

AGENDA

**Regional Transportation Council
Thursday, September 8, 2016
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 August 11, 2016, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Ron Jensen, RTC Chair
Item Summary: Approval of the August 11, 2016, 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. Advertising for Transportation Initiatives

Presenter: Mindy Mize, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of up to \$1,400,000 in new funding for Fiscal Year (FY) 2017 advertising for transportation initiatives will be requested.

Background: Since 2014, the RTC and North Central Texas Council of Governments (NCTCOG) Executive Board have been authorizing large-scale advertising purchase and placement initiatives annually for the Transportation Department. [Electronic Item 2.1.1](#) explains the benefits of these initiatives and showcases cost savings obtained from bulk advertising purchasing for the Transportation Department. [Reference Item 2.1.2](#) provides more information on FY2017 advertising costs along with examples of past advertising. Advertising campaigns will support AirCheckTexas, bike/pedestrian safety, Congestion Management, the Ozone Season Emissions Reduction Campaign, the Vehicle Technologies program, notifications of opportunities for public input/public meetings, procurement outreach, regional freight, 511DFW, and DFW Connector Pilot program. Last month, the Surface Transportation Technical Committee recommended Regional Transportation Council approval. RTC approval will be used as recommendation to the NCTCOG Executive Board on September 22, 2016.

2.2. \$50,000 Smart State Grant

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff requests approval for the expenditure of up to \$50,000 in Regional Transportation Council Local funds to support Smart State transportation technology initiatives.

Background: For several years, the North Central Texas Council of

Governments (NCTCOG) has been actively involved in the Texas Technology Task Force (TTTF) which was convened by the Texas Department of Transportation (TxDOT), consists of representatives from both public and private sectors, and is supported by staff at the University of Texas, Austin. TTTF has studied numerous transportation-related technologies and helped TxDOT identify those that warrant ongoing research and development. Such technologies include vehicle automation and open transportation data platforms. The City of Austin was recently a finalist in the United States Department of Transportation's "Smart City" competition involving connected and automated vehicles. As much of this technology overlaps, these two efforts are now coming together in a Smart State initiative. Plans include efforts to jumpstart smart transportation technology deployments around the State and may include testing of transportation technologies on IH 30 between Dallas and Fort Worth, which has been recognized by the Federal Highway Administration as a test corridor. The requested funds will be used to support NCTCOG's role as part of a statewide coalition of public entities that will be making similar commitments to move forward with transportation technologies to improve safety and mobility.

1:05 – 1:20

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

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

1. Project Delays Due to the Federal Highway Administration Conformity Review
2. BigX Event: Presentation by North Central Texas Council of Governments Emergency Preparedness Department Director Molly McFadden at the October 13, 2016, Meeting and Regional Transportation Council Contingency Funds
3. McKinney Federal Transit Administration Direct Recipient Status
4. Potential Transportation Alternatives Program Funding Lapse Update ([Electronic Item 3.1](#))
5. National Association of Metropolitan Planning Organizations Conference in Fort Worth, October 25-28, 2016 ([Electronic Item 3.2](#))
6. Clean Air Action Day and Ozone Season Update ([Electronic Item 3.3](#))
7. Compressed Natural Gas Fuel System Inspector Training, October 4-5, 2016 ([Electronic Item 3.4](#))
8. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.5](#))
9. Electronic Survey on Regional Idling Efforts ([Electronic Item 3.6](#))
10. "fleets for the future" Cooperative Procurement Grant ([Electronic Item 3.7](#))
11. National Drive Electric Week, September 17, 2016 ([Electronic Item 3.8](#))
12. September Public Meeting Notice ([Electronic Item 3.9](#))
13. Recent Correspondence ([Electronic Item 3.10](#))
14. Recent News Articles ([Electronic Item 3.11](#))
15. Recent Press Releases ([Electronic Item 3.12](#))
16. Transportation Partners Progress Reports

1:20 – 1:35

4. **Hemphill/Lamar Connector Project and Partnership with the Texas Department of Transportation and Tarrant County**

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of a partnership with the City of Fort Worth, the Texas Department of Transportation (TxDOT), and Tarrant County regarding the Hemphill/Lamar Connector project in Downtown Fort Worth. This partnership will likely involve other elements such as a funding exchange of federal and local funds with Tarrant County and implementation of another roadway project and a small transit project in Tarrant County.

Background: TxDOT funded right-of-way (ROW) for the Hemphill/Lamar Connector project in 1988, and the project was subsequently environmentally cleared. The City of Fort Worth never utilized the TxDOT funds and instead purchased ROW using City dollars. As part of the IH 30 reconstruction project through Downtown Fort Worth, which was completed in late 2000, TxDOT funded and built three IH 30 bridges over Hemphill/Lamar to enable the future Hemphill/Lamar Connector to be built. In 2001, the RTC funded \$13.7 million total for a combined project consisting of “SH 180 (Lancaster)/Hemphill/Lamar/Taylor” streets. In 2005, at the City’s request, the RTC split the single project into two separate projects: 1) Lancaster and 2) Hemphill. Later in 2005, at the City’s request, the RTC decreased funding on the Hemphill project to \$682,719 total for engineering, with the rest of the money being moved to Lancaster. In 2009, the RTC defederalized the Hemphill project at the City’s request. Through this action, the federal funds were moved to another project (Golden Triangle Blvd.), and excess local funds from that project were moved onto Hemphill. The City requested this change to allow the project to proceed without going through a federal environmental process.

In the meantime, the project cost has risen to a total of \$50 million and the City of Fort Worth has \$26.69 million available. In order to finally construct this project, staff proposes a partnership with the City of Fort Worth using its remaining funds for this project, along with an additional \$3 million from Tarrant County, a TxDOT State match to any federal RTC funds placed on the project, and TxDOT waiver of direct State costs for on-system portions of the project.

This month, staff will request RTC approval of the federal Surface Transportation Program – Metropolitan Mobility funds to enable the City of Fort Worth to begin executing the necessary agreements needed to construct the project. The request for approval would also direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents to add these funds. Next month, staff will bring back a larger partnership that enables

greater Tarrant County participation in the funding program. It is anticipated that this partnership will include: 1) early approval of Proposition 1 funds for a needed intersection improvement(s) near SH 199 and IH 820 (see [Electronic Item 4.1](#)), 2) transit funding for a pilot transit project in Everman, Crowley, and Forest Hill, and 3) a potential federal/local funding exchange that will make local funds available for Tarrant County and RTC roadway projects. [Reference Item 4.2](#) includes a funding table outlining each agency's commitment to the Hemphill/Lamar Connector project. [Electronic Item 4.3](#) contains a photo of the future connection.

1:35 – 1:45

5. **Section 214/United States Army Corps of Engineers Update**

Action Possible Action Information Minutes: 10

Presenter: Sandy Wesch, NCTCOG

Item Summary: Staff will summarize the effectiveness of the agreement with the United States Army Corps of Engineers (USACE) under Section 214 to expedite Section 404/408 permits for regionally significant transportation projects.

Background: In October 2008, the North Central Texas Council of Governments (NCTCOG) and the USACE initiated a \$500,000 pilot program that enabled a dedicated USACE staff position to review Section 404 and 408 permits associated with regionally significant transportation projects. Due to the initial success of the pilot project, the Regional Transportation Council (RTC) authorized \$1.2 million of Regional Toll Revenue (RTR) funds in 2011 to continue the program until December 31, 2016. In August 2015, the RTC approved an additional funding allocation of \$500,000 to extend the program through FY2018. The current Transportation Improvement Program has waived the local match for this program in FY2017 and FY2018.

