelmingly directed by voters.

Furthermore, as critical as the new funding is, it is far less than the annual \$5 billion inflation-protected funding needed.

There is much more to do to meet Texas’ long-term transportation funding needs. But if the 85th Legislature is not going to take another step forward, they at least need to not take a step backward by failing to fully fund Propositions 1 and 7 as Texas voters directed.

# Texas texting while driving ban gaining momentum

- By JOHN AUSTIN CNHI State Reporter  
Mar 14, 2017 Updated 16 hrs ago

AUSTIN — Four previous attempts have fallen short of votes or been vetoed, but this could be the year that Texas lawmakers green-light a proposal to ban texting while driving.

At a Monday Senate hearing, two Republicans who previously opposed a statewide texting prohibition voiced support for a ban, authored by Sen. Judith Zaffirini, a Laredo Democrat.

“When I first came to the Senate I was a ‘no’ vote,” said Sen. Joan Huffman, R-Houston. “But through the years I’ve watched people’s behavior and society’s behavior change.”

Zaffirini said that she first introduced a texting ban after being “freaked out,” when riding with staff members who were texting and endangering her life.

The bill, approved by the committee 6-3 on Tuesday, would not only remove Texas from the list of four states that don’t ban texting, but also signal bi-partisan support for what Zaffirini said is a “paradigm shift,” comparable to overcoming opposition to seat-belt laws.

Joe Woods, vice president of state government relations for Property Casualty Insurers Association of America, said a previous Texas ban proposal hit opposition from lawmakers who considered it a personal-liberty issue.

Then-Gov. Rick Perry in 2011 vetoed a texting ban on that basis, but “at some point the scales tipped,” said Woods, who testified in favor of Zaffirini’s Senate Bill 31.

Like Huffman, Sen. Craig Estes, R-Wichita Falls, said during the State Affairs committee hearing that he’s moving from opposition to support.

“People for some reason will not govern themselves on this issue, and people are dying,” Estes said.

Although sending or reading text can be done quickly, researchers said the manual, visual and cognitive distractions are uniquely dangerous.

At 55 miles per hour, sending or reading a text takes drivers’ eyes off the road for five seconds, according to [distraction.gov](http://distraction.gov), the federal government’s website for distracted driving.

“At 55 mph, that’s like driving the length of an entire football field, blindfolded,” according to the website.

Texas A&M University researchers found that states with texting bans experienced 1.6 fewer traffic fatalities per month and a 7 percent reduction in hospitalizations.

In 2015, 476 people were killed in crashes involving distracted driving, according to the Texas Department of Transportation.

Bellaire resident Adam Berry’s brother, sister-in-law and their three children are among victims of distracted driving.

Berry testified that his two teenage nephews were paralyzed from the waist down and their parents killed after a distracted driver crossed the freeway and hit the family’s van in 2011.

In 2011, 13.4 percent of Texas' 3,048 traffic fatalities were due to distracted driving, according to the Texas Coalition for Affordable Insurance Solutions.

"Freedom does not mean you have the right to risk someone's life," Berry said. "One of our biggest civic responsibilities is not to kill someone."

Under the proposal, texting while driving would be a misdemeanor, carrying a fine of \$25 to \$99 for a first offense and \$100 to \$200 for subsequent violations.

In his testimony, Don Egdorf, a Houston Police Department senior officer, said "this is not about making money."

Egdorf said in a subsequent telephone interview that police need another tool because prosecutors often prefer to look for "multiple bad acts, not just one bad act," before charging distracted drivers for violations such as reckless driving.

As for the argument that a texting ban would give officers more pretexts for making stops that lead to unrelated searches, "being able to stop somebody for texting doesn't trump all the other laws," Egdorf said.

According to the Texas Department of Transportation, since 2009, more than 90 Texas cities have adopted some type of phone ordinance.

A House version of the bill goes to the floor next week.

CNHI State John Austin covers the Texas Statehouse for CNHI's newspapers and websites. Reach him at [jaustin@cnhi.com](mailto:jaustin@cnhi.com).

# Uber and Lyft call for uniform rules

## Ride-hailing services want to end 'patchwork of regulations' in state

*Madlin Mekelburg*

Ride-hailing giants Uber and Lyft urged lawmakers Tuesday to adopt statewide regulations for vehicle-for-hire companies to eliminate the "patchwork of regulations" across the state.

The Senate Committee on Business and Commerce heard public testimony on three bills regulating the enterprises: two that would create statewide regulations and one that would deregulate ride-hailing companies and other transportation services like taxis and limos.

Since the rise of companies like Uber and Lyft, cities across Texas have been adopting regulations on the services. The push for statewide rules over local ordinances was born after a city election in Austin, in which voters adopted regulations that prompted (but did not require) Uber and Lyft to stop operating in the city.

Austin City Council members Ann Kitchen and Ellen Troxclair addressed the committee during the hearing. Kitchen told the panel that "the will of the people should be respected" and that the decision should be left to local entities.

Representatives from Uber and Lyft told the panel they support all three options on the table, as long as uniform rules are adopted.

# Which route for 380?

## Study says limited-access conversion could be boon for area As commissioners weigh report, locals urge them to consider its other costs

By VALERIE WIGGLESWORTH  
Staff Writer [vwigglesworth@dallasnews.com](mailto:vwigglesworth@dallasnews.com)

A Collin County study on the economic impact of turning U.S. Highway 380 into a limited-access highway may serve as a test case for other areas.

As congestion continues to plague the county's major arteries, leaders are looking to build several major highways with service roads to solve their traffic woes.

A new study by the Perryman Group showed that converting a section of U.S. Highway 380 into a limited-access highway would create a huge boon to the economy. And while economic factors aren't the driving force for new highways, the study offers new data for decision-makers.

"I'm trying to build consensus on Collin County having limited-access roadways," County Commissioner Duncan Webb said after Monday's public hearing on the study. "The numbers are massive."

The county-funded study looked at the U.S. 380 corridor from the Denton County border east to U.S. Highway 75 and included property within a half-mile on either side of the roadway.

That corridor is within one of the fastest-growing areas in the country, study author Ray Perryman said at Monday's hearing.

He offered up some numbers: Since 2000, the U.S. population has grown 14 percent. During the same period, Texas' population has increased by 32 percent.

In comparison, Collin County's population has grown more than 80 percent. And in the U.S. 380 corridor, McKinney has seen 200 percent growth, Frisco has jumped 350 percent, and Prosper has experienced a 600 percent growth.

That continuing growth "is going to start to strain infrastructure in a very significant way," Perryman said.

The study looked at economic changes between 2016 and 2040 if U.S. 380 remains a six-lane road and what would happen if it were converted to a limited-access highway with service roads.

A limited-access highway conversion would change development patterns, attracting a lot more office space to the corridor, which in turn creates higher property values, Perryman said. Overall, his study found 60 percent more employment and 170 percent more gross product with the conversion.

The study noted that some homes and businesses would be displaced by the expanded roadway, but that the economic benefits far outweigh those losses.

"From an economic perspective, this [conversion] makes a great deal of sense," Perryman said.

County Commissioner Susan Fletcher said the study is helpful but won't drive her decision on the roadway's future.

"I care much more about communities and people we might displace," she said.

The Perryman study did not factor in a possible bypass to U.S. 380, which is being considered as an option by the city of McKinney to ease congestion without removing existing businesses. The possible bypass routes have attracted fierce opposition from people whose homes would be affected. Several at Monday's hearing registered their opposition to the bypass option.

Janet Anders lives in an unincorporated area north of U.S. 380 whose neighborhood might be affected by changes to the roadway. She agreed that something needs to be done to ease congestion on the highway, but she also asked the county to look at the quality of life that exists in the more rural areas as well as what might be lost by the road expansion.

"I'm asking you to consider the human factor," Anders said at Monday's public hearing. "It's not always about the bottom line and the dollar."

*Twitter: @vlwigg*

# Texas House backs ban on texting while driving

*BY SANYA MANSOOR The Texas Tribune*

The Texas House on Wednesday passed a statewide ban on texting while driving, and supporters are hopeful that the long-sought legislation will finally make it to the governor's desk and be signed into law this year.

Texas is one of four states that do not have a statewide ban.

Members voted 113-32 to tentatively approve the legislation, which will get a final vote in the House before it can proceed to the Senate. A Senate committee has passed a similar measure, but it faces significant opposition there.

Among the senators opposed is Tarrant County Republican Konni Burton, who considers the ban impossible to enforce.

Under the measure passed by the House, offenders would be charged with a misdemeanor and be fined \$25 to \$99. Repeat offenders would have to pay between \$100 and \$200 in fines.

For years, the bill's author, state Rep. Tom Craddick, R-Midland, has pushed legislation that would penalize drivers who use their phones on the road.

In 2015 and 2013, Craddick's proposal passed the House but died in the Senate. In 2011, it traveled through both chambers only to be vetoed by Gov. Rick Perry, who said it would "micromanage the behavior of adults."

About three dozen Texas cities, including Arlington, already have a texting-and-driving ban in place. Cities would still be allowed to implement ordinances that are stricter than the proposed state law.

The state does already ban drivers who are in school zones, those who are under the age of 18, and bus drivers with minors on board from using phones while driving.

In a tweet, House Speaker Joe Straus congratulated Craddick on what he called "commonsense" legislation.

Opponents of the bill raised concerns about how a police officer could tell that a person was texting, especially because the legislation said officers could not take and inspect the phone.

"I find it absolutely incredulous, except for Superman, who can tell what you are doing on your phone," said Rep. Harold Dutton Jr., a Houston Democrat, who noted law enforcement may not be able to distinguish between someone who is texting or using GPS.

In response, Craddick said that law enforcement have said they can consistently tell if people are texting.

Rep. Eric Johnson, D-Dallas, tacked an amendment onto the bill that says police officers cannot arrest people for texting while driving.

Rep. Tony Tinderholt, R-Arlington, also proposed that drivers not be ticketed "for using their phone while under 10 miles per hour, also known as I-35."

The National High Traffic Safety Administration estimates that every day in the United States, more than eight people are killed in crashes that involve a distracted driver.

Statistics show that 14 percent, or 483, of the 3,534 deaths from traffic crashes in Texas in 2014 involved a distracted driver.



In Fort Worth, distracted driving factored in to 14, or 16.45 percent, of the city's 85 fatalities, in 2015, records show.

Craddick noted Wednesday that more and more families lose loved ones to distracted driving and no Texas laws target the offense.

"That's the sad part, because those families have somehow been affected by some type of accident or death that's happened because of no texting while driving [ban]," Craddick said.

## **TARRANT VOICES**

Dozens of those families have gone to Austin to let lawmakers know how they feel.

Among them was North Richland Hills' Dee Davila-Estelle, who attended a news conference with proponents earlier in the legislative session. She and her husband, Kevin, lost two of their three children in a deadly 2015 accident, when their family's 2011 Ford Fusion was hit from behind on Interstate 35 by a driver they were told was distracted by his phone while driving.

"We went from a family of five to a family of three in the blink of an eye," Davila-Estelle said. "It has been so hard. Our family motto used to be 'live, laugh, love.' Our new motto is 'one step, one breath, repeat.'"

"We couldn't breathe, we couldn't move. We didn't know how to function as half a family anymore."

Some foes — including Burton, R-Colleyville — haven't budged.

"I continue to be against any bill that bans texting while driving," Burton said last month. "It would be a wholly unenforceable law because an officer cannot reliably distinguish between a person texting on their phone or simply looking at a map, etc."

"However, I am for what Texas currently has on the books — these laws already provide police ample reason to pull a driver over based on observable actions."

*Staff writers John Gravois and Anna M. Tinsley contributed to this report, which contains material from the Star-Telegram archives and The Dallas Morning News.*

*The Texas Tribune is a nonprofit, nonpartisan media organization that informs Texans — and engages with them — about public policy, politics, government and statewide issues.*

# Is Texas on the right track for high-speed rail?

## Byron Cook says we need a passenger rail master plan to protect all parties

We know that when something sounds too good to be true, it generally ends up not being true. I believe this is the case with the proposed Texas high-speed rail project between Dallas and Houston.

Understandably, epic traffic congestion in Houston and Dallas makes the concept of a bullet train a very popular item in these urban areas. But the fear of eminent domain abuse in the rural counties between Houston and Dallas feels more like a bullet of a different kind. It feels like a bullet aimed at property owners who question whether they are being asked to sell their land under threat of eminent domain to a commercial real estate venture or for the state's master transportation plan for the future.

Now, with rumors that President Donald Trump may add high-speed rail in Texas to his priority list of national infrastructure projects, a closer look at this Dallas-to-Houston project, which will use Japanese technology, is in order.

As a public servant to this great state, I am proud to hold myself and my political colleagues accountable, to urge an adherence to Texas values, and to advocate in the best interests of my fellow Texans. That's why I feel it necessary to call attention to some troubling observations related to the proposed project, which is being touted by private real estate speculators aligned with Japanese commercial interests who are jointly operating under the names Texas Central Partners, Texas Central Railway and Texas Central.

You could be excused for not recognizing Texas Central Railway by name. The 4-year-old, self-proclaimed railroad company owns nothing in the way of telltale indicators of a real railroad affiliation (no rolling stock, train depots or even tracks), and has no apparent intention of operating the very rails it hopes to lay. In fact, the company's claim of eminent domain power as a railroad is in question and is being contested in state court (with a trial set for July).

Concerns over legitimate eminent domain powers are not the only controversy about the real estate venture. There should also be a real concern over Texas Central Railway's plan to use only Japanese Shinkansen rail technology. This technology is not compatible with other rail technologies, including all rail systems operated in Texas.

Reliance on a Japanese monopoly has two serious negative consequences.

First, it would hold future generations of Texas rail customers hostage to a monopoly railroad technology with no competitive suppliers to keep operational costs down and passenger fares affordable.

Think about this. Would we build an airport with runways that can only handle airplanes manufactured by Airbus to land and take off? Or would we build a highway with lanes that can

only handle cars made by Volvo? Or would we allow only one transportation-for-hire ride sharing app in Texas? Of course not.

The second negative consequence of exclusively using the Japanese rail technology is its incompatibility with existing railroad tracks in Texas cities. This means Texas Central Railway's trains will not truly connect to the city centers of Houston and Dallas and will fall short in their time-saving claim on travel because passengers will have to take secondary means of transportation to get to their final destinations, costing them more time and money.

Additionally, the company's claim that it will not rely on taxpayer funding is simply disingenuous. Despite its carefully nuanced claim of no tax funding for its operations, we have learned that federal taxpayer dollars could be at risk in financing Texas Central Railway's proposed \$11 billion construction costs.

In fact, Tim Keith, president and former chief executive of Texas Central Railway, recently qualified the company's earlier no-taxpayer-exposure claim by stating that Texas Central Railway may in fact seek federal loan guarantees to help finance its construction debt for the project.

As for the costs of passenger rail operations, it is common knowledge that substantial public funding has been necessary across the world to both build and operate most conventional and high-speed passenger rail infrastructures. Subsequently, tax monies end up subsidizing such passenger rail services.

For Texas Central Railway to say it will do better on the operational side of its proposed service is admirable, but as it has no previous railroad experience, this is an extremely ambitious and unproven claim.

If inter-regional high-speed passenger rail is to be a part of Texas' transportation solution, then we need to slow down.

We need to involve the Texas Department of Transportation to ensure we have a master passenger rail plan that protects both urban and rural private property owner rights, guarantees transparency of all tax-dollar expenditures and loans (federal, state and local), and we must guard against monopoly control of our state's future inter-regional passenger rail infrastructure and operations.

Keeping our Texas economy and Texans moving is critical. But just as we tell our children and grandchildren to look both ways before crossing the street, our state needs to take a closer look as well before boarding future trains.

*Byron Cook is a Republican member of the Texas House representing Corsicana. Website: [byroncook.com](http://byroncook.com)*

## **Intel Buys Mobileye in \$15.3 Billion Bid to Lead Self-Driving Car Market** **New York Times 3/14/17 By Mark Scott**

In the world of driverless cars, household names like Google and Uber have raced ahead of rivals, building test vehicles and starting trials on city streets.

But when it comes to what is under the hood, an array of lesser-known companies will most likely supply the technology required to bring driverless cars to the masses. And in a \$15.3 billion deal announced on Monday, [Intel](#) moved to corner the market on how much of that technology is developed.

The chip maker's acquisition of [Mobileye](#), an Israeli company that makes sensors and cameras for driverless vehicles, is one of the largest in the fast-growing sector and sets the stage for increasing competition between Silicon Valley giants as well as traditional automakers over who will dominate the world of autonomous cars.

The likes of Google and Uber have already invested billions of dollars in their own technology, signing partnerships with automakers like Chrysler and Volvo and sending test vehicles onto the road in a bid to cement their place in the industry. The sector is estimated to be worth \$25 billion annually by 2025, according to Bain & Company, a consulting firm.

Faced with an existential threat to its legacy computer business, Intel — alongside competitors like Qualcomm — has focused on autonomous cars as a new and potentially lucrative market. Many of these driverless vehicles, experts say, will require immense computing power, including the latest microchips able to crunch reams of data in seconds to keep the cars safe, and on the road.

And by acquiring Mobileye, whose digital vision technology helps autonomous vehicles safely navigate city streets, Intel aims to broaden its offerings beyond just chips to a wider suite of products that driverless vehicles will require. It hopes, as a result, to appeal to automakers that want to offer autonomous driving but lack the in-house expertise and do not want to rely on the likes of Google.

“Scale is going to win in this market,” Brian Krzanich, Intel's chief executive, told investors on Monday. “I don't believe that every carmaker can invest to do independent development into autonomous cars.”

Intel has a history with such strategic moves. It cornered the personal computer market over more than three decades, supplying hundreds of millions of desktop computers with much of their internal architecture, after dominating which microchips were used in the industry. But in recent years, Intel has struggled to find its feet as people's habits have increasingly turned to the mobile world, where the company's chips have lost out to rivals.

Last year, for instance, the company [announced](#) that it was laying off 12,000 people, or 11 percent of its global work force, as demand for personal computers continued to decline.

While Intel still earns more than half of its annual revenue from traditional computing chip-making operations, the company's sales from its “internet of things” division, a unit that includes its burgeoning automaking team, grew 15 percent in 2016, to \$2.6 billion, [according to regulatory filings](#).

Over the last 18 months, Intel has signed partnership deals with BMW and [Delphi Automotive](#), an auto parts supplier, to expand its presence in the field. It also [acquired](#) a 15 percent stake in Here, a digital mapping business owned by a consortium of German automakers, and announced last year that it would invest \$250 million in start-ups working on driverless car technologies.

Mobileye, founded in Jerusalem in 1999, has signed deals with several automakers, including Audi, for the use of its vision and camera technology, which uses machine learning and complex neuroscience to help drivers — and increasingly cars themselves — avoid obstacles on the road.

It also has longstanding ties with Intel. The chip maker was a [partner](#) with Mobileye and BMW last year over efforts to bring autonomous cars to city streets by 2021. In January, the companies [announced plans](#) to have up to 40 autonomous cars on American and European roads by the end of this year as part of initial trials.

As that collaboration grew, Intel and Mobileye executives began talking about a potential takeover at the end of December, holding meetings, mostly in New York, to complete a deal in which Mobileye's executives would take the lead in new expanded efforts.

"This deal makes Intel a Tier 1 partner for the automotive industry," said Martin Birkner, an automotive analyst at Gartner, a technology research company in Munich. "As the industry moves toward autonomous driving, new types of digital suppliers like Intel are developing quickly."

Intel's efforts to stamp a claim on driverless cars represents a recognition that chip-making rivals like Nvidia and Qualcomm had moved slightly ahead in the race to provide the computing power needed for autonomous vehicles.

As part of the deal, Intel said it would buy Mobileye's outstanding shares at \$63.54 a share, a 34 percent premium to Mobileye's closing price on Friday. The acquisition requires shareholder and regulatory approval, and is expected to close by the end of this year.

Much of Intel's success will depend on Amnon Shashua, Mobileye's co-founder and chief technology officer, who has a doctorate in brain and cognitive sciences from the Massachusetts Institute of Technology.

Part of Mr. Shashua's plan is to have cars with Mobileye's advanced driver assist systems collect imaging and location data that can be used to create what the company calls RoadBook — a vast digital map of roadways in the United States and Europe.

The goal, Mr. Shashua said, is to provide carmakers with a complete product line of digital services that go beyond what they can do for themselves.

"The collaboration that we want to do can't happen if we are two different organizations," he said on Monday. "The collaboration already runs deep."

Still, experts say autonomous cars are unlikely to hit the roads by the end of the decade, at the earliest, because regulators are beginning to question which rules such cars should follow and because of struggles to make the technology work seamlessly.

Uber, the ride-booking service, [halted its driverless car tests](#) in California after local officials said the company did not have the required permits, though its [tests in Pittsburgh](#) are continuing. Google's own efforts ran into difficulties after the company's driverless cars [were involved](#) in a spate of collisions.

And in Europe, regulators [are divided](#) on the issue of self-driving cars, causing the automotive industry to complain that the delays could hamper plans to take the technology to the streets there.

Still, with technology companies and global automakers making hefty — and costly — bets on autonomous cars, experts that say more deals like Intel's acquisition of Mobileye are likely to follow as firms jostle for position.

More acquisitions, said Mr. Birkner of Gartner, "are an absolute necessity."

"Carmakers and Silicon Valley companies," he said, "are realizing that they both bring different skills to the table."

[https://www.nytimes.com/2017/03/13/business/dealbook/intel-mobileye-autonomous-cars-israel.html?emc=edit\\_th\\_20170314&nl=todaysheadlines&nid=47017065&r=0](https://www.nytimes.com/2017/03/13/business/dealbook/intel-mobileye-autonomous-cars-israel.html?emc=edit_th_20170314&nl=todaysheadlines&nid=47017065&r=0)

# Push is on to privatize air traffic control

BY JOAN LOWY *The Associated Press*

## WASHINGTON

President Donald Trump is calling for privatizing the nation's air traffic control operations in his budget proposal, a top priority of the airline industry.

The proposal says spinning off air traffic operations from the Federal Aviation Administration and placing them under an "independent, nongovernmental organization" would make the system "more efficient and innovative while maintaining safety."

Airlines have been lobbying vigorously for the change, saying the FAA's NextGen program to modernize the air traffic system is taking too long and has produced too few benefits. Industry officials say that privatization would remove air traffic operations from the uncertainties of the congressional budget process, which have hindered the FAA's ability to make long-term commitments.

The National Air Traffic Controllers Association, the union that represents the FAA's 14,000 controllers, also backs privatization. Union officials have complained that the FAA has been unable to resolve chronic controller under-staffing at some of the nation's busiest facilities, and they say they've become discouraged by the modernization effort's slow progress.

But FAA Administrator Michael Huerta told an aviation industry conference this month that the agency has made "tremendous progress" over the past decade in updating its computers and other equipment in order to move from a radar-based to a satellite-based system. The modernization program has already delivered \$2.7 billion in benefits to airlines and other users of the system, and the FAA expects to produce another \$13 billion in benefits by 2020, he said.

Airlines have an important ally in Rep. Bill Shuster, R-Pa., chairman of the House transportation committee. The committee approved an aviation bill sponsored by Shuster last year that would have removed air traffic operations from the FAA and placed them under the control of a private, nonprofit corporation.

Opposition to the bill from other powerful House committee chairmen who oppose ceding Congress' oversight of the air traffic system prevented Shuster from bringing the

measure to a House vote. Lobbying groups representing business aircraft operators, private pilots and small and medium-sized airports also oppose privatization. They say they fear airlines will dominate the corporation's board and that they'll be asked to pay more to support the system while facing reduced services.

# Ron Kirk says it will boost economy, solve transportation issues

Texans' work ethic, entrepreneurial spirit and willingness to take on big ideas explain why this state has become the country's economic engine.

That's why I'm so bullish about the new high-speed train that will connect North Texas and Houston, the state's largest commercial hubs. The project is a perfect example of how Texas entrepreneurs approach challenges and opportunities: creatively, optimistically and collaboratively, using a business plan driven by free market principles.

Having served as Texas' secretary of state, mayor of the great city of Dallas and, in my role as the U.S. trade representative, the nation's chief trade negotiator and a principal adviser to the president, I have spent my career encouraging efforts that support economic growth.

The bullet train accomplishes that and more, creating a super economy of approximately half the state's population. The project also creates jobs in places that need them, providing a steady flow of tax dollars to local communities and schools and ushering in a new high-tech industry to Texas.

As a reminder, it does this while giving riders a speedy, 90-minute travel option between the two metro areas (with a stop in the Brazos Valley), instead of facing traffic-choked highways or the hassles of air travel. Best of all, it's being developed by enthusiastic, visionary investors — not through government grants.

Texas is a land of big ideas, and this is the latest example of a forward-thinking approach that will benefit generations. I know firsthand how the right vision at the right time can shift perceptions from awareness to action.

In North Texas, early advocates for mass transit faced challenges, but now we have a thriving light rail system in Dallas Area Rapid Transit. American Airlines Center transformed a hazardous waste site into a popular downtown destination.

The bullet train will create a new industry that will prove the viability of high-speed train service in America, seeding the domestic manufacturing industry for future deployments across the country, all based here in Texas.

So why has legislation been introduced in Austin trying to undermine construction of the 240-mile line?

These bills would snub the increase in benefits the project will bring to Texans whose products and services are sold in Texas to construction and related industries.

Think about the economic development the project will generate around the passenger stations in Dallas, the Brazos Valley and Houston. Even those who moved outside the cities for their love of the rural lifestyle can stay put with new jobs and opportunities from the high-speed train.

The need for a project of this magnitude is clear. It will pump \$36 billion into the Texas economy over 25 years, and the project's developer, Texas Central, will be paying \$2.5 billion in taxes to the state, counties, cities, schools and other entities over that period.

The project will create 10,000 direct jobs during each year of construction, with nearly 1,000 permanent positions for highly trained professionals once operational.

And it will save lives as the safest way to travel, as the number of traffic accidents continues to rise. Traffic congestion along Interstate 45 between North Texas and Houston already is a major problem, and publicly funded infrastructure expansion is not going to be enough to keep up with the state's growth.

The populations in the Houston and North Texas regions are expected to double to 12 million people during the next 20 years. Along the route, four counties have reached air quality nonattainment status. As this project relieves congestion and pulls cars off the road, its electric-powered trains will provide a cleaner alternative that will help contribute to better air quality over time.



What we need to flourish and prosper is more trains, not more lanes. So let's keep Texas moving, in urban and rural communities, thanks to a high-speed train that will bring jobs and economic growth now and for generations to come.

*Ron Kirk is a former mayor of Dallas and U.S. trade representative and a senior adviser to Texas Central. He wrote this column for The Dallas Morning News. Email: [rkirk@gibsondunn.com](mailto:rkirk@gibsondunn.com)*

# With road work almost done, business along Texas 114 is booming

By Gordon Dickson

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## SOUTHLAKE

Once a rural highway overrun with traffic from nearby cities, Texas 114 has undergone a transformation in recent years.

The road is now a spacious, well-lit freeway — and businesses have responded with a new wave of hotels, restaurants and corporate campuses.

Several hundred million dollars worth of commercial developments are either underway or scheduled to begin soon along Texas 114 in Southlake, Westlake, Trophy Club and Roanoke. The area straddling the Tarrant County-Denton County border has become a magnet for financial services, insurance, hospitality and many other industries.

It just goes to show you that good roads are good for business.

Gary Fickes, Tarrant County commissioner

Among the recent arrivals is the new Cambria boutique hotel, which opened in December at Texas 114 and Kimball Road in Southlake. On a typical day, guests can be seen munching on shrimp “lollipop” appetizers and sipping craft beer at the hotel’s Social Circles lobby bistro.

In the four-story Kimball Park office complex next door, several hundred employees of businesses including Keller Williams and Liberty Mutual are preparing to move into their new digs, scheduled to open at the end of May.

A few miles down the road in Westlake, construction workers are clearing land to make way for a massive \$100 million Charles Schwab Corp. campus. The new facility for the brokerage and banking firm is expected to employ 1,200 people. Next door, developers will add restaurants, a 200-room hotel, about 275 residences and a million square feet of office and retail space.

\$1 The amount of public money spent on roads or other infrastructure it takes to trigger a \$12 investment from the private sector, Hillwood Properties says.

In Trophy Club, once a tiny, upscale bedroom community, three hotels have opened and a fourth is under construction.

Area leaders say an infusion of more than a billion dollars to improve the highway during the past several years is mainly responsible for the economic boom.

“It just goes to show you that good roads are good for business,” said Tarrant County Commissioner Gary Fickes, whose precinct includes the area.

## Big payoff

The \$1.4 billion investment in public funds could eventually generate more than \$16.8 billion in private-sector activity, according to one estimate.

By comparison, at nearby AllianceTexas in far north Fort Worth, every \$1 in public money has generated \$12 in commercial activity, according to developer Hillwood Properties. Officials there believe the same ratio could apply to development coming to the Texas 114 corridor.

In the AllianceTexas area, which includes 18,000 acres surrounding Alliance Airport, various governments have invested \$653 million since 1990. That includes money spent on roads, utilities and schools. And that investment triggered an \$8.03 billion expenditure of private funds during the same period, according to Hillwood.

Although AllianceTexas initially attracted manufacturing and distribution jobs, the area is now seeing more white-collar employers as well.

The Texas 114 corridor is attracting lots of interest from financial service companies.

Just a mile or so east of the planned Schwab project, Fidelity Investments operates a massive regional campus with 4,500 employees in Westlake — about four times bigger than the town’s population.

Deloitte, which performs accounting and other professional services, has a large corporate training center in Westlake.

And another brokerage firm, TD Ameritrade, is moving its Alliance operation to Southlake, where it will have more space for future expansion. The new, 350,000-square-foot campus — nearly as much floor space as two Wal-Mart Supercenters — is scheduled to open by the end of the year.

“We are developing a business operations center that will have a capacity for 2,000. That is not the number of employees that we have today, nor is it the number we expect to have when we move in. It is a number that will give us room to grow over time,” spokeswoman Melissa Matson said in an email.

About 15,000 jobs, many of them in financial services, could be coming to the Texas 114 corridor over the next decade or so, developers say.

Another 10 million square feet of corporate office space is still available at Hillwood's Circle T master-planned area, said Russell Laughlin, executive vice president of Hillwood Properties. In all, in the coming years there could be as many as 15,000 white-collar jobs added along the Texas 114 corridor, he said.

"We have high-quality infrastructure, high-quality workers, affordable housing and good schools," Laughlin said.

## Airport access

While proximity to good highways is important, Dallas-Fort Worth Airport is also a huge factor.

During a \$1 billion makeover of the Texas 114/121 corridor in Grapevine — a project known as the DFW Connector — a company known as Medici Development Partners bought property along Texas 114 and Kimball Road in Southlake. The vacant land was about a mile west of the \$1 billion road project.

Once the highway improvements were complete, Medici and its partners broke ground on a 175-room Cambria boutique hotel and a four-story Kimball Park office development. The hotel opened in December and the office building is scheduled to open in late May.

The projects, which together cost roughly \$46 million, wouldn't have gotten off the ground if it weren't for the road improvements, said Jeff Medici, managing partner.

"It was critical. When I purchased the land five years ago, I would not have thought to make that type of investment if I didn't know the infrastructure commitment was already underway," Medici said. "When you talk about building a hotel, if it's seven minutes from the airport versus 15 minutes, that really matters."

Other upscale hotels are being planned for the area as well.

A planned 240-room Delta Marriott at the southeast corner of 114 and White Chapel Boulevard was approved by the Southlake City Council in January, but an exact construction date hasn't been announced, said Alison Ortowski, assistant city manager. The six-story hotel is expected to have meeting space, a restaurant and lounge.

Also in Southlake, a seven-story Westin hotel with a rooftop restaurant is planned along Texas 114, next to Gateway Church. In 2015 and 2016, the city approved agreements that would provide \$5.4 million in property tax and sales tax reimbursements over 12 years and hotel occupancy tax incentives over five years. The developer, SRH Hospitality, hasn't announced when construction will begin.

And, a Hotel Indigo is planned at the northeast corner of 114 and White Chapel. The project is currently going through the approval process with the city, Ortowski said. That hotel would include 121 rooms and a French-inspired design in the Carillon Southlake development.

## More work on the way

The road work isn't over.

Although much of Texas 114 is now three lanes in each direction, a portion of the road between Trophy Lake Drive and Kirkwood Boulevard is only two lanes each way. However, a third lane in each direction is being added in a \$24.8 million project scheduled to be completed by December 2018.

Also, as part of that project, the Texas 114/Texas 170 interchange is being improved and an overpass is being built so that Roanoke's Parish Lane can connect to the area of Westlake where the Schwab campus is planned.

There are also several projects on roads adjacent to Texas 114, including the planned expansion of U.S. 377 from Henrietta Creek Road to Texas 114 at an estimated cost of \$15.2 million. That project, expected to be underway in the next couple of years, includes widening a two-lane section of U.S. 377 to a divided, four-lane road with curbs, gutters and a raised median.

## Regional impact

Many other projects underway in the Metroplex are contributing to the boom along Texas 114, said Frank Bliss, president of Cooper & Stebbins, which developed Southlake Town Square. For example, the ongoing Interstate 35W expansion in far north Fort Worth is making it easier for people who live and work along Texas 114 to get to and from downtown Fort Worth — about 20 miles away.

Also, expansion of LBJ Freeway, I-35E and other Dallas-area roads makes it easier to go east, he said.

To the west, once I-35W work is complete, motorists will have the option of using toll lanes to travel at maximum speed even during busy times of day. Or, if they prefer, they can stay on the main lanes toll-free.

"All too often we tend to think of projects as isolated," Bliss said. "One of the reasons Schwab is going where it's going is access up by DFW Airport. I can get (from the Schwab property) to downtown Fort Worth in 20 minutes. I can get to downtown Dallas in 30 to 35 minutes. I can get access from Fort Worth up to Toyota in Plano and Frisco in 35 minutes.

"Every single one of these projects helped open the region up to businesses."

*This report includes information from the Star-Telegram archives.*

# Corps won't modify Trinity classification

## City could sue designers after request to declare river unnavigable is rejected

By *TRISTAN HALLMAN*  
Staff Writer [thallman@dallasnews.com](mailto:thallman@dallasnews.com)

The U.S. Army Corps of Engineers has balked at Dallas' request to declare the Trinity River unnavigable, clearing the way for a lawsuit by City Hall against the designers of a multimillion-dollar whitewater feature declared a mistake by city leaders.

The response was expected, City Attorney Larry Casto said Monday. Casto had sent the letter requesting the river be declared navigable downstream-only last month, writing that the corps' characterization of the Trinity River was a vestige of a bygone era in which city leaders envisioned a waterway that would connect the city to the Gulf of Mexico. The capability, he wrote, "remains and will forever remain just a dream."

Casto's request, had it been granted, would've helped the city avoid multimillion-dollar repair or removal costs of the Standing Wave underneath the Santa Fe Trestle. The bypass channels for the \$4 million whitewater feature, opened in 2011, are more dangerous than expected and don't allow for upstream navigability for casual boaters as the city had promised.

But Army Col. Calvin C. Hudson II wrote in a letter back to the city that the river was previously used by recreational boats, both upstream and downstream.

"Your request for modification would ask that the corps determine, in essence, that this traditional usage no longer be allowed," Hudson wrote. "This I will not do."

Casto said Monday that he had to exhaust all his legal options and give it his best shot with the corps.

"It was a response that was necessary for us to check off the legal boxes in order for us to consider the next available options to us," Casto said.

Casto said a lawsuit was possible against the design firm, Arlington-based Schrickel, Rollins and Associates.

In January, city Park and Recreation Director Willis Winters wrote in a letter that the city indeed plans to sue SRA "to recover, among other things, the city's damages incurred as a result of making any modifications to the Standing Wave."

SRA president Victor Baxter said he was not aware of the correspondence between the city and the Corps of Engineers and declined further comment.

*Twitter: @TristanHallman*

## **TAPS audit shows \$2.29M loss, few material weaknesses**

Posted Mar 20, 2017 at 2:00 PM Updated Mar 20, 2017 at 7:22 PM

By Michael Hutchins Herald Democrat

The TAPS Public Transit board of directors received the results of its first annual-audit since its financial crisis in late 2015. The audit found a \$2.29 million operating loss for the year, but only one material weakness in the agency's reporting, financial and internal control practices.

"I am glad to say you received an unmodified opinion, that is a clean opinion, on the two grants," Michelle Treshwig, representing accounting firm Kushner LaGraize, said referencing grants from the Federal Transit Administration and Texas Department of Transportation.