Since the program began in 2008, 114 permit decisions have been issued through the agreement, preventing permitting delays for projects such as North Tarrant Express, DFW Connector, the Horseshoe Project, and SH 360. Benefits of the program included proven savings of time and money, as well as the preservation of the regional aquatic environment. Program participants have included local governments and transportation agencies.

1:45 – 1:55

6. **High-Occupancy Vehicle/Managed Lane Report**

Action Possible Action Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on the latest managed lane high-occupancy vehicle (HOV) subsidy and performance status.

Background: As part of the adoption of the Toll Managed Lane and High-Occupancy Vehicle/Express Managed Lane policies, the RTC requires regular reports provided by the Texas Department of Transportation regarding performance of the managed lane facilities and the North Texas Tollway Authority regarding

customer service demands. Staff will present an overview of the performance of the operational managed lanes in the region.

- 1:55 – 2:05** 7. **Unified Transportation Program Action by the Texas Transportation Commission**
 Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG
Item Summary: Regional Transportation Council Chair Ron Jensen, Secretary Gary Fickes, Michael Morris, and others attended the Texas Transportation Commission meeting on August 25, 2016. Staff will present information regarding action taken by the Texas Transportation Commission to approve the 2017 Unified Transportation Program.
Background: With the passage of Proposition 1, Proposition 7, and new federal transportation legislation, the Texas Department of Transportation proposed funding allocations for the next 10 years of the Unified Transportation Program and approved allocations at the August 25, 2016, Commission meeting. These allocations could change when performance measures "test" the initial allocations. RTC Vice Chair Rob Franke requested additional information on the underlying principles under discussion. [Electronic Item 7](#) contains additional information on this request.
- 2:05 – 2:15** 8. **Performance Measures Related to HB 20: Regional 10-Year Plan process for Informing the Unified Transportation Program**
 Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG
Item Summary: Staff will discuss the Dallas-Fort Worth region's response to the House Bill 20 10-year planning requirement.
Background: House Bill 20 requires that regions develop a 10-year plan identifying major projects to be implemented over that time span. Given the availability of funds in FY2017-FY2027 and the fact that the Transportation Conformity of Mobility 2040 identifies projects to be implemented in 2017-2027 network, staff proposes to establish a 10-year timeframe starting in FY2017 and ending in FY2027. The Regional Transportation Council and Texas Department of Transportation district engineers will need to approve projects. [Electronic Item 8](#) is an example of the type of performance measure proposed in project identification.
- 2:15 – 2:25** 9. **High-Speed Rail Status: Executive Summary**
 Action Possible Action Information Minutes: 10
Presenter: Kevin Feldt, NCTCOG
Item Summary: Staff will provide a status update of recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region, including staff efforts to advance the initiatives.
Background: The Regional Transportation Council (RTC) has adopted regional policies guiding the development of high-speed rail implementation within the Dallas-Fort Worth region. Currently, three separate projects designed to serve the region are

ongoing. North Central Texas Council of Governments staff continues to coordinate with project partners to ensure the efforts are consistent with the adopted RTC High-Speed Rail policies and with all transportation partners, consultants, and the public to ensure successful high-speed rail service implementation. Staff will provide updates on each project proposed within the Dallas-Fort Worth region.

10. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 10.1](#))
- STTC Minutes and Attendance ([Electronic Item 10.2](#))
- Local Motion ([Electronic Item 10.3](#))

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

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

13. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for *1:00 pm, Thursday, October 13, 2016, at the North Central Texas Council of Governments.*

MINUTES**REGIONAL TRANSPORTATION COUNCIL
August 11, 2016**

The Regional Transportation Council (RTC) met on Thursday, August 11, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Randy Pogue (representing Brian Loughmiller), David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, B. Adam McGough, Stan Pickett, Mark Riley, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., Oscar Ward, Bernice J. Washington, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, Erik Wilson, and W. B. "Zim" Zimmerman.

Others present at the meeting were: Alka Agnihorti, Vickie Alexander, David Arbuckle, Gustavo Baez, John Baker, Melissa Baker, Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, George Behmanesh, Natalie Bettger, Cal Bostwick, Tanya Brooks, Jesse Brown, Rob Brown, John Brunk, Mo Bur, Loyl Bussell, David Cain, Marrk Callier, Jack Carr, Angie Carson, Dixie Cawthorne, Bill Compton, Hal Cranor, Mike Curtis, Clarence Daugherty, Brian Dell, Kim Diederich, Jerry Dittman, David Dreiling, Tammy Dubberke, Rudy Durham, Chris Dyser, Chad Edwards, Traci Enna, David Gattis, Christie Gotti, Holly Gray-McPherson, Philip Haigh, Tony Hartzel, Jeff Hathcock, Rebekah Hernandez, Axel Herrmann, Robert Hinkle, Jodi Hodges, Shona Huffman, Terry Hughes, Kim Jackson, Yagnesh Jarmarwala, Dan Kessler, Tony Kimmey, Mark Kinnaman, Chris Klaus, Dan Lamers, Sonny Loper, Paul Luedtke, Stanford Lynch, Chad McKeown, Keith Melton, Cliff Miller, Mindy Mize, Angelia Molano, Cesar Molina, Marton Molloy, Rebecca Montgomery, Michael Morris, Jeff Neal, Mark Nelson, Mickey Nowell, Kevin Overton, Chris Paris, Donato Perez, Stan Pickett, John Polster, James Powell, Jeff Price, Vercie Pruitt-Jenkins, Anthony Ragland, Molly Rendon, Bill Riley, Christina Roach, Tito Rodriguez, Carrie Rogers, Kyle Roy, Greg Royster, Russell Schaffner, Kelli Schlicher, Miftah Semane, Lori Shelton, Walter Shumac, Randy Skinner, Jahnae Stout, Neil Strassman, Dean Stuller, Gerald Sturdivant, Vic Suhm, Craig Swancy, Gary Thomas, Lauren Trimble, Whitney Vandiver, Dan Vedral, Kendall Wendling, Sandy Wesch, Gregory White, Amanda Wilson, Brian Wilson, and Bruce Wood.

1. **Approval of July 14, 2016, Minutes:** The minutes of the July 14, 2016, meeting were approved as submitted in Reference Item 1. Glen Whitley (M); Gary Fickes (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Federal Rulemaking Update:** A motion was made to approve comments on the Notice of Proposed Rulemaking for the National Performance Management Measures provided in Reference Item 2.1.1 and for the Metropolitan Planning Organization Coordination and Planning Area Reform provided in Reference Item 2.1.2. Additional information was provided in Electronic Item 2.1.3.