Auditors were scheduled to present the findings of this report during a meeting last month, but were unable to attend. Since then, the audit has been updated as additional supporting documentation has been provided. By comparison, the audit report for 2015 came with no opinion due to weaknesses found in the audit and instead featured a disclaimer of the findings.

This audit of TAPS finances covered TAPS operations from October 2015 through September 2016, including much of the agency's first year under the management of Transdev, which took over operations last March. Officials with TAPS noted that the material weakness discovered was related to documentation before Transdev's time with the organization.

The one material weakness discovered in the audit related to \$564,000 of expenses related to Medicaid that was missing supporting documentation. A second expense related to TxDOT funds was also missing its documentation during the first draft of the audit. However, TxDOT was able to provide the documentation and eliminate the concerns in the final version, Treshwig said.

"Because we were unable to obtain sufficient appropriate audit evidence, we were unable to satisfy ourselves as to the value of the Medicaid expense account and we cannot determine the possible effects on the financial statements of undetected misstatements, if any, that could be material but not pervasive," the report says.

The audit found that TAPS received just \$4.05 million in revenues during the 2016 fiscal year; down from \$19.56 million in 2015. For the past year, the audit found that TAPS had \$6.34 million in operating expenses, leaving an operating loss of \$2.29 million. Among the expenses in the audit was \$2.66 million related to subcontractor expenses, \$581,092 in salaries and benefits and \$317,961 in vehicle expenses.

Finance Director Shellie White attributed \$1.48 million of these expenses to depreciation that did not represent physical expense to the agency. White also noted that during this time frame the FTA had cut off its funding for the agency. The board announced Monday that this funding source has since been restored and the agency is expected to receive about \$920,000 for the current fiscal year.

Other items were related to the agency's accrued liabilities of \$4.18 million. When combined with its current liabilities of \$892,194, this brings the agency's current liabilities to \$5.13 million.

When asked for comment, Vice Chairman Bill Magers said he had just seen the modified audit earlier that morning and was unable to comment until he had an opportunity to fully read the findings. Magers,

however did say that the current liabilities, owed to Transdev, showed up on the audit simply due to the timing of the report.

Despite the operating expenses for the past year, officials with the agency took the nearly-clean audit as a success and a sign of it moving in the right direction. Treshwig said if trends continue she expects TAPS to have a clean audit next year.

"By any measure, it is getting better," Magers said. "We aren't out of the water, ... but in the next few months we are on the way to righting the ship."



# Texas high-speed rail project ramps up Washington lobbying efforts

By [Melanie Zanona](#) - 03/20/17 04:59 PM EDT 13

A Texas high-speed rail project is ramping up its outreach in Washington as President Trump begins to assemble a massive infrastructure package, which is expected to include a number of “shovel-ready” transportation proposals.

Texas Central Partners, a private firm developing a high-speed rail line between Dallas and Houston, has tapped Washington powerhouse K&L Gates to lobby on the “development of high speed rail system in Texas.”

Stephen Martinko, a government affairs counselor at K&L Gates, is expected to act as a lobbyist for the Texas company, according to disclosure forms. Martinko is a Capitol Hill veteran and former aide to the House Transportation and Infrastructure Committee and former chief of staff to Chairman Bill Shuster (R-Pa.).

The lobbying hire follows on the heels of a recent meeting in Washington between Drayton McLane Jr., who sits on Texas Central’s board of directors, and Department of Transportation (DOT) Secretary Elaine Chao.

“We’ve had ongoing conversations with the folks at DOT,” Holly Reed, managing director of external affairs for Texas Central, said in a telephone interview with The Hill. “One of our board members was in town and met with Secretary Chao. She even mentioned [the issue] in a recent speech at the National Governors Association.”

Texas Central Partners has been making a pitch to the administration about why its effort to bring the first high-speed train to the United States is an ideal candidate for Trump’s promised \$1 trillion rebuilding package.

Trump has promised to modernize the country’s ailing transportation system with a major injection of cash. He even lamented the lack of high-speed rail service in the U.S. during a meeting with top airline executives at the White House.

“You go to China, you go to Japan, they have fast trains all over the place,” Trump said. “I don’t want to compete with your business, but we don’t have one fast train.”

But the Texas project, which is being built exclusively with money from private investors, says it doesn’t need any government funding — it’s just looking for a green light from the administration.

“It’s very unique that there would be no federal grant money involved,” Reed said. “When you look at some of these [wish] lists, there is concern about how do you pay for all of it?”

Texas Central is planning to build a 205 mph bullet train that would offer a 90-minute trip between Houston and Dallas-Fort Worth. The rail system would help connect two of the state’s fastest-growing cities.

But the project needs to clear a few federal regulatory hurdles before it can start construction. Several environmental reviews need to be finished, while the Federal Railroad Administration needs to issue a new safety rule to oversee a train that operates at such a high speed. It also faces some fierce grassroots opposition and potential legal battles in the state.

“We’re focusing on what the regulatory reform conversation would look like,” Reed said. “We can be an example of how to do the regulatory piece instead of the finance side.”

The administration has vowed to provide regulatory relief in its infrastructure investment bill, which Trump said will be funded through a mix of public and private financing.

Trump has placed a high priority on shovel-ready projects that could be started within 90 days and signaled interest in the construction of high-speed railways during a recent meeting at the White House, according to [The Wall Street Journal](#).

Shuster also previously said the infrastructure package could include projects that are already in the works but that have been stalled by the slow federal permitting process.

The Texas high-speed rail project could serve as a model for the types of privately funded projects that Trump may target in his bill, especially amid concerns from fiscal conservatives about massive federal spending on transportation.

“Let me say something about where some of these other dollars are going to come from: There are billions and billions of dollars out there today, private-sector dollars, that are going to be spent,” Shuster said at a [recent conference of transportation officials](#).

But the construction of high-speed railways in the U.S. has also been divisive. In Texas, landowners are worried about the property that will be required to erect the new rail line, while others fear the project will eventually require a buy-in from the government.

And some GOP lawmakers have blasted a high-speed rail project in California, which has received billions from the federal government, because it has been mired in delays, almost doubled its budget and lowered its initial speed projections.

“We think providing additional funding at this time ... would be an irresponsible use of taxpayer dollars,” a group of California Republicans said in a recent letter.

# Analysis: Is this Texas state budget trick constitutional?

The Texas Senate is proposing a new accounting trick to balance its 2018-19 budget. The contrivance would work, mathematically speaking, but it raises constitutional questions and faces derision from the House.

by [Ross Ramsey](#)

March 24, 2017 12:01 AM

Road crews are prolific in the Midland region following the recent oil boom, when heavy truck traffic obliterated highways. *Jerod Foster for The Texas Tribune*

If you talk about the Texas budget long enough — even if you’re only talking about the parts that don’t require sleights of hand, smoke and mirrors, and other hocus-pocus — you’ll sound like a no-good dirty rotten cheater.

Sometimes you can get there without all the chit-chat: The [state Senate’s proposed budget](#) depends on an accounting trick that would send a lawyer running for the Texas Constitution.

The scheme is a familiar one to anybody who has come up a little short at bill-paying time: Delay a payment by a day or two to make things work without bouncing a check.

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The Senate gets \$2.5 billion it needs to balance its books by delaying a transfer from general revenue to the state highway fund. It would make the 2018-19 numbers balance on the last day of August 2019, and the Texas Department of Transportation would get its money a day late — an inconvenience that wouldn’t affect the flow of highway projects.

The problem — the subject of some tense chatter among the budgeteers in the State Capitol — is in [Article 8](#), section 7-c of the Texas Constitution, where it says the state comptroller has to move money from general revenue to the state highway fund in the same fiscal year when that revenue is collected.

Comptroller [Glenn Hegar](#) appeared to paper over this in a letter to Senate Finance Chairman [Jane Nelson](#), but he left himself some room. “If the estimated \$2.2 billion in sales tax collections in fiscal 2018 for the highway fund were transferred in September 2018, and the \$2.5 billion in fiscal 2019 sales taxes were transferred in September 2019, then there would be a gain to certification of \$2.5 billion for the 2018-19 biennium,” he wrote.

The scheme is a familiar one to anybody who has come up a little short at bill-paying time: Delay a payment by a day or two to make things work without bouncing a check.

That says delaying the transfers would add that \$2.5 billion to the 2018-19 budget — welcome news to the people trying to make that budget balance.

But did you see the weasel word?

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If!

He didn't say he could do it, or that he would do it. He said that if he did it, that would be the effect.

If he had wings, he could fly.

We'll hear about more of this as the House and Senate work out their budget differences, but some lawyers say that constitutional provision spoils the Senate's ploy. It's got a political impact, too, because the squabble over the budgets is noisy and because House Speaker Joe Straus called the Senate budget an example of Enron accounting.

He's not completely innocent himself.

Lawmakers do this sort of thing with some regularity, pushing the payments for big stuff — the Foundation School Program that funds public education, or the pension funds for state employees and educators — from the last day of one budget to the first day of the next budget. It makes the first budget balance, because the accounts have more money in them that last day. And lawmakers can always pay it back when they have more money later on.

In fact, the Texas House is looking at a budget that would balance in part with a \$1.9 billion delayed payment to that school fund — a delay that has been deemed constitutional in the past

The creative accounting gets lawmakers out of spending — or spending more — from the \$10.2 billion in the state's Rainy Day Fund. Wherever they find the money — by hook or by crook, as the saying goes — they're doing it to keep the programs their voters have demanded: schools, roads, prisons, health care and all that other stuff.

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And the numbers don't have to balance right now. This week marked this legislative session's halfway point. The full Senate will vote on the budget next week. The House Appropriations Committee will follow, and the full House will vote in a couple of weeks. The final budget has to balance, but these draft budgets don't.

The 2018-19 spending plan will have some accounting magic in it; budgets often do. And if the budget writers are cooking the state's books, what does it matter if no one is harmed and it gets everybody a nice, warm meal?

# Safe Routes to School Promotes Walking and Cycling

Safety audit Thursday at Zaragoza Elementary in East Dallas

By [Ken Kalthoff](#)

Walking or cycling to the neighborhood school is the goal of the Safe Routes to School program. [SRTS is a nationwide initiative](#) to improve student health and reduce traffic congestion around schools.

Zaragoza Elementary School in East Dallas is one of four North Texas campuses in the program. Carroll Avenue beside the school is lined with cars of parents picking up their kids. Wayne Johnson was there Thursday to pick up his grandchild. “There’s so much traffic, it makes the kids scared,” Johnson said. “It even makes grownups scared sometimes. You don’t even want to cross the street because the cars and stuff.”

Transportation planners from the [North Central Texas Council of Governments](#) conducted a safety audit at Zaragoza for the program Thursday. “This school is an old neighborhood school that was not designed for the amount of parents that now drive their kids to school,” said NCTCOG planner Kathryn Rush.

Rush and her team studied signs, street markings and traffic patterns around the school looking for ways to improve safety and make more parents and children feel safe walking or riding bikes to the campus. “If you make the area around the school safer and more easy to walk, that means the entire neighborhood is going to benefit,” Rush said.

The program also encourages physical activity and healthier kids in a state where child obesity rates are very high. Parents at Zaragoza also prefer to drive kids to school out of concern about predators.

“It is busy. [It's] more the people I worry about than the actual cars,” said parent Clotile Owens. “My daughter had an incident where someone jumped in her face and we had to call the police on her way to school.” Rush said additional police patrols may be a recommendation of the SRTS program.

“Anything they can do to make these streets a little bit safer, let’s do it,” Wayne Johnson said. The audit at Zaragoza Thursday will lead to final plans later this year for improvements around the school.

# Students flying new career app

Fort Worth Chamber Update (Star-Telegram)

Fort Worth's Elementary school students can pilot a Lockheed Martin F35 stealth fighter these days. So can middle and high school students.

They also can fly other cutting-edge aircraft, such as Bell's tilt-rotor V-280 and Airbus' H155 twin-engine helicopter, with a free Android gaming app – FLYBY DFW – from the DFW Regional Aerospace Consortium.

"There's a high-stakes mission involved," said Cynthia Miller, PhD, vice president of Workforce Development & Education for the Fort Worth Chamber of Commerce. "North Texas' aerospace and aviation industry generates more than 185,000 jobs, but retirements are beginning to deplete its workforce."

"The consortium's goal involves outreach to students to create interest in aerospace and aviation careers and to build a local talent pipeline for future employment opportunities," said Renee Parker, Business Services manager for Workforce Solutions for Tarrant County (WSTC).

Launched last October at the Bell Helicopter Fort Worth Alliance Air Show, FLYBY DFW has drawn more than 530 downloads, she said. The app gives students of any age an introduction to aerospace careers and flight and includes embedded industry facts, ranging from salary information and job descriptions to aerospace movie trivia.

Students can fly over locations such as Alliance Airport, Dallas-Fort Worth and Corpus Christi while avoiding enemy aircraft. They also can fly a conceptual aircraft selected from a high school competition at The University of Texas at Arlington.

Players can earn medals and collect parts to build their own aircraft. Bonus points can be earned by correctly answering aerospace and aviation trivia questions.

An online scoreboard is maintained at [nctaviationcareers.com](http://nctaviationcareers.com) where more information on careers in aviation and aerospace is available along with educational training programs and scholarships.

The app is a collaborative effort by the consortium, WSTC, North Central Texas Council of Governments and app developers at the University of Texas at Arlington Art + Art History Department.

Consortium member companies underwrote the app's development, and "each company paid for a character or two to be featured in the game," Parker said.

Beta testing was conducted by Career and Technology students in local school districts, including Arlington ISD's James Martin High School, Birdville ISD Center of Technology & Advanced Learning, Fort Worth ISD's Dunbar High School Aviation program, and Northwest ISD's Aviation Academy at V.R. Eaton High School, Parker said.

FLYBY DFW is a free download on iTunes and Google Play. Search for FLYBY DFW.

# DART says bill could derail Cotton Belt, other projects

Written by

*Julie Fancher, Staff Writer*

The Cotton Belt rail line from Plano to Fort Worth and the proposed downtown Dallas subway could be threatened by a bill in the Texas Senate, which would require voter approval before such projects are built.

Dallas Area Rapid Transit officials and the North Central Texas Council of Governments are among a number of state agencies concerned because of the “unintended consequences” of the bill, filed by state Sen. Konni Burton, R-Colleyville.

Burton’s bill, which has passed through committee and is awaiting attention from the full Senate, would require that every city through which a commuter line passes hold an election before federal funds are accepted for the projects.

Ads by ZINC

Burton, backed by the tea party movement when she took over Wendy Davis’s vacated seat in 2015, told senators last week that the TEX Rail line project, with service expected to begin in late 2018, spurred the idea for her bill. That’s the western half of the Cotton Belt line, from downtown Fort Worth to DFW International Airport.

She said that in 2006, Tarrant County voters approved a \$200 million bond that did not include commuter rail, only to later see \$20 million of it diverted for the now-\$1 billion TEX Rail project.

Burton did not return repeated calls. Her chief of staff also did not respond to emailed questions and multiple further requests for comment and clarification.

But in Burton's testimony to the Senate transportation committee, she said that “despite the fact that not a single voter was consulted on the project,” voters are on the hook for not only the \$20 million, but also \$500 million more in the form of debt or additional spending.

She said the bill is “vital to secure accountability for local governments.”

But agencies such as DART and the council of governments are concerned that the broad language in the bill would threaten the future of big infrastructure projects.

“How do people vote by city when you may have a rail line that crosses 17 jurisdictions?” said Michael Morris, director of transportation for NTCOG. “Does that mean one city has veto



authority over all the other cities' interests? ... It may have some unintended consequence with regard to how one builds a system.”

For example, the TEX Rail project is a 27-mile commuter rail that crosses about a half dozen Tarrant County cities to DFW Airport. It appears that if any one of those cities did not approve the project, it could be killed because about half of its \$1 billion cost is paid by federal funds, triggering the elections.

Another sticking point of the bill is that if construction had not started within five years of a project being approved, it would go back to the voters.

NCTCOG is tasked with planning what the region’s transportation network will look like in 2040. Morris said he's concerned about the impact the bill could have on future planning.

“Unfortunately, the citizens in 2040 don’t get to vote right now. If they were able to vote, they may be voting differently than the citizens of 2017 are voting,” he said.

DART officials say the bill could hurt their ability to move forward with the downtown Dallas subway and the eastern part of the Cotton Belt, from Plano to D-FW.

Both projects are expected to cost more than \$1 billion and would rely on federal funds, triggering an election.

But DART President Gary Thomas said that, although the intent of the bill appeared to be specific to the TEX Rail project, the language seems to target all commuter projects across the state.

“Based on what we are hearing back, and word is this is intended to be specific to TEX Rail, the words just don’t mirror that,” Thomas said at a board meeting last week.

Thomas also said the five-year cap on starting construction concerns him since some lines, including the Cotton Belt, have been around for decades. DART was created by voters in 1983 and the eastern part of the Cotton Belt commuter was first included in DART’s transit plan in 1995, and several times after, until most recently in late 2016. Where does the five-year limit for a revote apply?

Gary Slagel, former Richardson mayor and current DART board member, testified before the Senate committee that he and others are unsure about where the scope of the bill begins and ends.

“We are in the process of planning and building a line under the city of Dallas, a second line ... and the issue is on a new project like that, is that subject to this bill?” he asked. “In other words, if the rail line wasn’t drawn on the map in 1983, but the voters voted into DART and then

through their council engagements and discussions with DART, we decide to add another line because those cities want it and they are a member of our authority, does this bill impact us?”

Committee chairman Robert Nichols, R-Jacksonville, said he thought the bill was only intended to give voters a say in how their taxpayer money is spent.

“The points they are trying to make is, your city had the opportunity to vote and I think what Sen. Burton's bill does is, she wants to make sure that other cities impacted, possibly in the future, get an opportunity to vote,” Nichols said. “Would you think that would be a bad thing or a good thing?”

In an interview, Morris noted that agencies like DART are created by voter approval and also hold public meetings to get input on major projects.

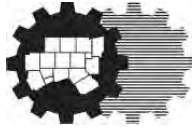
“Voters voted to create the transit authorities that approved this, so that was voter approved,” he said. “Voters approved the elected officials in their communities ... local elected officials are making hundreds of decisions every month. Voters aren’t approving all of those decisions; why is [rail] more critical?”

The bill had not been heard by the full Senate as of Friday, but could go to the floor at any time.

Rolf Pendall, co-director of the metropolitan housing and communities policy center at the Urban Institute, said it is concerning that the bill singles out commuter rail.

“If you are subjecting the rail plans to this kind of scrutiny and approval, and reapproval, the people who want the rail built have to fight a campaign every five years to make sure that it happens,” he said. “Whereas, there are highways that aren’t subject toward that kind of review — it’s going to tilt the wheel in favor of building additional roads.

“Do you give voters input on expansion of airports? On new interstate bypasses or beltways?” Pendall asked. “Where does that stop?”



North Central Texas  
Council of Governments

## PRESS RELEASE

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### Funding Updates to be Presented at March Public Meetings

North Texans can provide input on transportation recommendations at public meetings, online

**March 9, 2017** (Arlington, Texas) – North Texans will have an opportunity to provide input on proposed updates to the way federal funding is distributed for transportation projects, during public meetings beginning at 6:30 p.m. March 13 in Grapevine.

The meetings are also scheduled for 2:30 p.m. March 15 in Arlington and 6:30 p.m. March 20 in Carrollton.

Federal transportation and air quality funding is allocated to the Dallas-Fort Worth area based on Federal Highway Administration (FHWA) formulas that incorporate population, employment, emissions and other factors. To ensure equity within the region, the Regional Transportation Council then distributes funding to the eastern and western subregions in proportion to each area's demographics and activity. Input will be sought on the re-evaluation of the regional distribution for the most recent allocation of federal funding.

Additionally, staff will provide an update on the region's current use of Transportation Development Credits (TDCs) and provide proposals for the future of these credits in the region. These noncash credits are distributed by the FHWA and can be used in place of local funding or in-kind matches required with federally funded projects.

Other topics to be discussed at the meetings include the Unified Planning Work Program, proposed modifications to the List of Funded Projects, the AirCheckTexas Drive a Clean Machine Program, April Car Care Clinics and a Diesel Idling Hot Spots Request for Information.

Following the public meeting in Arlington, a video recording will be available online at [NCTCOG.org/input](http://NCTCOG.org/input).

#### Public Meeting Details

<p><b>Monday, March 13, 2017</b> <b>6:30 p.m.</b> Bessie Mitchell House 411 Ball St. Grapevine, TX 76051</p>	<p><b>Wednesday, March 15, 2017</b> <b>2:30 p.m.</b> North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011</p>	<p><b>Monday, March 20, 2017</b> <b>6:30 p.m.</b> Josey Ranch Lake Library 1700 Keller Springs Road Carrollton, TX 75006</p>
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**About the Regional Transportation Council:**

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

###



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### **New App Aims to Inspire Youth to Take Flight**

“FLYBY DFW” game to help local industry inspire aviators of tomorrow

**Mar. 24, 2017** (Arlington, Texas) – FLYBY DFW, a mobile app dedicated to teaching all ages key aspects of aviation/aerospace while virtually flying the world’s most sophisticated aircraft, is available as a free download through a government and business partnership led by DFW Regional Aerospace Consortium and North Central Texas Council of Governments.

“Aviation is one of the leading economic drivers in North Texas, providing an impact to the region exceeding \$40 billion,” said Tom Harris, president of Alliance Air/Aviation Services, and chairman of the DFW Regional Aerospace Consortium. “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.”

The North Central Texas Council of Governments partnered with the DFW Regional Aerospace Consortium, a Workforce Solutions for Tarrant County initiative, local aerospace companies, such as Bell Helicopter, Lockheed Martin, ELBIT, and others, and the University of Texas at Arlington to develop FLYBY DFW. Game participants can pilot aircraft such as Lockheed Martin’s F-35 Lightning II, Bell Helicopter’s V-280 and Airbus Helicopters’ H155 and EC255 through varying levels that test maneuvering abilities and industry knowledge. Operating in virtual re-creations of Fort Worth Alliance Airport, the Dallas-Fort Worth city-scape and Corpus Christi waterfront, gamers amass points by collecting coins, completing airdrops, dodging other aircraft – and not crashing. Bonus points are collected at the end of each level by correctly answering aviation trivia questions.

“As Dallas-Fort Worth leads much of the nation in aviation and aerospace, it is of paramount importance that we recruit and prepare additional aerospace professionals and skilled laborers to support our industry’s continued success. Concurrently, we also need to educate young people and their families on the rewarding and high paying careers available to them in aviation and aerospace,” said Harris.

The industry will require approximately 617,000 new commercial airline pilots nationally over the next 20 years, according to aircraft manufacturer Boeing. Technicians will be in even higher demand. Boeing projects that 679,000 new maintenance technicians will be required by 2035 industry-wide. In North Texas, Lockheed Martin has a need for 1,800 aircraft technicians on its F-35 production line alone by 2020.

Tapping into the interest and everyday skills of the next generation's work force, gaming is an effective way to inspire and engage the pilots and aerospace technicians of tomorrow. National research shows that 91 percent of children ages 2-17 spend time gaming on a variety of devices. By embracing gaming, the industry has found a new way to reach future aviators and aviation professionals.

With three major commercial airports, a large military installation and aviation and aerospace companies with significant operations in the region, opportunities abound for the next generation of North Texans to become involved in the industry.

The game is available for Apple and Android devices by searching "FLYBY DFW" in the Apple App Store, or "FLYBY DFW" via Google Play.

For additional information on pursuing aviation opportunities in Dallas-Fort Worth, visit [www.nctaviationcareers.com](http://www.nctaviationcareers.com). In addition to careers in aviation, the site provides information on educational programs in the area and available grants and scholarships.

### **About the DFW Regional Aerospace Consortium:**

The DFW Regional Aerospace Consortium was formed in 2003 as a result of both a targeted analysis of industry trends and an employer-driven collaboration to address the issues of an aging workforce and the lack of youth migrating to careers in science and math. Since the beginning, Bell Helicopter, Lockheed Martin and Triumph Aerostructures - Vought Aircraft Division have led the Aerospace Consortium. The companies have been instrumental in the creation of the "Gotta Jet?" career awareness program for students and their parents as well as the development of a common entry-level training program for future employees. With the support of the Arlington and Fort Worth Chambers, Workforce Solutions for Tarrant County, the Texas Manufacturing Assistance Center and Hillwood Properties, the Consortium continues to make important contributions to the North Texas region. As one of the key industries for the region, aerospace manufacturing employs workers in over 75 companies, and promotion and training programs developed pipeline of future employees for years to come.

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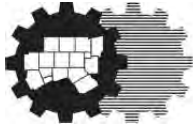
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### **About Workforce Solutions for Tarrant County:**

Workforce Solutions for Tarrant County is one of 28 local Workforce Boards in Texas. Our primary goal is to meet the needs of employers and job seekers through locally designed, market driven Workforce Development initiatives and services. Funded by the Texas Workforce Commission (TWC) and overseen locally by a 29-member Workforce Development Board (WDB) made up of business and community leaders chaired by, Keith Muskrat of Talon Industries. The WDB works in partnership with the Workforce Governing Board (WGB), which is composed of Fort Worth Mayor Betsy Price, Arlington Mayor Jeff Williams and chaired by Tarrant County Judge Glen Whitley. Working together, the WDB and WGB oversee over \$65

million dollars in employment and training dollars in Tarrant County. More information about our workforce centers and the services we offer throughout Tarrant County can be found on our website: [www.workforcesolutions.net](http://www.workforcesolutions.net).

###



North Central Texas  
Council of Governments

## PRESS RELEASE

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## Car Care Clinics to Address Check Engine Light

NCTCOG partnering with local auto repair shops to sponsor April clinics

**April 3, 2017** (Arlington, Texas) – 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 for the clinics to focus on the check engine light.

When a vehicle's check engine light turns on, there may be an issue that could negatively 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 be causing 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 [www.nctcog.org/airchecktexas](http://www.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.

AirCheckTexas is one of many successful programs credited with helping the region improve its air quality over the past several years. Ten Dallas-Fort Worth area counties are in nonattainment for ozone pollution and are working toward compliance with the federal



government's standard.

**Scheduled Car Care Clinics**

Facility	When	Where
Rick and Ray's Auto Plaza	10 a.m. – 1 p.m. April 8	2425 Cullen St Fort Worth, TX 76107
Kwik Kar Auto Service & Repair	10:30 a.m. – 12:30 p.m. April 8	1820 Brown Blvd. Arlington, TX 76006
Christian Brothers Automotive - Weatherford	1 p.m. – 3 p.m. April 12	156 Interstate Highway 20 West Weatherford, TX 76086
Burdick Auto Solutions	8 a.m. – 12 p.m. April 19	210 E. Erwin Ave. McKinney, TX 75069
Heller Automotive	10 a.m. – 2 p.m. April 22	3104 S. Rigsbee Drive Plano, TX 75074
Castrol Express Car Service	10 a.m. – 2 p.m. April 22	240 E. Ovilla Road Red Oak, TX 75154
Starkey Service Center	9 a.m. – 11 a.m. April 29	918 W. Davis St. Dallas, TX 75208

Dates, times and locations are subject to change. For more information and to confirm the details of the clinic near you, visit [www.NTXCarCare.org](http://www.NTXCarCare.org). You may also email questions to [NTXCarCare@nctcog.org](mailto:NTXCarCare@nctcog.org), or call 817-704-5697.

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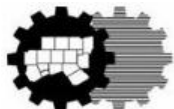
For more news from the NCTCOG Transportation Department, visit [www.nctcog.org/trans/outreach/media](http://www.nctcog.org/trans/outreach/media).

###

# HEMPHILL/LAMAR FUNDING PARTNERSHIP

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REGIONAL TRANSPORTATION  
COUNCIL  
APRIL 13, 2017

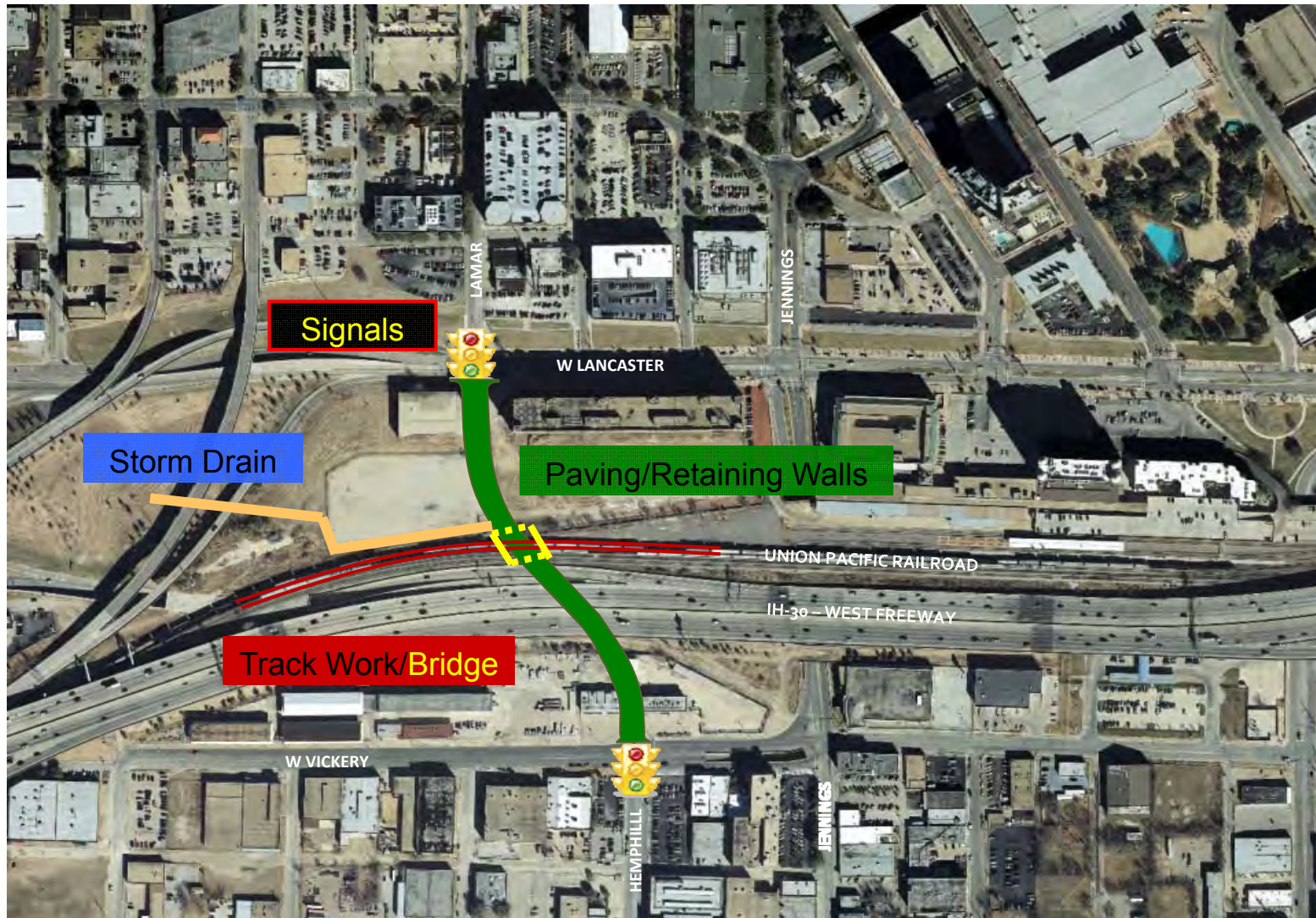


North Central Texas  
Council of Governments  
Transportation Department

# PROJECT BACKGROUND

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

# PROJECT AREA



Source: City of Fort Worth

# PROPOSED LOCAL DESIGN PARTNERSHIP DEAL POINTS

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

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

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

1: Coming from the Kaufman County RTR account

2: Already approved by the RTC on 12/8/2016; TxDOT will assess the need at FM 1220 and Azle Avenue as well

3: Includes RTC and TxDOT-selected funding from the 10-Year Planning Effort

# FUNDING PROPOSAL FOR HEMPHILL/LAMAR CONNECTOR

Project Phase	Tarrant County <sup>1</sup>	TxDOT Funds <sup>2</sup>	RTR Funding <sup>3</sup>	Fort Worth Local Funds	Total Funding	Total Cost
Preliminary Engineering				\$2,174,986	\$2,174,986	\$2,174,986
Right-of-Way Acquisition/ Utility Relocation				\$10,356,000	\$10,356,000	\$10,356,000
Construction	\$23,000,000		\$3,448,803	\$14,161,197	\$40,610,000	\$40,610,000
Direct State Oversight Costs (off system only)		\$145,400		\$0	\$145,400	\$145,400
<b>Total</b>	<b>\$23,000,000</b>	<b>\$145,400</b>	<b>\$3,448,803</b>	<b>\$26,692,183</b>	<b>\$53,286,386</b>	<b>\$53,286,386</b>

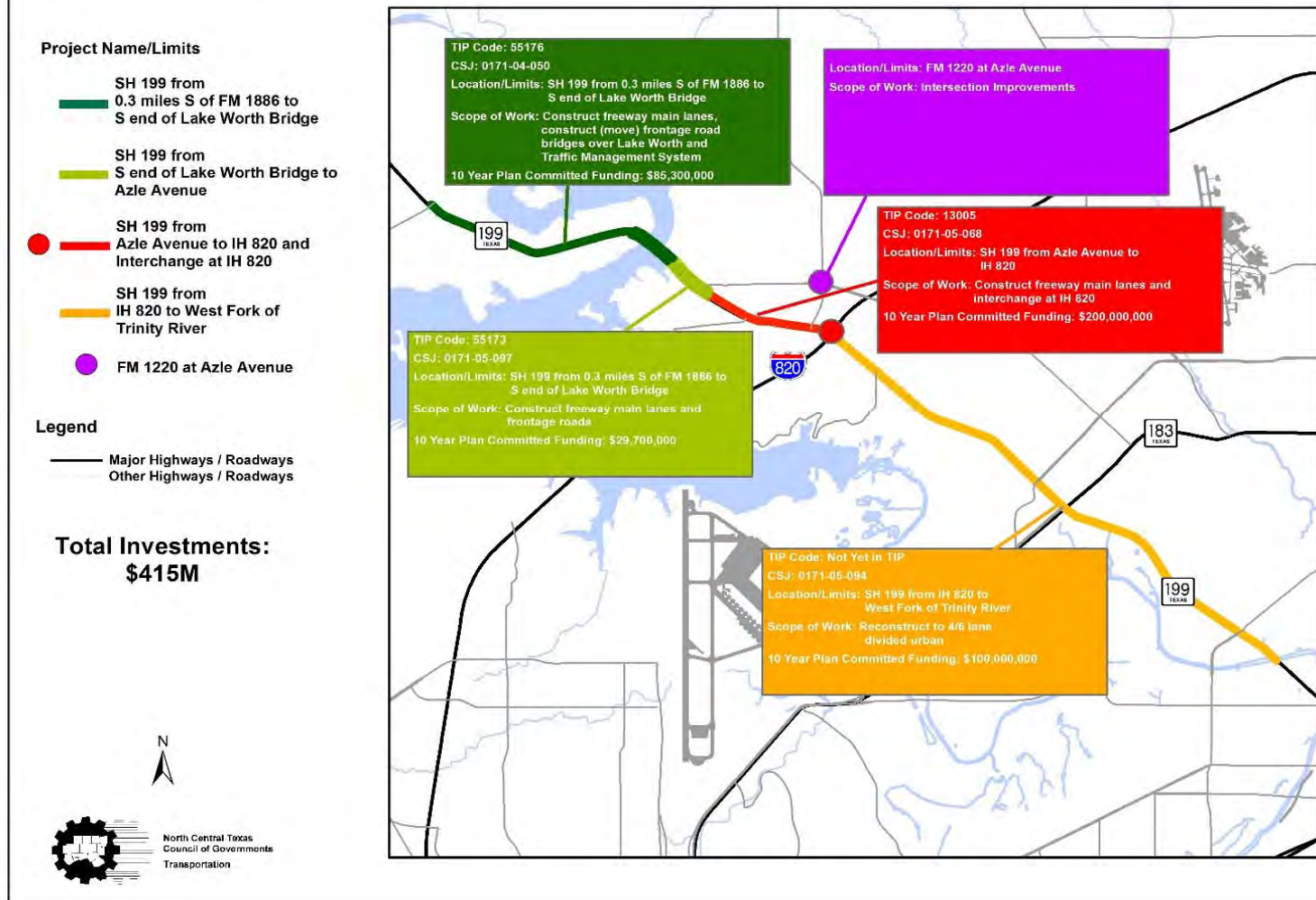
Notes:

1: Includes TEXRail and SH 199 funding swaps; CMAQ to be placed on TEXRail project with TDCs as the match

2: TxDOT is paying the direct state oversight costs for the on system components of the project.