Rob Franke (M); Mike Cantrell (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris thanked Regional Transportation Council (RTC) Chair Ron Jensen for meeting with the members of the Texas Transportation Commission in July to discuss transportation funding. He noted that staff would recommend Agenda Item 6a (Proposed Resolution to the Texas Transportation Commission Requesting Changes to the Draft Unified Transportation Program) remain tabled as voted at the July RTC meeting. It was also mentioned that staff would request approval of a letter in Item 6b supporting the Governor's Clear Lanes program and a letter in Item 7 to Senator Nichols thanking him for his works as the Chairman of the Senate Transportation Committee and on an initiative to protect the use of funding options such as toll roads and managed lanes. These comments will be the basis of remarks for the RTC Chair to make at the August Texas Transportation Committee meeting. He also noted the Memorandum of Understanding with the China Academy of Transportation Sciences provided in Electronic Item 3.1. Current air quality funding opportunities for vehicles were provided in Electronic Item 3.2, an ozone season update was provided in Electronic Item 3.3, and information regarding upcoming clean vehicle events and workshops was provided in Electronic Item 3.4. Members discussed the Texas Good Roads Transportation Association and the notification received regarding the dissolution of the entity, provided in Electronic Item 3.5. Mr. Morris provided an update on the Fostering Advancements in Shipping and Transportation for Long-term Achievement of Nation Efficiency Grant opportunity, noting that the Dallas-Fort Worth region was not awarded any funding. In addition, he highlighted Joining Forces public meetings scheduled for August 23-30, 2016, related to the Regional Planning Study for Military Bases. Information about the recent High-Speed Rail Industry Forum was discussed, as well as the upcoming Transportation Summit in Irving on August 16-17. Specifically, he discussed the Blue Green Gray partnership for water, environmental, and infrastructure projects and efforts to remove silos among these different efforts. Oscar Ward reminded RTC members that their registration fee for the Irving Summit would be complimentary. Recent correspondence was provided in Electronic Item 3.6, recent news articles in Electronic Item 3.7, and recent press releases in Electronic Item 3.8. Transportation partner progress reports were provided at the meeting.
4. **Disadvantaged Business Enterprise Goal Update for Fiscal Years 2017-2019:** Ken Kirkpatrick presented the proposed Disadvantaged Business Enterprise (DBE) Participation Goal for FY2017-FY2019. The North Central Texas Council of Governments' (NCTCOG's) policy is to award a fair share of contracts to DBE firms for United States Department of Transportation (US DOT) contracting opportunities. NCTCOG currently has a 25 percent overall DBE Participation Goal, requires a demonstration of good faith efforts, ensures certification of DBE eligibility, and updates its goal every three years. Mr. Kirkpatrick highlighted the analyses used to determine the proposed overall DBE goal for the next three years, FY2017-FY2019. The analyses included a review of ready, willing, and able non-DBE firms in the State of Texas and the DBE availability in each market sector of anticipated contracting opportunities in the Dallas-Fort Worth Area. In addition, staff reviews the types of contracting opportunities that the Transportation Department historically completes for US DOT-funded projects. As part of goal development, staff also reviews the amount of DBE participation that would be achieved through DBE contract goals (race conscious) versus DBE participation that would be achieved without establishing DBE contract goals or that exceed the goal (race neutral). For the FY2014-FY2016 DBE program, the ratio of race conscious versus race neutral participation is 56/44. As a result of the analyses, staff proposes to maintain an overall DBE goal of 25 percent by meeting the goal through 14 percent race conscious means and 11 percent race neutral means. Additional details were provided in Reference Item 4. Three public meetings were held in June and generally positive feedback was received regarding the proposed 25 percent DBE Participation Goal.

In addition, a DBE Open House/Workshop was held in July for the consultant and vendor community. Positive feedback was also received and most comments and questions were focused on the procurement process. Pending approval by the Surface Transportation Technical Committee, the Regional Transportation Council (RTC), and the NCTCOG Executive Board, staff will submit the final DBE Participation Goal for FY2017-FY2019 to the Federal Transit Administration on August 26 with implementation of the goal beginning October 1. Bernice J. Washington asked if the DBE availability analysis includes all 12 counties or just the Dallas-Fort Worth area. In addition, she noted that the \$13 million total potential awards seemed low. Mr. Kirkpatrick noted that the analysis is for the 12-county area. He added, potential awards include RTC-approved activities administered by NCTCOG including planning studies, traffic signal improvements, air quality initiatives, etc., for which staff would procure a vendor or consultant. This does not include RTC-allocated funds for roadway and transit in the Transportation Improvement Program. Glen Whitley asked about DBE requirements for partner agencies. Mr. Kirkpatrick noted that the Texas Department of Transportation and local governments have individual DBE requirements. Mr. Whitley asked if a summary of those DBE awards was available. Mr. Kirkpatrick noted that staff could develop a summary for members. Ms. Washington asked if the 25 percent proposed goal was in line with partner agencies. Mr. Kirkpatrick noted that proposed 25 percent goal is in line with partner agencies. A motion was made to approve the 25 percent Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2017-2019 for United States Department of Transportation contracting opportunities. Bernice J. Washington (M); Glen Whitley (S). The motion passed unanimously.

5. **Transportation for Elected Officials to the BigX Events: Police Training:** Michael Morris presented information regarding BigX training events and proposed funding to provide transportation for elected officials to the events. Every two years the North Central Texas Council of Governments (NCTCOG) Emergency Preparedness Department, led by Director Molly McFadden, works with police and first responders on training events within the region to prepare for emergencies. At the July NCTCOG Executive Board meeting, elected official attendance at the events was discussed as a way to show support for the five officers that recently lost their lives and the efforts of first responders every day. Staff proposed approval of an amount not to exceed \$25,000 to reimburse transportation authorities for services to shuttle elected county, State, and federal officials to view certain training events. The funds would be used as a contingency in the event that sufficient funds are not able to be raised through other efforts. Lee Kleinman discussed the BigX events that aim to train first responders of various agencies to interact with one another in order to respond with a coordinated effort. Attendance by State and federal officials will allow them to view the various types of training, equipment, and programs that are implemented through the use of State and federal funds, and will also allow Regional Transportation Council and NCTCOG members to view the efforts of first responders. Lissa Smith noted the events are a full-scale regional training exercise for first responders. She added, she is confident the funds necessary to sponsor the transportation services can be raised and that the reimbursement will not be needed. Bernice J. Washington expressed concern for backstopping this type of project when the risk is unknown. Kathryn Wilemon discussed the anxiety in communities and the desire from citizens to know how cities will prepare if an emergency event should occur. She encouraged cities to publicize what they are doing to prepare. Andy Eads asked for clarification on the purpose of the funds and asked why the costs are not being absorbed by the transportation authorities. Mr. Morris noted that the funds will be used to reimburse transportation authorities for their expenses and clarified that transportation authorities may be willing to absorb the cost. Lissa Smith requested that Emergency Preparedness Director Molly McFadden give a briefing regarding the events to

the Regional Transportation Council. A motion was made to approve the use of Regional Transportation Council Local funds of less than \$25,000 to reimburse transportation authorities for providing transit services to elected officials during a portion of the BigX Events. Oscar Ward (M); Lee Kleinman (S). Bernice J. Washington abstained from the vote. The motion passed.

6. **6a. Proposed Resolution to the Texas Transportation Commission Requesting Changes to the Draft Unified Transportation Program (tabled from last month):** Regional Transportation Council Chair Ron Jensen noted that the item would remain tabled.
- 6b. **Comments to the Texas Transportation Commission Regarding Changes to the Draft Unified Transportation Program:** Regional Transportation Council Chair Ron Jensen noted the letter provided in Reference Item 6.1 supporting the Governor's Texas Clear Lanes program. Electronic Item 6.2 contained background information. A motion was made for the Regional Transportation Council to provide a letter to the Texas Transportation Commission, included in Reference Item 6.1, supporting the Governor's Texas Clear Lanes program. Mike Cantrell (M); Oscar Trevino (S). Brian Barth and Kelly Selman abstained from the vote. The motion passed.
7. **Chairman Nichols Support Letter:** Regional Transportation Council Chair Ron Jensen noted correspondence provided in Reference Item 7.1 thanking Senator Nichols for his work as the Chair of the Senate Transportation Committee and for his efforts to protect transportation tools and other transportation funding efforts. Comments from Senator Nichols to the Texas Transportation Commission regarding the draft Unified Transportation Program were provided in Electronic Item 7.2. A motion was made to approve correspondence from the Regional Transportation Council to Senator Nichols, provided in Reference Item 7.1. Glen Whitley (M); Mike Cantrell (S). Brian Barth and Kelly Selman abstained from the vote. The motion passed.
8. **Recommended Marketing Efforts for DFW Connector Pilot Program:** Ken Kirkpatrick discussed marketing efforts for the DFW Connector Pilot Program and provided an overview of items discussed at the TollTag Marketing and Next Steps on the DFW Connector Workshop held prior to the meeting. A pilot study was initiated on the DFW Connector corridor at the direction of the Regional Transportation Council (RTC) to test the ability to cover the collection risk for pay-by-mail/ZipCash users. Initially, the pay-by-mail surcharge was periodically increased from 50 percent to 90 percent over a six-month period. Staff reviewed data to determine a market-driven approach to increase TollTag usage and potentially apply lessons learned to the IH 35W corridor for which the Texas Department of Transportation (TxDOT) has the toll collection risk. Staff has been coordinating with the North Texas Tollway Authority (NTTA) to develop marketing efforts that target pay-by-mail/ZipCash users in the DFW Connector corridor. Five marketing efforts were presented at the workshop: 1) TollPerks for new TollTag customers, 2) prize giveaways, 3) preloaded TollTags to targeted areas, 4) TollTag sales at inspection stations in targeted areas, and 5) TollTag sales at car dealerships in targeted areas. Funding in the amount of up to \$300,000 from the Regional Toll Revenue regional pool was proposed to implement the marketing efforts, but Mr. Kirkpatrick noted that at the workshop a contingency was discussed related to NTTA and/or TxDOT interest in providing funding assistance from the additional surcharge received as part of the DFW Connector Pilot Program. A motion was made to approve up to \$300,000 in Regional Toll Revenue funds to implement DFW Connector TollTag marketing efforts and to approve administrative modifications to the

Transportation Improvement Program/Statewide Transportation Improvement Program and any other necessary administrative or planning documents. Bernice J. Washington (M); Glen Whitley (S). The motion passed unanimously.

9. **Regional 10-Year Plan/Priorities: Response to HB 20:** Christie Gotti highlighted efforts regarding the next increment of regional priorities covering FY2017-FY2027 and the Dallas-Fort Worth region's response to the House Bill 20 10-year planning requirement. Category 2 funds were last received in 2004, and at that time the Regional Transportation Council (RTC) programmed Category 2 funds by creating a 10-year project priorities map. Although traditional Category 2 funds have not been received since that time, Ms. Gotti noted that Proposition 1 funds have been previously placed into Category 2 and future Proposition 1 and Proposition 7 funds will also be placed into Category 2. Now, the Texas Transportation Commission (TTC) is proposing to allocate new Category 2 funds in FY2017-FY2027 through the 2017 Unified Transportation Program. At the same time, House Bill 20 requires that regions develop a 10-year plan identifying major projects to be implemented over that time span and it should include performance-based criteria. Criteria should consider congestion, safety, economic development, environment and air quality, and other items similar to the criteria used when selecting projects for both the Mobility Plan and Transportation Improvement Program. Given the availability of funds in FY2017-FY2027 and the fact that the transportation conformity of Mobility 2040 identifies projects to be implemented in the 2017-2027 network, staff proposes to establish a 10-year timeframe starting in FY2017 and ending in FY2027. Ms. Gotti reviewed the proposed 10-year plan development process. First, staff will inventory and reassess projects from the previous 10-year planning efforts. A map of those previous efforts was provided in Electronic Item 9. Staff will also coordinate with the Texas Department of Transportation (TxDOT) districts in the region to assess the timing and estimated construction cost of projects. In addition, staff will review the 2027 network year of Mobility 2040 to identify the next set of candidate priority projects. Staff will continue to review and refine performance measures used to develop Mobility 2040 in this effort. Next steps will include developing a new draft map and project listing that will be financially constrained and focus on the creation of a "system" of improvements, followed by the solicitation of public review and comment, and Committee/RTC approval. The final step is transmittal of the final plan to TxDOT/TTC.

Dan Lamers highlighted a map showing the previous 10-year planning effort. The status and various stages of completion for projects was reviewed. The map will be used as a starting point in development of the next 10-year planning effort. Staff proposes to use similar performance measures as used in the development of Mobility 2040 to prioritize improvements in response to the HB 20 10-year plan requirements. The performance measures were developed in response to Moving Ahead for Progress in the 21st Century national goals and include traffic volume/roadway capacity, speed, crash rates, pavement conditions, environmental justice, and proximity to implementation. He noted that action is not anticipated regarding a slate of projects until the December timeframe.

Oscar Ward discussed SH 183, currently under construction, and asked if the ultimate design would be submitted in the 10-year plan. Mr. Lamers noted that the current status of the SH 183 project will be the starting point of discussions for that project. Duncan Webb discussed the performance measures under consideration. He noted future traffic volumes and projected congestion as potential criteria related to designing and anticipating the construction of future limited access facilities in the region. Mr. Morris discussed various measures that will be used over the next few months as staff prioritizes proposed improvements. He suggested that staff work with the RTC Chair to schedule a workshop to

discuss how future traffic volumes are determined. It will be important to review past priorities, determine the status of current projects, and then develop the next increment of projects to be included. Glen Whitley asked if the workshop would be by county or TxDOT district. Mr. Morris noted that more will be known following the August 2016 Texas Transportation Commission meeting. There are three potential categories of funding and each may be implemented by a different group. Conversations will be necessary to determine what the groups are willing to fund and how the Dallas-Fort Worth region could participate to develop a system of projects.

10. **Status of the 2016 Transportation Conformity and Recommended Designations for the 2015 Ozone National Ambient Air Quality Standard:** Chris Klaus provided an update on the status of the 2016 Transportation Conformity. In March 2016, the Regional Transportation Council (RTC) approved the 2016 Transportation Conformity of Mobility 2040. Since that time, staff has been working with federal and State interagency partners for a federal approval of the conformity analysis. Following recent conversations with the Federal Highway Administration, staff believes only a few minor issues remain to be clarified and approval will be granted in the near future. Staff will continue to provide updates to the RTC. In addition, Mr. Klaus also provided an update on the Texas Commission on Environmental Quality's (TCEQ's) list of counties being recommended to be designated nonattainment for the 2015 8-hour ozone national ambient air quality standard (NAAQS). In October, the EPA issued a final rule for the 2015 eight-hour ozone NAAQS of 70 parts per billion. As a requirement, states must submit recommended county nonattainment designations to the EPA. He noted that TCEQ has made a recommendation for the Governor to submit to EPA the addition of Hood County to the existing 10-county nonattainment areas in the North Central Texas region. One of the evaluation elements is whether or not a county has a monitor that is over the ozone standard. EPA will deliberate and is anticipated to finalize counties designated as nonattainment by October 2017.
11. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 11.1, Surface Transportation Technical Committee meeting attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, September 8, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:01 pm.