3: Any cost savings will be retained by the RTC

## Transportation Projects On or Near SH 199



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



# EAST/WEST RTR SWAP

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

# ACTION REQUESTED

- RTC approval of:
  - The partnership between the RTC, City of Fort Worth, Tarrant County, and TxDOT as detailed in Slides 4-6
  - The transfer of RTR funds between RTR accounts as detailed in Slide 8
  - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

# TIMELINE

September 2016	Initially brought to STTC/RTC
March 2017	STTC Action
April 2017	RTC Action
April 2017	Submittal to Statewide Transportation Improvement Program (STIP)
June-July 2017	Anticipated approval of STIP Revision
July 2017	Anticipated approval of RTR funds by the TTC

# QUESTIONS?

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## DRAFT

Proposed 2017 Critical Urban Freight Corridors				
Corridor	Summary	2017 Proposed Critical Urban Freight Corridor Mileage*	From	To
State Loop 9	The first phase of the planned regional loop. This phase will connect IH 35E and IH 45 and will help reroute truck traffic around downtown Dallas.	10	IH 35E	IH 45
Pleasant Run Road	Connects truck traffic across the Dallas Inland Port from SH 342 to IH 45.	5	SH 342	IH 45
State Highway 78	Connects the KCS Intermodal facility to IH 635, the only major route to the facility.	20	IH 635	FM 6
US Highway 80	Connect truck traffic to IH 30 and the UPRR Mesquite Intermodal facility.	20	IH 30	Urbanized Boundary (East Side of Forney)
State Highway 360	Connects DFW Airport, GM Arlington Assembly Plant, Great Southwest Industrial Park with IH 20, IH 30, SH 183 and SH 121.	18	SH 121	IH 20
Intermodal Parkway	Connects the BNSF Intermodal yard to IH 35W. Capacity improvements and road extensions are planned.	4	Intermodal Yard	IH 35W
State Highway 170	Connects IH 35W and SH 114 to the Alliance FOD.	7	IH 35W	SH 114
Big Town Boulevard	Connects UPRR Mesquite Intermodal facility to IH 30 and US 80.	3	IH 30	SH 352
Wintergreen Road	Connects truck traffic across the Dallas Inland Port from SH 342 to IH 45.	5	SH 342	IH 45
Farm to Market 156	Connects truck traffic across the Alliance FOD to SH 114 and US 287/IH 35W.	10	SH 114	US 287

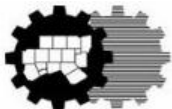
\* Approximate



# UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT PROGRAM

## REGIONAL TRANSPORTATION COUNCIL

APRIL 13, 2017



North Central Texas  
Council of Governments  
Transportation Department

# 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

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 Partnership</li> </ul>	9,600,000
3	Type 2 Call: Local Agency has Revenue	16,764,599
4	Selling TDCs to other MPOs/TxDOT	100,000,000
5	Regional Programs/Management and Operations	10,000,000
TDC Pool	For Future Allocation	319,121,623

# SUMMARY OF PROPOSED ACTIONS

Category	Proposed Action(s)
1 – Strategic Awards to Small Transit Providers	<ul style="list-style-type: none"> <li>Continue the category and increase its allocation by 16 million.</li> </ul>
2 – RTC Has Revenue	<ul style="list-style-type: none"> <li>Continue the category and increase its allocation by 10.4 million</li> <li>Change name by removing “Type 1 Call”</li> </ul>
3 – Local Agency Has Revenue	<ul style="list-style-type: none"> <li>Change name by removing “Type 2 Call”</li> <li>Reduce its allocation to the awarded amount (reduce by 73,484), and retire the category.</li> </ul>
4 – Selling TDCs to Other MPOs/TxDOT	<ul style="list-style-type: none"> <li>Continue the category and increase its allocation by 50 million.</li> </ul>
5 – Regional Programs/Management and Operations	<ul style="list-style-type: none"> <li>Change 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”</li> <li>Expand its scope to include more project &amp; program types (i.e. Sustainable Development, Regional Turnback, land use/transportation integration for military bases, safety, and other strategic partnerships with regional agencies)</li> <li>Increase its allocation by 20 million</li> </ul>
6 – MTP Policy Bundle	<ul style="list-style-type: none"> <li>Create the category and allocate 100 million to it.</li> </ul>

# 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	<del>Type 1 Call: RTC has Revenue</del>	9,600,000	+10,400,000	20,000,000
3	<del>Type 2 Call: Local Agency has Revenue</del>	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 with the exception of Category 1, which includes 1,000,000 TDCs for Fiscal Year 2016 as well

# REMAINING TDC AMOUNT

- If the proposed allocations are approved, our MPO would have  $\approx 122.8$  million TDCs left for future allocation.
- Staff plans to work with TxDOT to determine why our MPO 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

- 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.

# REQUESTED ACTION

- RTC approval of:
  - Changes to the TDC categories and allocations as summarized on Slides 4 and 5
  - Contacting other MPOs in the State to assess interest in exchanging TDCs for cash
  - Sending a letter to TxDOT Headquarters to clarify why NCTCOG has not received additional TDCs since 2012

# TIMELINE

February 2017

STTC Information

March 2017

RTC Information  
Public Meetings  
STTC Action

April 2017

RTC Action

# QUESTIONS?

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Draft  
3/16/17

## **AUTOMATED VEHICLES PROGRAM FUNDING OUTLINE**

### **TEXAS AUTOMATED VEHICLE PROVING GROUND**

#### **Arlington low-speed AV deployment project**

- Amount: \$350,000
- Source: Federal/CMAQ
- Match: Local match
- Timing: FY 2018

#### **Second low/medium-speed AV deployment project (elsewhere in region)**

- Amount: \$250,000
- Source: Federal/STBG
- Match: Local match
- Timing: FY 2018

#### **I-30 high-speed AV deployment: Test Corridor**

- Amount: \$1,000,000
- Source: Federal/STBG
- Match: \$250,000 State match
- Timing: FY 2018

### **AUTOMATED VEHICLE DATA INFRASTRUCTURE**

#### **Traffic Signal Data Sharing**

- Amount \$250,000
- Source: Federal/CMAQ
- Match: Transportation Development Credits
- Timing: FY 2018

#### **511DFW Enhancement (Data Portal)**

- Amount: \$250,000
- Source: Federal/STBG
- Match: State match
- Timing: FY 2018

### **MULTIPURPOSE AUTOMATED VEHICLE DESIGN, DEVELOPMENT, TESTING AND DEPLOYMENT**

#### **“Mover” Prototyping**

- Amount: \$550,000
- Source: Federal/STBG
- Source: Transportation Development Credits
- Timing: FY 2018

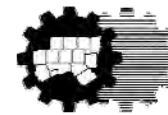
# START OF OZONE SEASON & OTHER AIR QUALITY UPDATES

**Regional Transportation Council**

**Chris Klaus, Senior Program Manager**



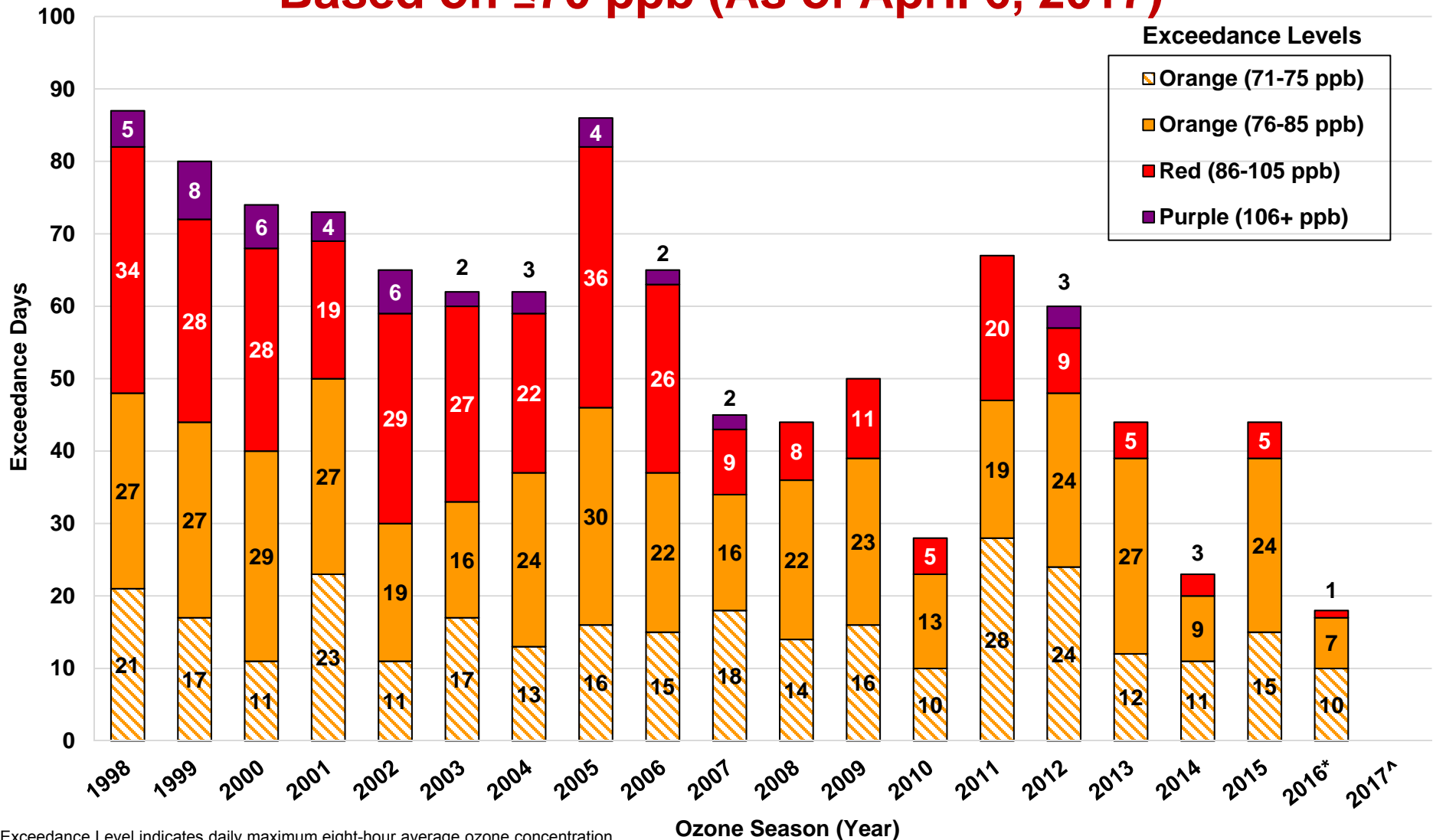
**April 13, 2017**




**North Central Texas  
Council of Governments**

# EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of April 6, 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)

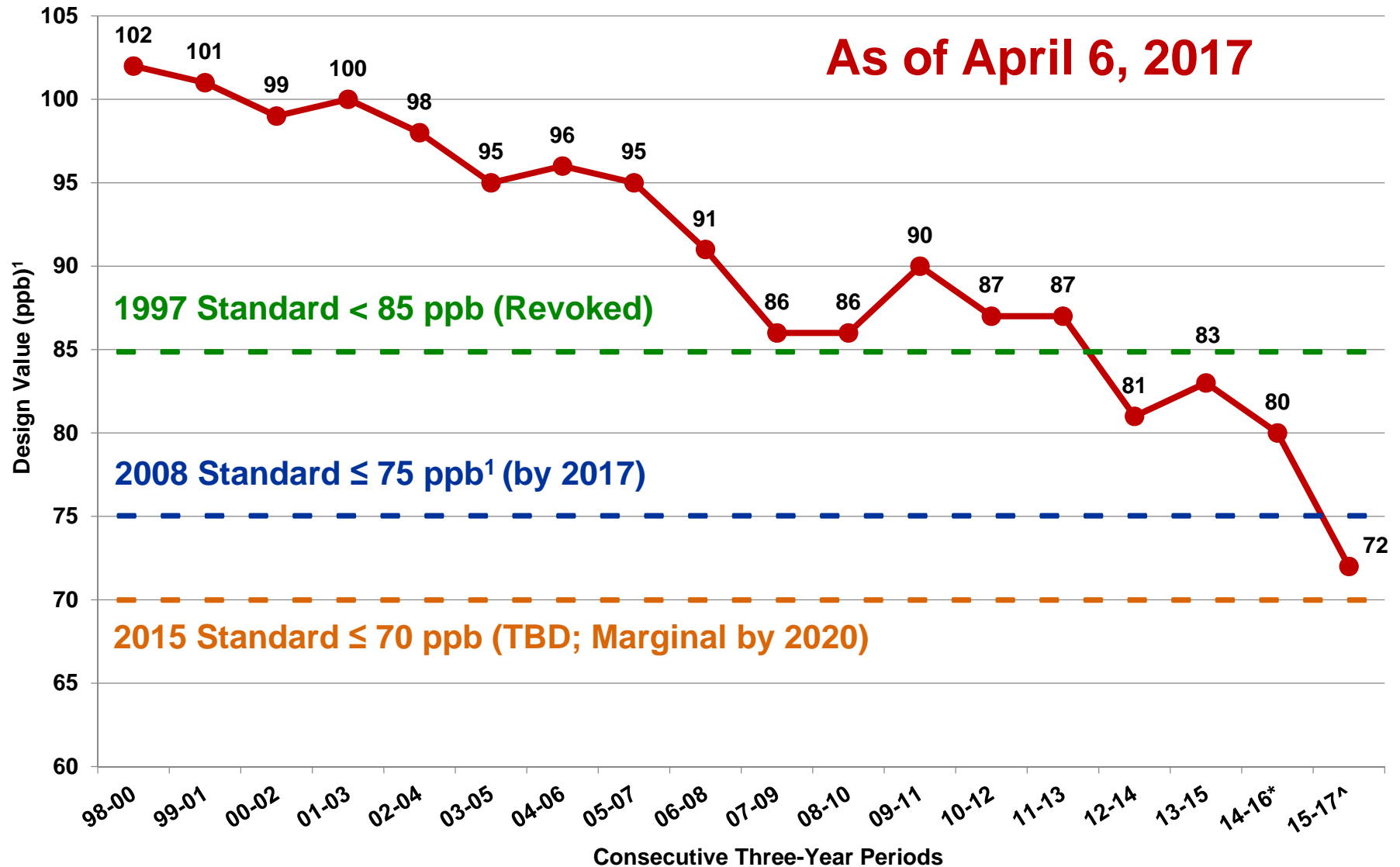
Ozone Season (Year)

\*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 NAAQS FOR 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.

# 2015 NAAQS FOR OZONE ( $\leq 70$ PPB)

## Anticipated Implementation Timeline

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

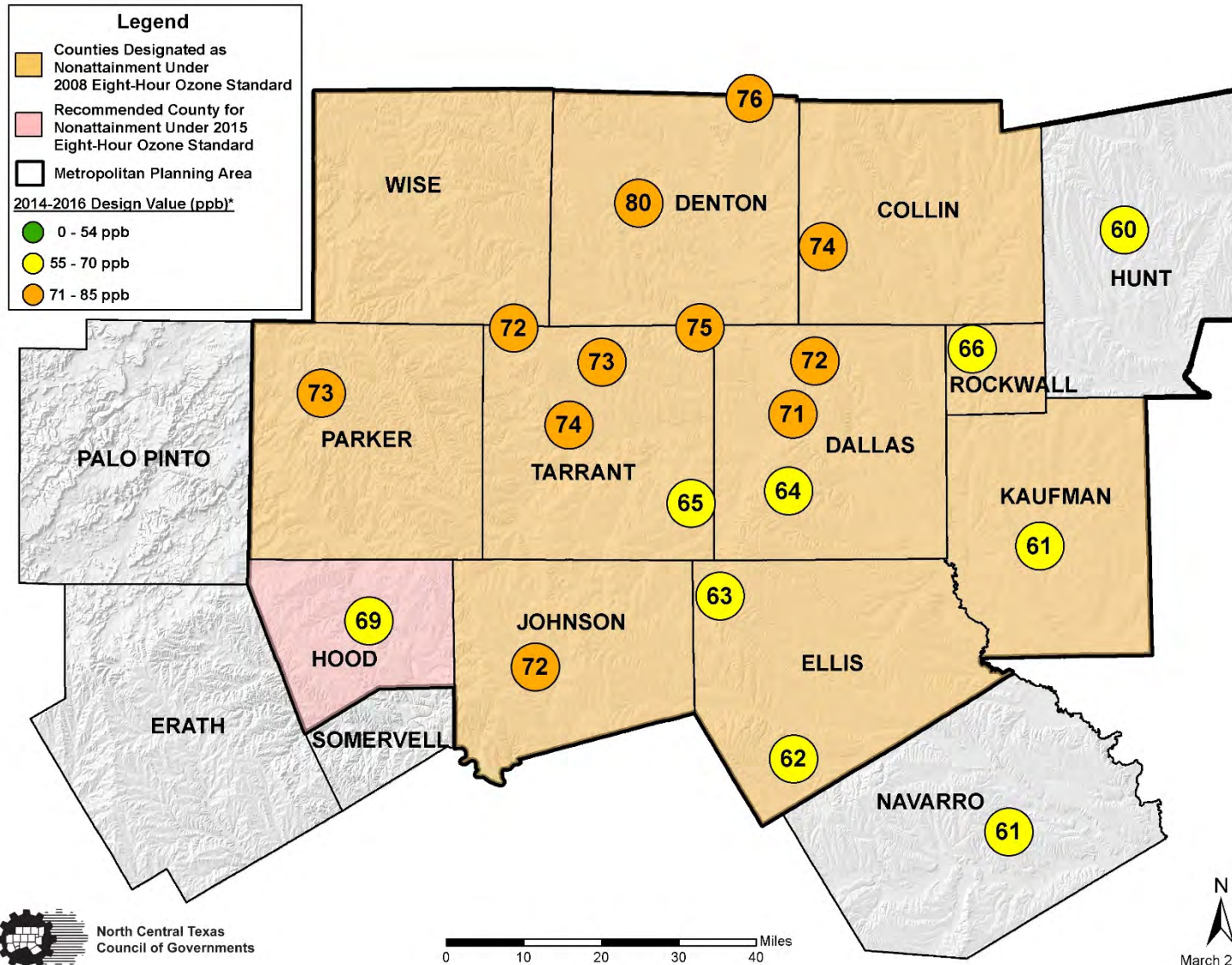
<sup>1</sup> <https://federalregister.gov/a/2015-26594>

\*Dates are anticipated based on EPA's final designation date.