Benefits of Advertising Transportation Initiatives

By combining and working with advertisers on bulk purchases for several of the Transportation Department advertising campaigns at once, significant savings have been gained.

For instance, with Dallas Morning News and Al Dia ads (print and online), NCTCOG saved 51 percent on average. Community Impact provided a 10 percent discount on Ozone Season Emissions Reduction advertising in 2016. Advertising in Natural Awakenings North Texas, NCTCOG saved approximately 50 percent on print ads and gained added value, which was where they also featured stories and calendar postings about Transportation Department programs and projects at no cost. NCTCOG staff saw a 20 percent savings on transit advertising between both MacKay Advertising and Titan, which is now known as Intersection, for the Look Out Texans campaign. For the SMARTE campaign, Randall Reilly provided at no cost pre-roll video display on Facebook and brochure holders next to all paid for poster locations at truck stops. Another advertiser, Lauren Publication, provided the added value of listing the Ozone Season Emissions Reduction program as a directory listing due to our purchase of online and print ads.

In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Due to cost savings, it has allowed NCTCOG to utilize more outlets and increase the frequency of the ads, which in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased with a media outlet, NCTCOG can get stories and ads in the same publication that were not originally scheduled;
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

Advertising for Transportation Initiatives

Regional Transportation Council

Mindy Mize

Transportation Marketing
September 8, 2016



Transportation Advertising Overview

Since 2014, the NCTCOG Executive Board has been authorizing annual large scale advertising purchase and placement initiatives for the Transportation Department

This effort allows for:

Lower Advertising Rates

Increased and Broader Audience Reach

Increased Website Traffic

Greater Public Participation

Cross Communication for Campaigns

Improved Efficiencies with Media Outlets

FY 2017 Advertising for Transportation Initiatives were part of the FY 2016 and FY 2017 Unified Planning Work Program (UPWP) that was initially approved by the Executive Board in July 2015 and in subsequent modifications, most recently on May 26, 2016

Purchase and Placement of Advertising for Transportation Initiatives for FY 2017

Program Name	Funding Source	Funding Amount	Match Source	Match Amount	Total
AirCheckTexas	TCEQ	\$250,000	NA	\$0	\$250,000
Bike/Pedestrian Safety Program [^]	TxDOT: Transportation Enhancement (TE)/State Farm Grants	\$62,000	RTC Local	\$8,000	\$70,000
Congestion Management Program	STP-MM	\$150,000	TDCs*	\$30,000	\$150,000
Ozone Season Emissions Reduction Campaign	CMAQ	\$200,000	TDCs*	\$40,000	\$200,000
Vehicle Technologies Program (i.e. Electric Vehicles Promotion, Idling Education, Clean Cities, Freight Efficiency Outreach) [^]	CMAQ/EPA/DOE	\$166,500	RTC Local and/or In-Kind and TDCs*	\$32,700	\$170,500
Notifications of Opportunities for Public Input/Public Meetings	TPF	\$63,000	NA	\$0	\$63,000
Procurement Outreach ^{**}	STP-MM	\$4,000	RTC Local	\$1,000	\$5,000
Regional Freight ^{**}	STP-MM	\$104,000	TxDOT/RTC Local	\$26,000	\$130,000
511DFW ^{**^}	STP-MM	\$232,960	TxDOT	\$58,240	\$291,200
DFW Connector Pilot Program Campaign ^{**^}	RTR	\$40,000	NA	\$0	\$40,000

[^]Some or all of the funding is pending agreement or extension of current agreement

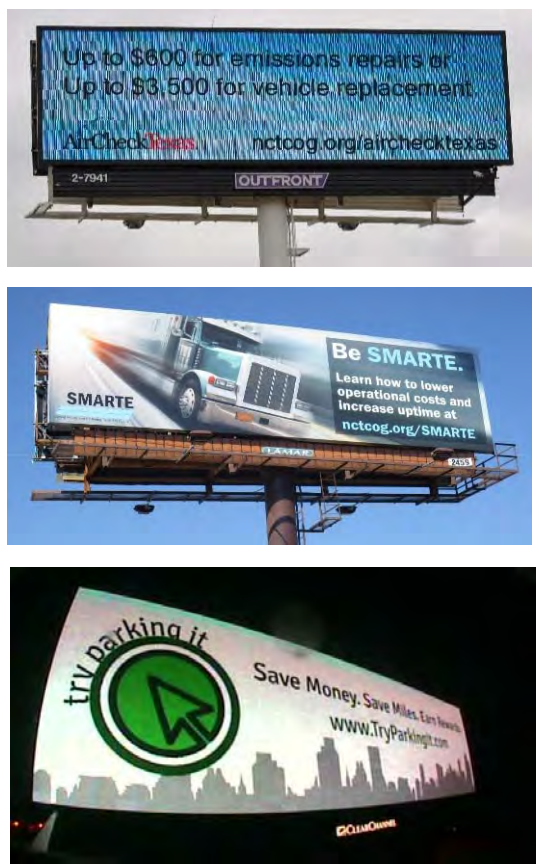
*98,700 in TDCs are credits and cannot be used to pay for advertising. Amount in total column reflects the dollar amount available for this initiative

**Includes or is a new program that has not been advertised before

Total of \$1,400,000 to cover advertising expenses for approval

Transportation Advertising Examples

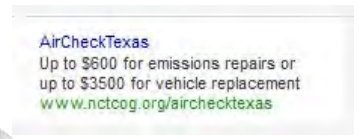
Billboard



Publication



Online & Social Media



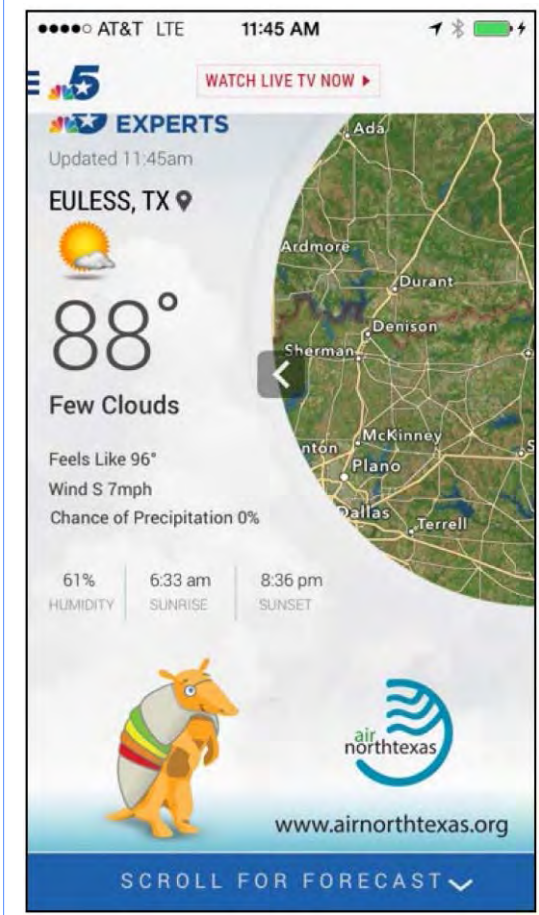
Radio

Transportation Advertising Examples

Transit & Display



Mobile



Proposed Schedule

Event	Anticipated Time
STTC Action on Recommended FY 2016 and FY 2017 UPWP	June 26, 2015
RTC Action on Recommended FY 2016 and FY 2017 UPWP	July 9, 2015
Executive Board Action on Recommended FY 2016 and FY 2017 UPWP*	July 23, 2015
STTC Action on Advertising for Transportation Initiatives FY 2017	August 26, 2016
RTC Action on Advertising for Transportation Initiatives FY 2017	September 8, 2016
Executive Board Authorization of Advertising for Transportation Initiatives FY 2017	September 22, 2016

*Modifications were taken December 17, 2015, February 25, 2016, and May 26, 2016

Proposed Action

Recommend Approval of up to \$1,400,000 in New Funding for FY 2017 Advertising for Transportation Initiatives, such as:

AirCheckTexas

Bike/Pedestrian Safety

Congestion Management

Ozone Season Emissions Reduction

Vehicle Technologies

Notifications of Opportunities for Public Input/Public Meetings

Procurement Outreach

Regional Freight

511DFW

DFW Connector Pilot Program

Contact Information

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Mindy Mize

Program Manager

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817-608-2346

**TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
CANDIDATES FOR OBLIGATION PRIOR TO EXTENDED OBLIGATION DEADLINE OF OCTOBER 31, 2016**

DISTRICT	IMPLEMENTING AGENCY	PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT DESCRIPTION	PHASE	ORIGINAL FUNDING FY	CURRENT FUNDING FY	FEDERAL FUNDS OBLIGATED TO DATE	REMAINING UN-OBLIGATED FEDERAL TAP FUNDS PROGRAMED	LOCAL MATCH TO FEDERAL FUNDS
DALLAS	MESQUITE	MILITARY PARKWAY TRAIL FROM SAM HOUSTON	RODEO CENTER BOULEVARD	CONSTRUCT ≈ 1.6 MILE BIKE/PEDESTRIAN TRAIL	E	2015	2017	\$332,356	\$0	\$0
					C	2016	2018	\$0	\$1,617,994	\$323,599
	PRINCETON	ALONG NORTH SIDE OF COLLEGE AVE FROM COMMUNITY PARK TO NORTH SECOND ST, ALONG NORTH SIDE OF MCKINNEY AVE FROM NORTH FOURTH ST TO N SIXTH ST	ALONG WEST SIDE OF NORTH SIXTH ST (FM 1377) TO EAST WILLOW LANE AND ALONG E PRINCETON DR (US 380) FROM N FOURTH ST TO WEST OF FM 458	SAFE ROUTES TO SCHOOL PROJECT; SIDEWALKS	E	2015	2017	\$136,699	\$0	\$0
					C	2016	2017	\$0	\$30,304	\$6,061
	GRAND PRAIRIE	CITY WIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS	IN PROXIMITY TO VARIOUS SCHOOLS IN GRAND PRAIRIE	CITY WIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS	E	2016	2016	\$25,479	\$0	\$0
					C	2016	2017	\$0	\$425,204	\$85,041
POTENTIAL EARLY OBLIGATION TOTAL								\$494,534	\$2,073,502	\$414,700

TRANSPORTATION ALTERNATIVE PROGRAM (TAP) FUNDS APPORTIONED IN FY 2013 ARE AT RISK OF LAPSING AT THE END OF FY 2016. THE FEDERAL HIGHWAY ADMINISTRATION GRANTED A ONE MONTH EXTENSION TO OBLIGATE FUNDS. THE PROJECTS ON THIS LIST ARE ON TRACK TO MEET THE OCTOBER 31, 2016 OBLIGATION DEADLINE. OBLIGATING THESE PROJECTS WOULD RESULT IN NO FUNDS LAPSING FOR FY 2013



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2016 AMPO Annual Conference

SHARE

DATES

October 25 – 28, 2016

ABOUT THE CONFERENCE

The AMPO Annual Conference brings together MPO staff, Policy Board members, federal and state employees, and consultants to share information on a variety of MPO issues. For questions related to the conference, contact Rachel Farbman, Program Manager, at rfarbman@ampo.org or (202) 624-3682.

ABOUT FORT WORTH

AMPO is pleased to announce that we will be hosting this year's conference in the City of Cowboys and Culture! As the 16th largest city in the U.S., Fort Worth is an accessible and walkable city offering plenty to see and do throughout your visit. From the city's western heritage, internationally recognized museums, and world-renowned concert halls, you may want to consider extending your stay. Don't miss Fort Worth's [Cultural District](#), [Downtown & Sundance Square](#), the [Stockyards](#), and much [more](#).

HOTEL

The Worthington Renaissance Fort Worth Hotel

200 Main Street
Fort Worth, TX 76102

Rate: \$209/night

Discounted room rates are available until October 3. [Book here for the 2016 AMPO Annual Conference group rate](#). You may also call make reservations by calling 1-800-468-3571 and to ensure you receive the discounted rate, specify that you will be attending the AMPO Fall Meeting.

**Please note: In order to secure this block of specially priced sleeping rooms and to keep meeting costs to a minimum, AMPO has entered into a contract with The Worthington Renaissance Fort Worth Hotel to utilize a certain amount of rooms. If you choose to make your sleeping room reservations outside the Group block, such as through an internet reservation system or with a discount provider, we need to advise you that the Association can suffer significant financial penalties. AMPO can be held financially responsible for the attrition, or difference between the room block promised and the rooms actually utilized.*

*To allow AMPO to continue to provide a reasonable event registration fee, we need your help in limiting our financial exposure. Please take advantage of the special room rate and block of sleeping rooms we have negotiated.**

News & Events

▶ 2016 AMPO Annual Conference

- ▶ 2016 AMPO Annual Conference
- ▶ Agenda
- ▶ Exhibitors & Sponsors
- ▶ 2016 AMPO Awards

- ▶ AMPO Webinars
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- ▶ Event Calendar
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REGISTRATION

Register today!

View the full breakdown of the [registration fees](#). For questions related to registration, contact Kelly Moran at kelly@ahi-services.com or (302) 436-4375.

Please check back for information about the Mobile Workshops we will be offering this year. This page will be updated as information is made available.

SPONSORS

To learn more about exhibitor and sponsorship opportunities, [click here](#).

TRANSPORTATION OPTIONS TO/FROM AIRPORT

The [Trinity Railway Express](#) is available Monday – Saturday to and from D/FW International Airport for a \$5 daypass. Typical taxi fare is \$60 and there is also a [shuttle service](#) available from 5:00 a.m. – 10:00 p.m. that runs from the airport to all of the major downtown hotels.

Molly the Trolley

Once you are in Fort Worth, there is a free, daily downtown circular that runs every 12 minutes from 10:00 a.m. – 10:00 p.m. Visit MolleyTheTrolley.com for more information.

QUESTIONS

Contact or email Rachel Farbman at 202-624-3682 or rfarbman@ampo.org.

Follow



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444 North Capitol Street, NW, Suite 345
Washington, DC 20001

Phone: (202) 624.3680
Fax: (202) 624.3685

Who is AMPO?