Source: Environmental Protection Agency (EPA)

# 2015 NAAQS FOR OZONE ( $\leq 70$ PPB)

## Possible Designations Based on 2014-2016 Ozone Data



# UPCOMING OUTREACH EVENTS

**April 18-19 Earth Day Celebration (DFW Airport)**

**April 20 Odyssey Day (Dallas)**  
[www.afvdayodyssey.org](http://www.afvdayodyssey.org)

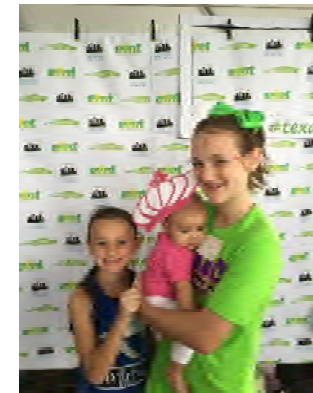
**April 20 Fleets for the Future (Dallas)**  
[www.nctcog.org/f4f](http://www.nctcog.org/f4f)

**April 21-23 Earth Day Texas (Dallas)**  
[www.earthdaytx.org](http://www.earthdaytx.org)

**June 23 Regional Clean Air Action Day (Everywhere)**

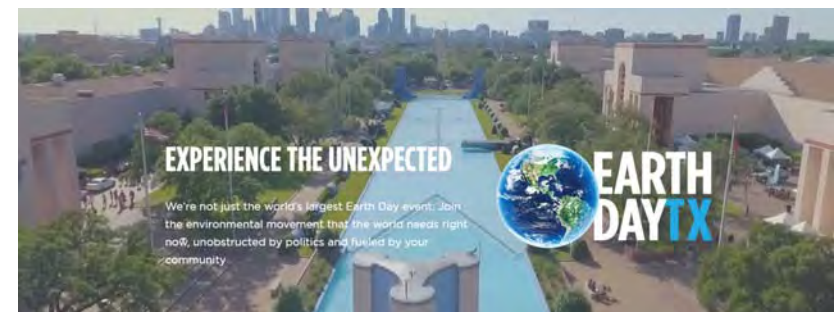


**Dallas-Fort Worth  
CLEAN CITIES**



For air quality information and more community events - [www.airnorthtexas.org](http://www.airnorthtexas.org)

For alternative fuel trainings and events - [www.dfwcleancities.org](http://www.dfwcleancities.org)



# FOR MORE INFORMATION

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**<http://www.airnorthtexas.org/>**

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



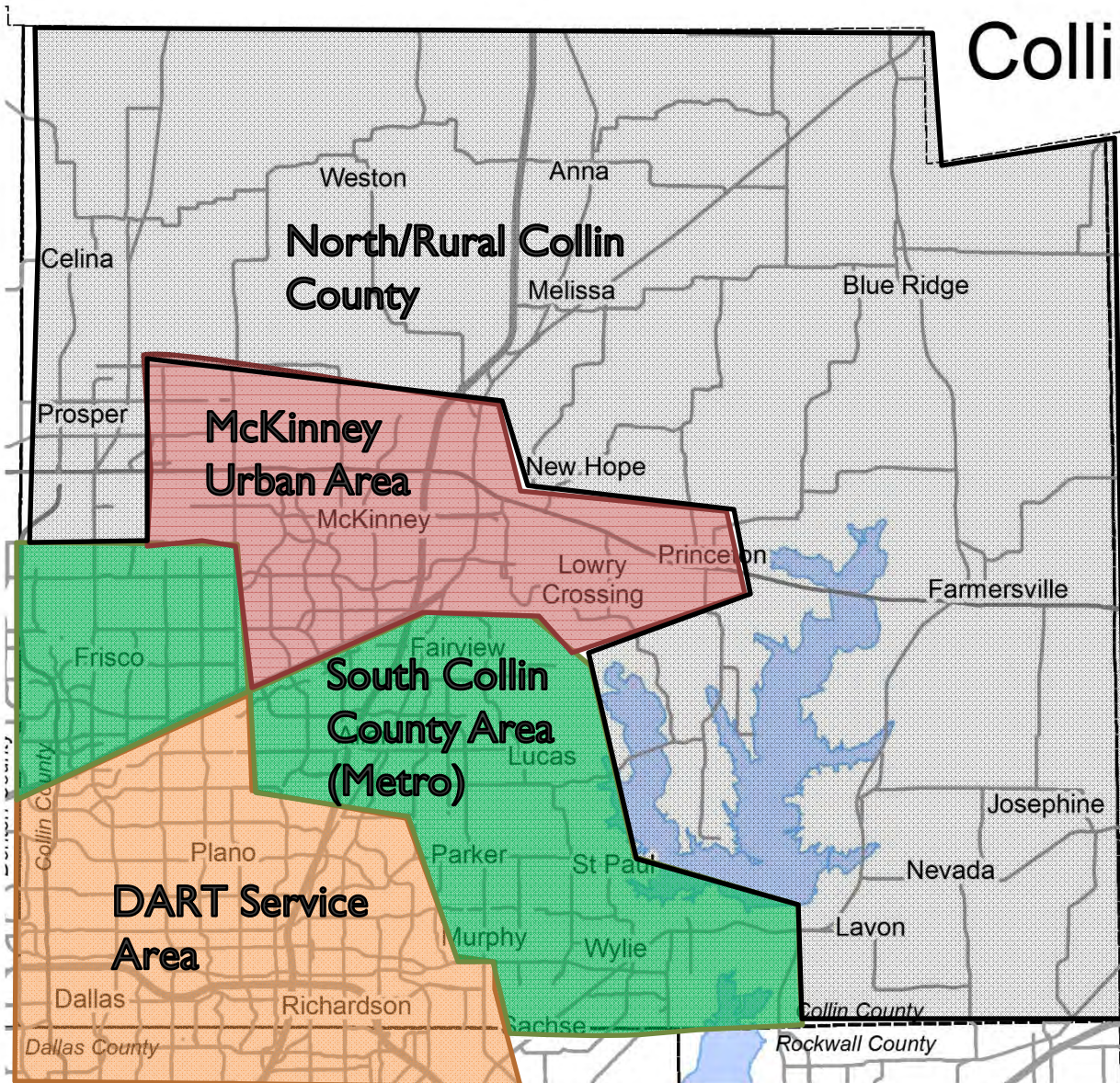
# TEXOMA AREA PARATRANSIT SYSTEM (TAPS) WRAP UP

Regional Transportation Council  
April 13, 2017



North Central Texas  
Council of Governments

# Collin County



# Background

Spring 2013: Collin County and the City of McKinney selected TAPS to begin service July 1, 2013.

June 2013: RTC approved TAPS to provide service in the South Collin County Area starting October 1, 2013.

Summer 2015: Federal Transit Administration (FTA) Financial Management and Oversight review identified substantial financial issues at TAPS.

Fall 2015: Significant service reductions began and RTC approved emergency assistance for TAPS.

December 2015: TAPS cancelled all services in Collin County indefinitely.

2016: Staff worked to close out TAPS agreements and redistribute vehicles.

# Current Status of TAPS

Resumed limited service in six counties, including Wise County in the NCTCOG region (no financial participation from RTC for rural service)

TAPS participates in region-wide transit planning efforts like Access North Texas



# RTC-Approved Funding for South Collin County Area

Funding	Purpose	Source	Status
\$250k	Financial backstop for a local TAPS loan	RTC Local	Not accessed by TAPS
\$100k	Financial consulting services provided to TAPS in 2015	RTC Local	Paid back to NCTCOG through reprogrammed funds
~\$6.5M	Support transit service (FY13-FY16)	FTA Urbanized Area Formula Program	~\$5M returned and reprogrammed to regional partners
~\$1.9M	Projects under three competitive funding programs	Other FTA programs	~\$700k returned to be reprogrammed

All requests for reimbursement have been paid or cancelled and all funding agreements have been terminated

No further financial liability to TAPS

# Status of Assets

Twenty-eight vehicles funded by the RTC were used by TAPS; per policy, NCTCOG held a lien on the titles

All vehicles have been sold or transferred from TAPS

- Eighteen vehicles transferred to other regional partners
- Six hybrids past their useful life sold and proceeds returned to NCTCOG
- One remaining hybrid pending disposal
- Three vehicles pending relocation (not ADA compliant)

Vehicle funding procedures have been updated to ensure that RTC-funded vehicles are ADA compliant and meet cosmetic standards (painted white, no agency-specific branding)

# McKinney Urban Area Funding Recap

While providing service from 2013-2015, TAPS directly accessed federal funds for the McKinney Urbanized Area

FTA requested repayment of ~\$4M in federal funds that TAPS drew down without adequate documentation

The Texas Department of Transportation (TxDOT) is the designated recipient for federal transit funds in the McKinney Urbanized Area and has proposed that the funds be paid back from McKinney Urbanized Area past and present grants

Federal Funding Source	Funding Available for McKinney Urbanized Area	Requested FTA Repayment	Balance Available to Support Transit Service in McKinney Urbanized Area
Section 5307 and 5339 grants, FY2015-FY2017	~\$5.4M	~\$4.0M	~\$1.4M

# Raising the Bar on Communication

Review of internal controls verified their suitability; added additional communication checkpoints in risk-assessment processes

Continue open communication internally and with external stakeholders, including STTC, RTC, TxDOT and FTA

Raise local government awareness of “too-good-to-be-true” cost estimates for transit service

Recognize successful partnerships among RTC and transit authorities, rural transit agencies and private companies

- DART, DCTA, STAR Transit, Yellow Cab



# Next Steps

Reprogram ~\$700k through open RTC Transit Call for Projects  
(funding to increase mobility options for seniors and  
individuals with disabilities)

Explore opportunities for legislative approach related to transit  
board oversight of financials at smaller transit agencies  
(similar to what exists for transit authorities)

Continue to support cities in Collin County as they plan for  
ongoing and future transit services

# Questions?

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Jamie Patel

Principal Transportation Planner

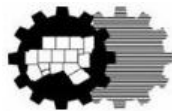
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# PROPOSED CMAQ/STBG FUNDING PROGRAM

Regional Transportation Council

April 13, 2017



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

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

DRAFT

# ANTICIPATED AVAILABLE FUNDS

\$ In Millions

	FY 2017 <sup>1,2</sup>	FY 2018 <sup>2</sup>	FY 2019	FY 2020	Total
CMAQ	30-80	45	75	65	<b>215-265</b>
STBG	0	25	65	40	<b>130</b>
<b>Total</b>	<b>30-80</b>	<b>70</b>	<b>140</b>	<b>105</b>	<b>345-395</b>

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

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

# PROPOSED PROJECT SELECTION PROCESS

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

# PROJECT FUNDING PROGRAMS

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

# FEDERAL/LOCAL FUNDING EXCHANGES

DRAFT

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



DRAFT

# AUTOMATED VEHICLE PROGRAM

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

# STRATEGIC PARTNERSHIPS

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

# PLANNING AND OTHER STUDIES

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

DRAFT

# 10 YEAR PLAN/PROPOSITION 1 ADJUSTMENTS

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

# SUSTAINABLE DEVELOPMENT DRAFT

## PHASE 4: TURNBACK PROGRAM, CONTEXT SENSITIVE, TOD PROJECTS

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

# TRANSIT PROGRAM

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

DRAFT

# ASSESSMENT POLICY PROGRAM(S)/PROJECT(S)

<b>Description/ Purpose</b>	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.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• City of Haslet Assessment Policy (Avondale- Haslet)</li><li>• City of Anna (Ferguson Parkway)</li></ul>
<b>Next Steps</b>	Discuss/finalize details with Cities. Bring programs for STTC/RTC Action- (Anticipated Fall 2017)

DRAFT

# LOCAL BOND PROGRAM PARTNERSHIPS

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



# SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

DRAFT

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

DRAFT

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

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

# FEEDBACK ON FUNDING PROGRAMS

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

# QUESTIONS?

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**Regional Transportation Council Attendance Roster**  
**April 2016-March 2017**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>4/14/16</b>	<b>5/12/16</b>	<b>6/16/16</b>	<b>7/14/16</b>	<b>8/11/16</b>	<b>9/8/16</b>	<b>10/13/16</b>	<b>11/10/16</b>	<b>12/8/16</b>	<b>1/12/17</b>	<b>2/9/17</b>	<b>3/9/17</b>
Monica R. Alonzo (07/15)	Dallas	P	P	P	E	P	P	P	P	P	P	P	P
Bruce Arfsten (08/15)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	P	P	P	E(R)
Sara Bagheri (12/16)	Denton	--	--	--	--	--	--	--	--	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	E(R)	P	P	P	P	P	P	P	P	E(R)	P	P
Carol Bush (01/15)	Ellis Cnty	P	P	P	E	P	A	P	P	E	P	A	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	A	P	P	P	R	E	P	P	P
David L. Cook (05/16)	Mansfield	--	E	P	E	P	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	E(R)	P	P	P	E(R)	E	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	A(R)	P	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	E	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	E	P	E(R)	P	P	P	P
Sandy Greyson (11/11)	Dallas	P	P	P	E(R)	P	P	P	P	E	P	P	A
Mojoy Haddad (10/14)	NTTA	P	A	P	P	A	P	P	P	E	A	A	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	A	P	E	P	P	P	E(R)	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	E	A	P	P	P	P	P	E	E
Ron Jensen (06/13)	Grand Prairie	P	A(R)	P	P	P	P	P	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	E(R)	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	P	P	P	P	P	E	P	P	E
Brian Loughmiller (04/15)	McKinney	P	P	P	P	E(R)	P	P	P	P	P	A	P
David Magness (06/13)	Rockwall Cnty	A	P	P	A(R)	P	P	A	P	E	P	E	P
Scott Mahaffey (03/13)	FWTA	E(R)	P	P	P	P	P	P	P	P	P	P	E(R)
Matthew Marchant (07/08)	Carrollton	E	P	P	A	P	A	A	P	P	E	P	P
Maher Maso (10/08)	Frisco	E(R)	E(R)	P	P	P	P	E(R)	P	P	P	P	E
B. Adam McGough (07/16)	Dallas	--	--	--	P	P	P	E	P	P	P	P	P
William Meadows (02/17)	DFW Airport	--	--	--	--	--	--	--	--	--	--	E	P
Cary Moon (06/15)	Fort Worth	P	E(R)	P	P	E	P	P	P	P	E(R)	P	E(R)
Stan Pickett (06/15)	Mesquite	A	P	P	A	P	E(R)	P	E(R)	P	P	P	E
Mark Riley (1/09)	Parker Cnty	P	P	P	E(R)	P	P	E(R)	E	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	E(R)	P	P	P	P	P	P	P	E(R)	E(R)	P	P
Gary Slagel (11/15)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	P	P	P	P	P	P	P	P	P	E	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	E(R)	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	A(R)	P	E	P	P	P	E(R)	P	P	P	P	P
William Tsao (3/17)	Dallas	--	--	--	--	--	--	--	--	--	--	--	P

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster**  
**April 2016-March 2017**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>4/14/16</b>	<b>5/12/16</b>	<b>6/16/16</b>	<b>7/14/16</b>	<b>8/11/16</b>	<b>9/8/16</b>	<b>10/13/16</b>	<b>11/10/16</b>	<b>12/8/16</b>	<b>1/12/17</b>	<b>2/9/17</b>	<b>3/9/17</b>
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	E	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	E(R)
B. Glen Whitley (2/97)	Tarrant Cnty	E	P	E	P	P	P	E	P	E	E	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	E(R)	E(R)	P	E	E	P	P	E(R)	E	P	P	P
Erik Wilson (07/15)	Dallas	P	P	P	E	P	A	P	P	E	P	E	P
W.B. "Zim" Zimmerman (9/12)	Fort Worth	P	P	E	E(R)	P	P	E(R)	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster  
February 2016-February 2017

STTC MEMBERS	Entity	2/26/16	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17
Antoinette Bacchus	Dallas County	P	P	P	A	P	P	P	P	A	A	P	P
Micah Baker	Dallas County	--	--	--	--	P	A	P	A	P	A	A	A
Bryan Beck	Fort Worth	A	P	P	A	P	P	P	P	P	P	A	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	--	--	--	--	P	A	P	P	P	P	P	P
Kristina Brevard	DCTA	R	P	P	P	R	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	A	P	P	P	P	R	P	A	P	P	A
Mohammed Bur	TxDOT, Dallas	P	A	A	A	P	P	P	P	P	P	P	P
Loyl Bussell	TxDOT, FW	P	P	P	P	A	P	P	P	P	P	P	P
Dave Carter	Richardson	P	A	P	P	P	P	P	A	P	A	A	P
Kent Collins	Coppell	--	--	--	--	--	--	--	P	P	P	P	P
John Cordary, Jr.	TxDOT, FW	P	A	P	P	P	P	P	P	P	P	P	A
Hal Cranor	Euless	P	A	P	A	P	P	P	P	P	P	P	P
Clarence Daugherty	Collin County	P	P	P	A	P	P	R	R	R	P	P	P
Chad Davis	Wise County	P	P	P	P	P	A	P	P	A	P	A	A
Greg Dickens	Hurst	R	A	R	R	R	R	R	A	R	R	A	R
David Disheroon	Johnson County	A	A	A	P	P	P	A	P	P	P	P	P
Massoud Ebrahim	Greenville	P	A	A	P	P	P	P	P	P	P	A	P
Chad Edwards	DART	P	P	P	P	A	A	P	P	P	P	P	P
Claud Elsom	Rockwall County	P	A	P	P	P	P	P	P	P	P	A	P
Keith Fisher	Cleburne	--	--	--	--	--	--	--	--	--	--	P	R
Eric Fladager	Fort Worth	P	A	A	P	A	A	P	P	A	P	P	P
Chris Flanigan	Allen	P	P	P	P	R	P	R	P	P	P	P	P
Ann Foss	Arlington	--	--	--	--	P	P	P	P	P	P	P	P
Gary Graham	McKinney	R	R	P	R	P	R	P	R	P	R	R	P
Tom Hammons	Carrollton	A	P	A	A	A	A	A	P	A	A	A	A
Ron Hartline	The Colony	--	--	--	--	--	R	P	R	P	P	R	A
Michael Hasler	Duncanville	A	P	P	P	P	P	P	A	P	A	P	A
Curvie Hawkins	FWTA	A	P	A	A	A	P	P	P	P	P	P	A
Mark Hines	McKinney	--	--	--	--	P	A	A	A	A	A	A	A
Matthew Hotelling	Flower Mound	P	A	P	P	P	P	P	A	P	P	P	P
Kirk Houser	Dallas	P	P	P	P	P	P	P	A	P	P	A	P
Terry Hughes	Parker County	P	A	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	P	A	R	A	P	P	P	P	P	P	A	P
Paul Iwuchukwu	Arlington	P	A	P	A	P	P	P	A	P	P	P	P
Joseph Jackson	Ellis County	P	A	A	P	A	P	P	P	P	P	A	P
Tim James	Mesquite	P	P	A	A	P	A	A	A	A	P	P	A
David Jodray	Fort Worth	P	A	R	P	P	A	P	P	P	P	P	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A	A	A
Tom Johnson	DeSoto	P	A	A	P	P	A	P	P	P	A	P	A
Sholeh Karimi	Grand Prairie	A	P	P	P	A	P	P	P	A	P	P	P
Paul Knippel	Frisco	--	--	--	--	P	R	A	P	A	P	A	A
Chiamin Korngiebel	Dallas	P	P	A	A	A	A	A	P	P	P	P	P