AMPO is the transportation advocate for metropolitan regions and is committed to enhancing MPOs' abilities to improve metropolitan transportation systems.

OZONE SEASON UPDATE AND CLEAN AIR ACTION DAY, JUNE 24, 2016

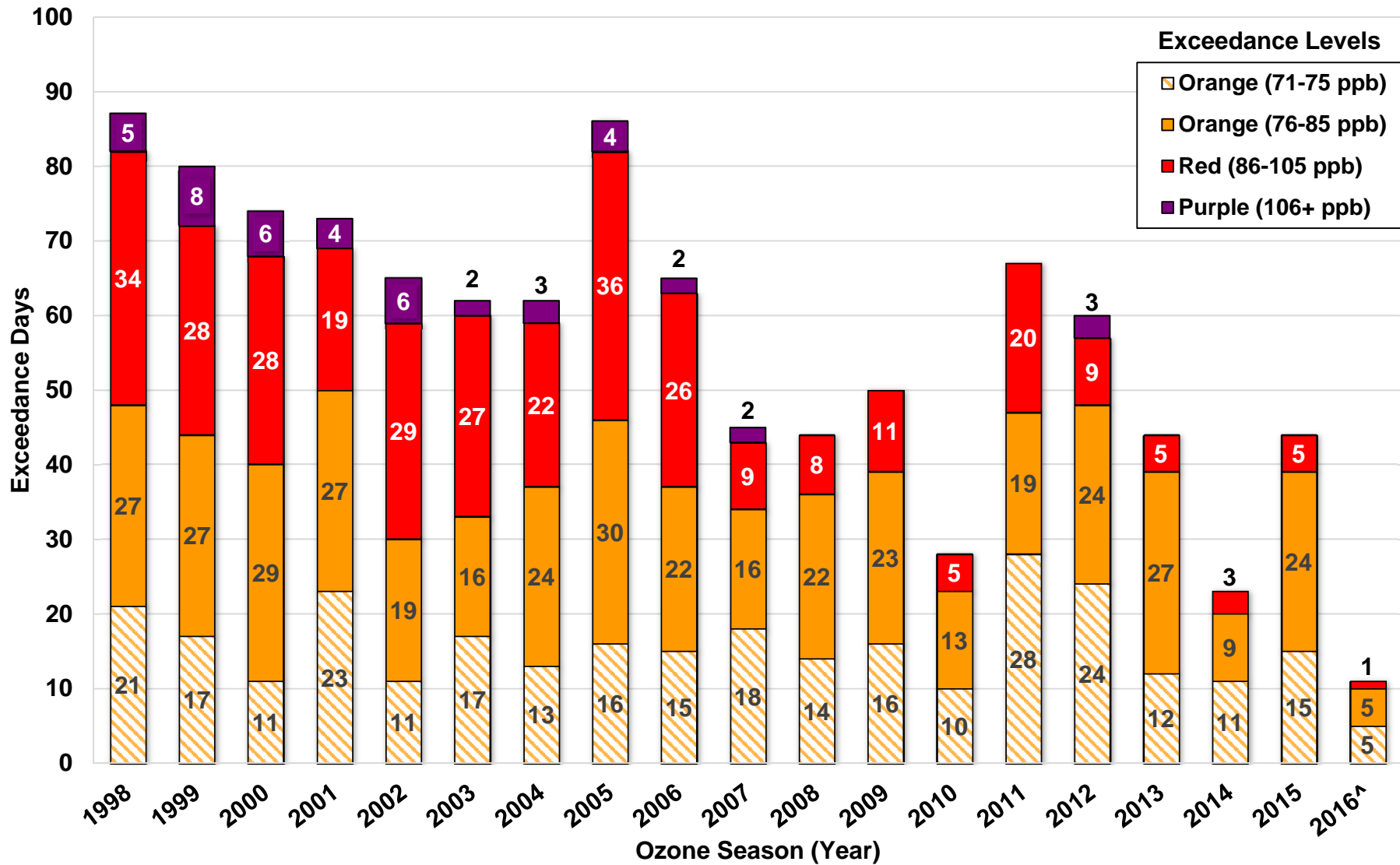
Regional Transportation Council

Whitney Vandiver
September 8, 2016




2016 OZONE SEASON

Eight-Hour Ozone Exceedance Days Based on 70 ppb Standard



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

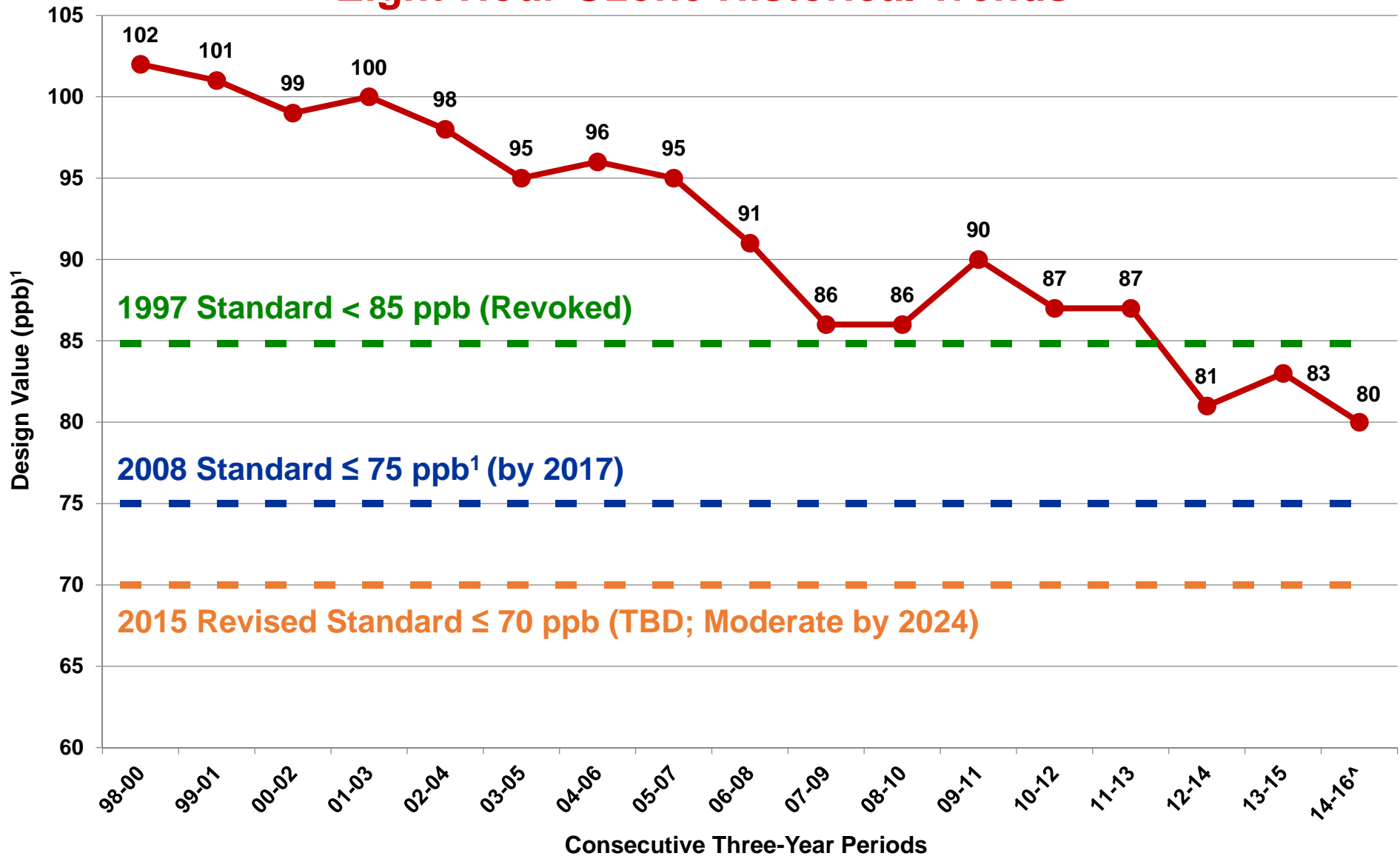
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