P =Present      A= Absent  
R =Represented    -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster  
February 2016-February 2017

STTC MEMBERS	Entity	2/26/16	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17
Richard Larkins	Grapevine	P	A	P	A	A	A	P	P	P	A	A	P
Alonzo Liñán	Keller	--	--	--	--	--	--	--	--	--	--	--	P
Paul Luedtke	Garland	P	A	P	A	P	P	A	P	P	P	P	P
Stanford Lynch	Hunt County	P	P	P	P	P	R	P	P	P	A	R	P
Rick Mackey	TxDOT, Paris	P	P	A	P	P	P	P	P	P	P	A	A
Srini Mandayam	Mesquite	P	A	P	A	R	R	R	R	R	R	R	A
Laura Melton	Burleson	A	A	P	A	A	P	P	P	P	P	A	A
Brian Moen	Frisco	A	P	R	A	A	A	A	A	A	A	A	A
Cesar Molina, Jr.	Carrollton	P	A	A	A	P	P	P	A	P	P	A	P
Lloyd Neal	Plano	P	A	A	P	P	P	P	P	P	P	P	P
Mark Nelson	Denton	P	P	P	P	R	P	P	P	P	P	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	A	P	P	P	P
Kenneth Overstreet	Bedford	A	A	P	A	A	A	A	R	P	P	A	A
Kevin Overton	Dallas	P	P	P	P	A	P	P	P	A	P	P	P
Dipak Patel	Lancaster	P	A	P	P	P	P	R	P	P	P	P	P
Todd Plesko	DART	A	A	A	A	P	A	P	P	P	P	P	P
Shawn Poe	Rowlett	--	--	--	--	--	--	--	--	P	P	P	P
John Polster	Denton County	P	A	P	P	P	P	P	P	P	P	A	P
Tim Porter	Wylie	--	--	--	--	--	--	--	--	--	P	A	P
Daniel Prendergast	Plano	--	--	--	P	P	A	P	A	P	P	P	P
Lisa Pyles	Addison	P	P	A	A	A	A	P	A	P	A	P	P
William Riley	Tarrant County	P	P	P	A	P	P	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	P	A	P	A	A	P	P	A	P	A	A
Moosa Saghian	Kaufman County	P	P	P	A	P	A	P	A	P	P	P	P
David Salmon	Lewisville	P	P	P	P	P	P	P	P	P	P	R	P
Elias Sassoon	Cedar Hill	R	P	E	P	P	P	P	P	R	P	R	P
Lori Shelton	NTTA	A	A	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	P	P	A	P	P
Randy Skinner	Tarrant County	P	A	A	P	A	P	P	P	P	P	P	P
Angela Smith	FWTA	P	A	P	P	P	A	P	A	P	A	P	P
Chelsea St. Louis	Dallas	--	--	--	--	--	--	--	--	--	--	P	P
Caleb Thornhill	Plano	P	P	P	P	A	P	A	P	P	P	A	P
Dave Timbrell	Garland	--	--	--	--	--	--	--	--	--	--	A	A
Mark Titus	Richardson	P	P	P	P	P	P	P	A	P	P	P	P
Timothy Tumulty	Rockwall	P	P	A	P	P	A	A	P	P	A	A	A
Gregory Van Nieuwenhuize	Haltom City	P	A	P	P	R	P	R	P	P	P	P	P
Daniel Vedral	Irving	A	A	A	P	A	P	A	P	A	A	A	P
Caroline Waggoner	North Richland Hills	P	A	P	P	P	P	P	P	P	A	P	P
Jared White	Dallas	A	P	P	P	P	P	P	A	A	P	P	P
Bill Wimberley	Hood County	P	P	R	A	P	A	P	P	P	P	P	P
Mykol Woodruff	TxDOT, Dallas	P	P	P	P	P	A	A	A	P	P	P	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE February 24, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 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, Mohammed Bur, Loyl Bussell, Dave Carter, Kent Collins, Hal Cranor, Clarence Daugherty, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Gretchen Vasquez (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Joseph Jackson, David Jodray, Sholeh Karimi, Chiamin Korngiebel, Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Cesar J. Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, William Riley, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Ron Brown, Ken Bunkley, Sarah Chadderdon, Lori Clark, Korey Coburn, Shawn Conrad, Michael Copeland, Brian Dell, Craig Elliott, Kevin Feldt, Brian Flood, Clifton Hall, Jill Hall, Heather Haney, Jeff Hathcock, Victor Henderson, Jesse Herrera, Mike Johnson, Dan Kessler, Ken Kirkpatrick, Garry Kraus, Dan Lamers, April Leger, Amanda Long-Rodriguez, James McLane, Mark Middleton, Mindy Mize, Amy Moore, Michael Morris, Jenny Narvaez, Nick Page, Erica Paige, Donald Parker, David Plutowski, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout, Christina Roach, Josh Robertson, Russell Schaffner, Dean Stuller, Gerald Sturdivant, Justin Thomey, Gretchen Vasquez, Greg White, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of January 27, 2017, Minutes:** The minutes of the January 27, 2017, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); Matthew Hotelling (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items included on the Consent Agenda.
3. **Dallas Area Rapid Transit/Regional Transportation Council Transit Related Improvement Program Funding Partnership:** Christie Gotti presented a proposed funding partnership with Dallas Area Rapid Transit (DART). In December 2016, DART staff requested assistance from the North Central Texas Council of Governments (NCTCOG) to develop a partnership to help assist in its Transit Related Improvement Program (TRIP). The TRIP is designed to help DART respond to concerns from member cities without rail service or rail service in the approved financial plan. Through this partnership, staff proposed to increase the Regional Transportation Council (RTC)/Local fund pool through an innovative funding exchange. It was proposed that DART and the RTC each contribute half the funds to the TRIP in two phases. The RTC would send to DART \$7,025,000 in Phase 1 and \$9,000,000 in Phase 2 as a contribution to the TRIP partnership. In addition, the RTC will send another \$10 million to DART in each phase (\$20 million total). In return, DART will send the same amount of local funds back to the RTC (\$20 million total). The local funds will repopulate the RTC/Local pool. The RTC/Local pool was established in 2005 with funds from several funding exchanges and is used to fund local air quality projects, innovative finance, leveraging, cash flow, and other regional transportation projects. As the existing RTC/Local balance is spent down, NCTCOG staff has been seeking opportunities to

repopulate the account. DART will utilize TRIP funds to build various street repairs, signal upgrades, radio system updates, road repairs, road reconstruction, and intersection improvements within the affected cities. The RTC's federal funds will be used on DART projects to offset its local expenditures on TRIP. This strategy concentrates federal money on a few larger projects versus several smaller projects. Projects proposed for federal funds include: 1) Phase 1: FY2018, \$17,025,000 for environmental and preliminary engineering on the Cotton Belt rail line, and 2) Phase 2: FY2021, \$19,000,000 for construction on the Cotton Belt rail line. The timeline of the effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the Dallas Area Rapid Transit/Regional Transportation Council Transit Related Improvement Program partnership with an exchange of \$17 million in federal funds for \$10 million in local funds in 2018 (Phase 1) and \$19 million in federal funds for \$10 million in local funds in 2021 (Phase 2). The recommendation includes approval to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the new projects. Chad Edwards (M); John Polster (S). The motion passed unanimously.

4. **Fixing America's Surface Transportation Act: East/West Equity Funding Distribution:**

Amanda Long-Rodriguez discussed approval of the latest effort to reassess the funding distribution between the eastern and western subregions as a result of Fixing America's Surface Transportation (FAST) Act. The Regional Transportation Council (RTC) Bylaws determine that when there is a new transportation funding bill, staff will reassess the eastern (Dallas and Paris Districts) and western (Fort Worth District) funding distributions for the region. Staff reevaluates the funding split for both the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (formerly Surface Transportation Program-Metropolitan Mobility). Ms. Long-Rodriguez noted that this does not apply to Transit Section 5307 funding, which is reassessed annually. Distributions approved by the RTC for previous funding bills were reviewed. The last reassessment of the distribution was for Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). The distribution for Surface Transportation Program-Metropolitan Mobility (STP-MM) was 32 percent in the west and 68 percent in the east. For CMAQ, the distribution was 34 percent in the west and 66 percent in the east. For the Fast Act, staff proposed the same methodology be used to determine the funding split as was used for MAP-21. Additional information was provided in Electronic Item 4.2. The Surface Transportation Block Grant Program (STBG) is designed for mobility and air quality projects and is eligible within the 12 county metropolitan planning area. Formula inputs of vehicle miles traveled, population, employment and activity are calculated using data from 2010 urbanized areas, 2014 demographics, and the 2014 roadway network. CMAQ is designed for air quality and transit projects that address attainment of National Ambient Air Quality Standards in the 10-county non-attainment area. The funding split is based on the ozone precursors of nitrogen oxides and volatile organic compounds. For this analysis, staff used the latest planning assumptions, the most recent 2016 conformity, and the 2017 roadway network. As an extension to this effort, staff looked at how environmental justice populations would be effected by the funding distribution. The distributions of these populations is in the 30-34 percent range for the west and 66-70 percent range for the east, similar to the proposed funding distribution for the FAST Act. Staff proposed the regional distribution of FAST Act funds at 32 percent in the western subregion and 68 percent in the eastern subregion for STBG, and 34 percent in the western subregion and 66 percent in the eastern subregion for CMAQ. Moving forward, the distribution percentages will apply to all FAST Act funding. The CMAQ distribution will apply to air quality programs such as the Transportation Alternatives Set Aside program and the STBG distribution will apply to all federal and State RTC selected mobility programs including Category 2, Texas Mobility Funds, and Proposition 12. This will not include Regional Toll Revenue funds, and as noted, transit funds are not included in this effort. The timeline for this effort was reviewed. A motion was

made to approve the regional distribution of Fixing America's Surface Transportation Act funds at 32 percent in the western subregion and 68 percent in the eastern subregion for Surface Transportation Block Grant Program funds, and 34 percent in the western subregion and 66 percent in the eastern subregion for Congestion Mitigation and Air Quality Improvement Program funds. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

5. **Volkswagen Mitigation Update and Correspondence to the State of Texas:** Jenny Narvaez provided an update on the Volkswagen settlement status and proposed correspondence to the Governor of Texas and Texas Attorney General. In early 2016, the Environmental Protection Agency (EPA) found that Volkswagen had installed illegal emissions defeat devices in its light-duty and heavy-duty diesel engines. Lawsuits were filed against Volkswagen, and in March 2016 the Regional Transportation Council (RTC) sent correspondence to the United States Department of Justice and the Texas Attorney General requesting that should a settlement be made, the funds should be earmarked to implement air quality projects and programs to offset the increase in emissions. Since that time, Volkswagen has agreed to a Partial Consent Decree with the United States which includes the creation of a Mitigation Trust of approximately \$2.9 billion nationwide to fund eligible mitigation actions. The State of Texas is set to receive approximately \$209 million and the administrative share is up to 15 percent. An overview of the mitigation process was highlighted and includes appointment of a trustee, designation of beneficiaries, acceptance of funds, creation of a mitigation plan, and administration of the mitigation trust. To ensure the appropriate allocation of funds, staff has reviewed all the council of government (COG) regions and made some determinations. Staff believes the benefits of the funding are greater for areas that fall within transportation management areas (TMAs), areas that will possibly be designated nonattainment under the 2015 ozone National Ambient Air Quality Standards (NAAQS), have existing vehicle inspection maintenance programs, and/or regions within Texas Clear Lanes. These areas have a greater percentage of the total vehicles that are affected by the mitigation, the greatest air quality challenges, and are the most congested. Staff's recommendation is that 90 percent of the State's \$209 million in mitigation funds be suballocated to the following five regions based on the total number of registered vehicles subject to the partial consent decree: 1) Alamo Area COG, 2) Capital Area COG, 3) Houston-Galveston Area Council, 4) Rio Grande COG, and 5) North Central Texas COG. Approximately 10 percent would be set aside for any other regions that may be interested in participating. If approved, the region could receive up to \$63 million to fund projects eligible for the mitigation funds. Staff proposed that correspondence be submitted to the Governor and the Texas Attorney General with recommendations for the mitigation fund. Recommendations include requesting the State of Texas pursue the receipt of funds and the lead agency be the Texas Commission on Environmental Quality (TCEQ). TCEQ has shown reliable capabilities in dispersal of its Texas Emission Reduction Plan funds and have the administrative and technical capacity to serve as the lead agency for Texas. Additional recommendations include directing that mitigation plan development include input from regions and other interested parties, emphasis on high nitrogen oxides reduction programs and projects that support what staff refers to as fair share funding disbursement based on the TMAs, ozone noncompliance, Texas Clear Lanes, and 10 percent of funds set aside for other regions. Use of funds is recommended to be determined by each COG area, since projects vary in their need based on each area. Streamlined, flexible, administrative functions to allow for quick project implementation is also recommended. Details were provided in Reference Item 5. Chad Edwards asked if there will be a call for projects to identify projects if funding is received. Ms. Narvaez noted that staff anticipates a call for projects is likely since funds are allocated through a reimbursement process initiated through the beneficiary. Paul Luedtke asked if staff considered whether some of the funds would be used for signal retiming. Ms. Narvaez noted that signal retiming does not fall within the realm of the Partial Consent Decree. Michael Morris noted that staff will lay out the

eligible items from the Partial Consent Decree at a future meeting. Staff's current effort is to recommend the State engage and the region receive its fair share of revenue. Mike Overton asked who would be the beneficiary of the funds. Ms. Narvaez noted staff believes the TCEQ would be the best State agency to serve as the beneficiary. Staff would work with the beneficiary to have the funds dispersed to the North Central Texas Council of Governments (NCTCOG). Projects must ultimately be approved by the trustee before the funds come to the region. Clarence Daugherty asked if the recommendation is an effort NCTCOG is proposing, if this has been worked out with the other council of governments, or if staff is simply trying to get the State involved. Ms. Narvaez noted that NCTCOG staff has been working extensively with other council of governments throughout the state, as well as the State. The Governor's office has been contacted and are aware of the funding. In addition, working groups are meeting and some have recommended that the funds be disbursed to all council of governments in the state based on the affected vehicles. NCTCOG staff believes the areas discussed earlier would receive greater benefit. Todd Plesko asked if there is a projected timeline for when the State would make a decision to pursue funding and when the funding may become available. Ms. Narvaez noted that those details are not known at this time. Cesar Molina asked if the \$63 million possible for the region included the 15 percent administrative cost. Ms. Narvaez noted the region should receive a total of \$63 million if approved. The 15 percent may be taken at the beneficiary level or possibly used by the NCTCOG, but remains to be seen. A motion was made to recommend Regional Transportation Council approval to submit correspondence to the Governor of Texas and the Texas Attorney General with recommendations for the approximately \$2.9 billion mitigation trust fund as detailed in Reference Item 5. John Polster (M); Claud Elsom (S). The motion passed unanimously.

6. **Modern Day "People-Mover" Technology Update and Request for Information:**

Michael Morris provided an update of recent progress regarding people-mover project initiatives for the Dallas-Fort Worth region. He noted additional information was provided in Electronic Item 6, but that an abbreviated presentation was distributed at the meeting in Reference Item 6.1. The Regional Transportation Council (RTC) has requested staff to issue a Request for Information (RFI) to the people-mover industry. Mr. Morris discussed North Central Texas Council of Governments (NCTCOG) efforts regarding people-mover systems. Staff is pursuing consultant assistance to discuss the interface of parking garages with other types of transportation decisions. Candidate parking garage locations have been identified. For example, in the Dallas medical district, a central parking garage connected to a people-mover system may be beneficial regarding movement people trying to access parking spaces in the area. He discussed the proposed Request for Information. The RFI will provide information regarding the conceptual technology for people-mover systems. In addition, staff has begun work to coordinate the system with regional transit connections and for a Mobility Plan needs assessment to determine the feasibility of options. The RFI has been divided into two components. The first is the cost benefit. The RFI will help determine if economies of scale for a single technology within the region can be realized. Cost benefits may also include optimization of structure designs, freight feasibility, feasibility of driverless vehicles, feasibility of battery technology, roles of freight, and access/line-haul/egress integration feasibility. The second component is the revenue benefits. Benefits may include secondary or tertiary benefits of having the new technology manufactured within the region, the role of public-private partnerships, potential revenue from freight, innovative funding components, and integration with parking garages as discussed. Members were encouraged to provide comments that could be incorporated into the RTC meeting material. Chad Edwards noted he was not clear on how the parking garages fit into this effort. Mr. Morris noted the parking garage would include technology and become the rail station for the people-mover system. This would help minimize the circulation that currently occurs with cars trying to locate parking spaces. The parking consultant is being hired to discuss the interface between a people-mover system and a parking garage.

Mobility Plan staff would then work to determine locations for these subsystems. Daniel Vedral mentioned the current APT system connected to the Dallas Area Rapid Transit Orange Line that goes to various parking garages, and noted Irving would like this system to be included in the study to determine if modernizing the current system would promote increased ridership. Mr. Morris discussed two options at Las Colinas to expand the current strategy or use a new technology. He noted City of Irving input regarding its desire is needed. Mr. Vedral noted the City of Irving would like to be included in the discussions. Chad Edwards asked what entity is expected to own and operate potential people-mover systems. Mr. Morris noted that this type of detail was not known and would likely be included in the RFI. Mr. Edwards noted that transit agencies already have commitments and a funding source, and that adding additional responsibilities to the transit agencies with no additional funds would be a challenge. Mr. Morris discussed the revenue benefits slide. He noted the RFI is intended to help determine if there are feasible options that may generate revenues that could be provided to transit agencies to help pay system operating costs. Clarence Daugherty discussed the economies of scale for a single technology and noted there is merit to a single technology even if implemented with separate systems. Kristina Brevard asked the timeline for releasing the RFI. Mr. Morris noted that if approved by the RTC at its March 9, 2017, meeting, it would likely be sent out within 30-45 days with 60 days given to respond.

- 7. Waze Connected Citizens Program: Next Steps:** Tom Bamonte provided an update on the Waze Connected Citizens Program (CCP). In December 2016, the Regional Transportation Council (RTC) authorized the region's participation in the CCP and directed staff to issue a Request for Partners to allow parties to propose data sharing partnerships and to work with regional partners to optimize transportation data sharing. The CCP is moving forward, with many state departments of transportation, cities, toll roads, metropolitan planning organizations, and private-sector participants. The CCP is a data sharing program used to communicate road closures and other incidents of interest to the traveling public. Waze takes the information and enters it into its maps and routing recommendations. In turn, Waze shares roadway incidents, crashes, road condition, congestion, and other real time information reported by its users. CCP participants gain access to Waze map editing tools to update motorists regarding road closures and other local roadway information. He noted the North Central Texas Council of Governments will be cohosting an information and training session on the Waze program and editing tools in Southlake on Tuesday, February 28, 2017, at 9:00 am. Details were included in Reference Item 7.1, distributed at the meeting. Mr. Bamonte discussed other data-sharing companies and suppliers of transportation information to car navigation services who have also offered tools to the transportation community. Multiple services would mean agencies would be required to input data into several programs. In addition, the entire region may not be supporting the same travel navigation services. In an effort to create a one-stop shop where agencies can communicate to the public and know the data is being shared to all who are advising the public, staff proposed that use of the 511DFW portal would be beneficial to the region and allow for seamless data sharing. Staff will be transitioning 511DFW from Dallas Area Rapid Transit (DART) to the North Central Texas Council of Governments in the coming months. The 511DFW data entry tools must be updated to be more user friendly. Member comments regarding the effort were encouraged. Todd Plesko discussed the 511DFW portal and DART's use to share data with the outside public and within its own agency. He added it would be frustrating if the system was focused primarily on highways and the transit elements were handled differently; a format that everyone could use for all modes of transportation from the private sector and public entities of highway and transit systems would be preferable. Mr. Bamonte noted the goal is to make the system simple and uniform for all modes of travel. Sholeh Karimi asked if there was a verification methodology in place to confirm the accuracy of information. Mr. Bamonte noted that a user group will be

convened to address quality control issues and to simplify the inputting process in 511DFW to increase the likelihood that the information is accurate.

8. **Critical Freight Corridors:** Jeff Hathcock presented information regarding critical freight corridors and efforts to identify freight corridors that provide critical connectivity to the State Freight Network and the National Highway Freight Network. This effort will allow for expanded use of National Highway Freight program formula funds and Fostering Advancements in Shipping and Transportation for the Longer-term Achievement of National Efficiencies grant program funds for eligible projects that support national goods movement goals. An explanation of freight networks was provided. The Primary Highway Freight Systems includes a network of highways identified as the most critical highway portion of the United State freight transportation system (federal level). The Texas Freight Network is comprised of the State primary freight network and the secondary freight network (State level). Critical freight corridors consist of the urban freight corridors (MPO designated) and the rural freight corridors (state designated). In order to designate a Critical Urban Freight Corridor, the corridor must be in an urbanized area and meet one or more of the following elements: 1) connect an intermodal facility to the primary highway system, interstate system, or an intermodal freight facility, 2) located within a corridor or route of a primary highway freight system or provide an alternate option to important goods movement, 3) serves a major freight generator, logistics center, or manufacturing and warehouse/industrial land, or 4) is important to the movements of freight within the region as determined by the metropolitan planning organization and the state. Using regional performance measures, staff has reviewed the Critical Urban Freight Corridor designations and are evaluating all freight-related urban corridors in the region using a qualitative and quantitative approach to propose designations. Staff's goal is to develop a regional critical freight corridor system to align with the goals of the Metropolitan Transportation Plan, Transportation Improvement Program, and 10-Year Plan. Performance measures that consider truck travel data, intermodal facility locations and connections to freight oriented developments, the Primary Highway Freight System, and the Texas freight system are being utilized. Maps showing the Federal Highway Administration Primary Highway Freight System, Texas Department of Transportation (TxDOT) freight networks, and potential Critical Urban Freight Corridors were highlighted. The critical freight corridors provide important connections to the primary highway freight system and the state freight network system. These corridors total approximately 218 miles. To date, the State has not yet officially designated a total mileage, but has said there could be approximately 100 miles available for designation in the Dallas-Fort Worth Urban area. To develop its regional Critical Urban Freight Corridor recommendations, staff placed its potential corridors into a scorecard. Based on the scorecard rankings, corridors for proposal have been determined. Proposed corridors include FM 156, US 80, SH 78, Loop 9, Pleasant Run, SH 360, and others. These corridors connect to major freight generators, intermodal facilities, and the Dallas Fort Worth International Airport. A map showing the entire system and how the corridors align with the major primary freight system and the TxDOT secondary freight system were shown. Mr. Hathcock noted that proposed corridors are a draft and members were welcomed to provide comments. Additional information was made available at [www.nctcog.org/cfc](http://www.nctcog.org/cfc).
9. **High-Speed Rail Update:** Kevin Feldt provided a high-speed rail update, specifically related to the Dallas-Fort Worth Core Express Service between Dallas and Fort Worth. Staff has been coordinating with local governments to identify a governance entity to assist in implementing a high-speed rail system in the region. Coordination continues with the Texas Department of Transportation to work through a funding agreement to continue the environmental process to its completion. Various corridor alternatives are being analyzed and three station area planning studies are being managed. The North Central Texas Council of Governments' role is to identify the best corridor alignment between Dallas and

Fort Worth. This includes coordination with the consultant on the environmental document and to identify the best station location in each area. Staff is analyzing many potential alignments in various corridors. Analysis criteria includes corridor length, percent of corridor adjacent to transportation facility or residential areas, and others. Most critical is the percent of the corridor adjacent to the former Dallas Naval Air Station, meeting the one seat ride policy, and meeting the three-station policy of the RTC. The consultant's role is coordination with local governments, gathering input from the stakeholders, reviewing development potential, and identifying station access needs. The City of Dallas is conducting a station zone assessment. The Dallas station area study is a coordination and oversight effort. Efforts are being coordinated to ensure there is station area access moving westward to Arlington and Fort Worth. The Arlington station area study is being conducted for the City of Arlington. A project review committee has convened to identifying possible station locations and stakeholder input meetings are being conducted. Completion of the study is expected by July 1. For the Fort Worth station area study, a project review committee has also been convened. Possible station locations are being identified, and stakeholder meetings are being held. This study is also anticipated to be completed by July 1. These individual analyses will provide information to be included as part of the Dallas-Fort Worth Core Express Service environmental document from an alignment and station location standpoint.

10. **Transportation Development Credits: Category Renewals and Additions:** Brian Dell presented proposed updates to the region's Transportation Development Credit (TDC) program. Transportation Development Credits are earned by the region when toll revenues are used to fund capital projects on public highways and are eligible to serve as a local match for a federal funding award. In 2012, the region was allocated approximately 465 million TDCs, and as of September 30, 2016, the region has approximately 319 million remaining. Existing categories and the amount of credits allocated to date were highlighted. Details were provided in Electronic Item 10.2. Category 1 is Strategic Awards to Small Transit Providers. The goal is to 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 a local match. Staff proposed there be greater coordination between Transportation Improvement Program and Transit Operations staff when tracking TDCs and to increase the allocation of TDCs to this category by 16 million. Category 2 is Type 1 Call-RTC has Revenue. Goals include expediting project delivery and freeing up local or state funds on projects that could be expedited outside the federal process or those that would not be eligible for federal funds. Staff proposed to simplify the name to RTC has Revenue and to increase the allocation of TDCs to the category by 10.4 million. Category 3 is Type 3 Call-Local Agency has Revenue. Goals include capacity expansion of roadway, transit, and bike pedestrian projects, expediting multimodal project delivery, and demonstrating various innovative funding, partnering, or project delivery methods. Staff also proposed to simplify the name to Local Agency has Revenue, decrease the allocation by 73,484 to match the awarded amount, and to retire the category. Category 4 is Sell TDCs to the Texas Department of Transportation and Other Metropolitan Planning Organizations (MPO). The goal is to generate a local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments (NCTCOG). Staff proposed to increase the allocation of TDCs to the category by 50 million and correspond with other MPOs in the state to retest the market. The final category is Category 5, Regional Programs/Management and Operations. The original goal of the category was to support regional programs that improve air quality, congestion, and reliability. Staff proposed to increase the allocation of TDCs by 20 million in this category, refine the goal to reflect how TDCs have been used to date, and expand the category and utilize it to assist with strategic partnerships with regional agencies, future sustainable development projects, regional Turnback program efforts, land use and transportation integration efforts for military bases in the region, and programs/projects that improve safety. Staff also proposed the creation of a new category for the Metropolitan Transportation Plan Policy Bundle. The goal is to provide

support to agencies that implement policies that further Mobility Plan objectives. Staff proposed 100 million TDCs be allocated to this category, with the intention of using up to 50 million per year for at least the next two years depending on the interest level. Details regarding the eligibility for TDCs, the selection process and use requirements, and deadlines were highlighted. Additional information is available at [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle). Mr. Dell summarized the proposed categories, current allocations, and proposed changes. If approved, the NCTCOG would have approximately 123 million TDCs available for future allocation. As mentioned, NCTCOG received an initial allocation of approximately 465 million credits in 2012, but have not received any TDCs since. Staff plans to work with the Texas Department of Transportation to determine why no further allocations of TDCs have been received. It could be because the state is not meeting the federal maintenance of effort requirement or is meeting the requirement but not requesting approval of new credits. Staff proposed to send correspondence to the State requesting clarification of the issue. If additional TDCs are awarded, the Regional Transportation Council (RTC) will be asked to approve the adjusted allocation to the respective category at that time. The TDC balances will then be adjusted to reflect the new allocations. The timeline for this effort was highlighted, with Committee action anticipated in March and RTC action in April. Electronic Item 10.1 detailed proposed changes to the program.

11. **Schedule for the Metropolitan Transportation Plan, Transportation Improvement Program, and Air Quality Conformity:** Jenny Narvaez provided an overview of the schedule for development of the next Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and air quality conformity analysis. New Environmental Protection Agency motor vehicle emission budgets were found adequate in November 2016. As a result, the region has a two-year grace period after the budgets are found adequate to reach attainment, which expires November 2018. In addition, the new 2015 ozone standard designations are due to be released in October 2017. Staff proposed that air quality conformity for both deadlines be included into one conformity, as well as an update to the MTP, and conformity for the 2019-2022 TIP. Currently, ten counties in the region are designated as nonattainment under the 2008 standard. New designations could possibly include Hood County, which will also then be included in the conformity analysis. A timeline for future efforts was highlighted, with the final air quality conformity determination due by November 23, 2018. Action for the TIP is anticipated to be requested from the Surface Transportation Technical Committee in April 2018 and action on the 2045 MTP update and air quality conformity in May 2018. Staff has allowed approximately six months for interagency consultation partner review. Electronic Item 11.1 contained highlights of the schedule and includes explanation for the coordinated effort. Additional information was provided in Electronic Item 11.2.
12. **Legislative Update:** Rebekah Hernandez provided a federal legislative update. In December 2016, a continuing resolution on appropriations for the federal government, including transportation, was passed at Fiscal Year 2016 funding levels. Congress is expected to begin working on an appropriations solution since the continuing resolution expires April 28, 2017. In addition, she noted the new United States Secretary of Transportation, Elaine Chao. Ms. Hernandez also provided a State legislative update. The Regional Transportation Council (RTC) Legislative Program was reviewed and related bills and topics recently introduced were highlighted. The Senate and House have proposed draft budgets. The Senate has proposed overall spending of \$213.4 billion and general State spending of \$103.6 billion. This includes federal funding that is passed through to the State. An additional 1.5 percent reduction in general revenue funds is proposed. The House version of the budget differs in overall spending and general State spending, with proposed overall spending of \$221.3 billion and general State spending of \$108.9 billion. Both the House and Senate versions agree on the amount of transportation revenue, which is



\$28.2 billion for the two-year budget. She noted this total includes \$5.7 billion more than the previous Legislative Session so it includes Proposition 7. However, of the \$5.7 billion in new funding, \$600 million is taken off the top to begin repaying some of the Proposition 12 bonds. Ms. Hernandez also noted House Transportation Committees were recently announced. Senator Robert Nichols will continue as the Chair of the Senate Transportation Committee, and Senator Bob Hall from the Dallas-Fort Worth (DFW) region is the new Vice Chair. Other members were noted, specifically Senator Kelly Hancock, also from the DFW region. On the House Transportation Committee, Representative Geanie Morrison is the new Chair and replaces Representative Joe Pickett who remains on the committee. Continuing members from the region were also noted. Related to air quality, an AirCheckTexas program bill was filed that would modernize the program, make some needed updates, and add for some additional flexibility. Also related to air quality, bills have been filed related to the Texas Emission Reduction Plan (TERP) that would extend some of the expiring programs, make changes, or expand the program. Related to comprehensive development agreements (CDAs), a bill has been filed that would provide CDA authority for IH 635 East from US 75 to Royal/Miller. Similar to last session, a metropolitan planning organization bill that would limit voting members to elected officials has been filed. Bills related to red light cameras, shared mobility, and regulatory bills have also been filed. Related to transit, bills have been filed that would affect major projects in the Mobility Plan receiving funding. Ms. Hernandez highlighted some of the more than 20 high-speed rail bills that were filed on the same day. Bills would either restrict private entities from using eminent domain for a high-speed rail project, prevent the use of state funds, prohibit land surveys, or limit high-speed rail through additional regulations. Related to tolls, over 20 bills have been filed that would prohibit state funding, system financing, ending tolls once a project is paid, and other additional ways to restrict the use of tolled facilities. Committees are beginning to meet, but to date these bills have not been placed on committee schedules. Staff will continue to send weekly updates to members and request RTC correspondence or testimonies if necessary. Clarence Daugherty noted there has been a lot of discussion that CDAs will not be allowed. Mr. Morris noted that Representative Larry Philips is introducing the CDA bill for the region. There is a positive benefit that both the Texas Transportation Commission (TTC) and the Texas Legislature are meeting at the same time. It is difficult for the TTC to fund all of the urban transportation needs given the funding allocation, and the Legislature now understands that many of the urban transportation projects will not be allocated funding. It will be clearer there is not sufficient funding to implement the five large projects in the state; IH 45 in Houston, IH 35 in Austin, LBJ with a tolling component, IH 35E in Denton, and potentially another project in the region. Bills must be filed by March 10 and on the committee calendars in early May. More details will be known within the next 90 days.

13. **Fast Facts:** Michael Morris highlighted correspondence to the United States Secretary of Transportation, Elaine Chao, approved by the Regional Transportation Council (RTC) at its February 9 meeting. Electronic Item 13.1 welcomes the Secretary and lays out areas in which the region is a good example for the rest of the country and a funding request for the capital expenditure for high-speed rail between Fort Worth, Arlington, and Dallas.

Dan Lamers noted the final submittal deadline for the Mobility 2040 Policy Bundle survey is March 3, 2017, to qualify for the initial round of the policy bundle.

Jill Hall noted development of the FY2018 and FY2019 Unified Planning Work Program has begun. The deadline for submittals from organizations is March 24, 2017. Letters with more details and forms on which agencies may submit their projects were recently mailed.

Heather Haney noted in May 2016, the RTC approved a short-term \$80 million cash-flow loan to the Fort Worth Transportation Authority for the TEXRail project while a full funding grant agreement was pending. This past December, an agreement was signed and the loan

option is no longer needed. North Central Texas Council of Governments (NCTCOG) staff will remove the funds through the February Transportation Improvement Program modification cycle.

Bailey Muller noted the City of Euless was featured in the Winter 2017 edition of *Fuel Fix* Magazine for its idle-reduction efforts. The article highlights the fire department's work in idle reduction that is estimated to have reduced over 20,000 hours in idle reduction since the installation of electrification pools for its vehicles. Details were provided in Electronic Item 13.2.

Jenny Narvaez announced the Southern Transportation and Air Quality Summit scheduled for August 29-30, 2017, hosted by NCTCOG.

Jenny Narvaez also noted the comments submitted to the Environmental Protection Agency for its 2015 Ozone National Ambient Air Quality Standards implementation rule, provided in Electronic Item 13.3.

Kimberlin To announced the Alternative Fuel Vehicle First Responder Safety Training scheduled for March 6 and 7, 2017, in Electronic Item 13.4 has been canceled due to an unforeseen emergency. Details regarding new dates and times will be made available at [www.dfwcleancities.org](http://www.dfwcleancities.org).

Kenny Bergstrom reminded members the deadline for the Dallas-Fort Worth (DFW) Clean Cities Annual Report is March 1, 2017. NCTCOG hosts the DFW Clean Cities Coalition, a Department of Energy program that helps reduce petroleum consumption and improve air quality in the region. Every spring, information from fleets in the region are collected to determine how much petroleum has been reduced and emissions saved. Details were provided in Electronic Item 13.5.

Rachel Linnewiel highlighted current air quality funding opportunities for vehicles. The Texas Emissions Reduction Plan (TERP) rebate grants program is now open and \$10 million is available to repower or replace on-road vehicles and select non-road, heavy-duty equipment. Funding is awarded on a first-come, first-served basis until May 26 or until all funds are allocated. In addition, the deadline for the TERP Texas Natural Gas Vehicle Grants program is May 26, 2017. Details were provided in Electronic Item 13.6.

Carli Baylor noted that public meetings will be held on March 13, 15, and 20, 2017. Staff will present information on the Unified Planning Work Program, Transportation Development Credits, and the regional east/west equity update. Details were distributed at the meeting in Reference Item 13.9.

The current Local Motion was provided in Electronic Item 13.7 and transportation partner progress reports were provided in Electronic Item 13.8.

14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 24, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.



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

## 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



North Central Texas  
Council of Governments

## 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

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

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,

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

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