[^]Not a full year of data, current as of 8/24/2016

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

2016 OZONE SEASON

Eight-Hour Ozone Historical Trends



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

*Data not certified by the Texas Commission on Environmental Quality

[^]Not a full year of data, current as of 8/24/2016.

Clean Air Action Day 2016

www.airnorthtexas.org

Transportation & Air Quality Workshop



Social Media Participation



Partner Support



New Partners



Save the Date for
6.23.17

CONTACTS



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Communications Coordinator
817-704-5639
wvandiver@nctcog.org

Jody Loza
Senior Air Quality Planner
817-704-5609
jloza@nctcog.org

www.airnorthtexas.org

Compressed Natural Gas Fuel System Inspector Training

Today, there are more than **2.5 million natural gas vehicles in use**. They use compressed natural gas (CNG) cylinders that require periodic inspection and create a demand for certified professionals to physically inspect these systems and regulate CNG safety.

As part of a grant from the Department of Energy, the Dallas-Fort Worth Clean Cities and the National Alternative Fuel Training Consortium (NAFTC) are hosting a CNG vehicle and infrastructure training course.

Taught by **professional NAFTC instructors**, this two-day course will prepare participants to:

- safely install CNG components to NFPA 52 code
- recognize unsafe, damaged, and deteriorated vehicles and infrastructure
- understand regulations needed to install CNG components on a conversion
- develop a working knowledge of the types of issues that can occur for pressure relief devices, different types of cylinders, and fuel system components
- learn material in preparation for the **CSA Fuel System Inspector Exam**

Who: CNG technicians, system installers, safety and fleet supervisors, and risk management staff

Where: Fire Training Research Center
1530 W 27th
DFW Airport, TX 75261

When: Tuesday, October 4 and
Wednesday, October 5
8 am - 5 pm


Cost: \$15 per trainee with lunch provided

Register at: csrtc.nctcog.org



Dallas-Fort Worth
CLEAN CITIES




North Central Texas Council of Governments
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[Funding Opportunities](#)
[Ozone Information](#)
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Air Quality Funding Opportunities for Vehicles

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

Air Quality Funding Home

Other Air Quality Funding Opportunities

Sign-Up for Email Updates

Current Vehicle Grant Funding Opportunities

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	
Click the links below for a program description and relevant dates and details.	AirCheckTexas Drive a Clean Machine Program						X			General Public
	Drayage Loan Program Deadline: First Come, First Served	X				X				Private Sector
	Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X	X	X		Private Sector
	Propane Vehicle Incentives for Texas	X	X		X	X	X	X		Public Sector, Private Sector
	Texas Clean Fleet Program (TCFP) Deadline: October 18, 2016, 5pm CST NEW!			X	X	X	X	X		Public Sector, Private Sector, General Public
	Texas Clean School Bus Program Deadline: November 1, 2016, 5pm CST NEW!	X								Public School Districts, Charter Schools
	Texas Natural Gas Vehicle Grant Program (TNGVGP) Deadline: May 26, 2017, 5pm CST NEW!	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.

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

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

Feedback on NCTCOG Idle Reduction Strategies

Feedback on NCTCOG Idle Reduction Strategies

The North Central Texas Council of Governments is committed to improving regional air quality by supporting local strategies that reduce unnecessary vehicle idling. Please help us by completing the brief survey below to indicate your organization's interest in different types of idle-reduction initiatives and which types of resources would be most helpful.

1. How interested would your organization be in addressing vehicle idling around the following locations:

	Very Likely	Somewhat Likely	Not Likely
Hospitals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Business Centers/Retail Areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Distribution Centers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Park Areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Universities/Schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Designated Public Spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. How concerned is your organization about reducing idling from the following types of vehicles?

	Very Concerned	Somewhat Concerned	Not Concerned
Heavy-Duty Commercial Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Heavy-Duty Passenger Buses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Medium-Duty Work Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Light-Duty Passenger Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Off-Road Construction or	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Agricultural Equipment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Off-Road Locomotives or Aircraft	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. How interested would your organization be in pursuing the following strategies to reduce vehicle idling?

	Very Likely	Somewhat Likely	Not Likely
Regulation-- Legally enforceable regulation limiting unnecessary vehicle idling.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Campaign-- Public awareness campaign promoting idle reduction.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Policy-- Internal idle-reduction policy regarding entity-owned vehicles.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. What types of messaging would your organization be interested in using to promote idle-reduction initiatives?

	Very Interested	Somewhat Interested	Not Interested
Air Quality Benefits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Health Benefits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fuel Savings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduced Vehicle Wear and Tear	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. What resources would your organization find helpful to implement idle-reduction strategies?

	Very Helpful	Somewhat Helpful	Not Helpful
Educational Resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Technical Resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enforcement Resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Outreach Resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Would you or your organization like to be a part of a working group dedicated to developing or improving these strategies for the region?

- Yes
- No

*** 7. Please fill out the contact information below .**

Name

Organization

Email Address

Phone Number

Powered by



See how easy it is to [create a survey](#).



What Is Fleets For The Future?

National partnership between regional councils, Clean Cities coalitions, and industry leaders led by the National Association of Regional Councils.

Coordinates five regional and one national scale procurement initiative designed to consolidate bulk orders of alternative fuel vehicles and infrastructure.

Focuses on reducing the incremental costs of propane, electric, and natural gas powered vehicles and refueling or charging infrastructure.

Creates best practices and templates on alternative fuel usage and related infrastructure, as well as vehicle procurement strategies and policies.

Dedicated to advancing fuel efficient vehicle technologies to decrease petroleum consumption through targeted outreach, education, and deployment of best practices.

Why Alternative Fuels?

Allow drivers and fleet managers to reduce petroleum use, minimize emissions, and **save on fuel** costs.

Reduce dependence on foreign exports and create a more **stable energy market** that is less susceptible to supply and price volatility.

Offer **air quality benefits** and help meet increasingly stringent emission and Corporate Average Fuel Economy standards.

Learn More!

Website: www.NARC.org/F4F

Twitter: @Fleets4Future

Contact: Taylor@NARC.org

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

NATIONAL PARTNERSHIP

Regional Planning Council Partners

- **Mid-America Regional Council, Kansas City, MO**
- Metropolitan Washington COG, Washington, DC
- Metropolitan Area Planning Council, Boston, MA
- North Central Texas COG, Dallas/Fort Worth, TX
- Pima Association of Governments, Tucson, AZ

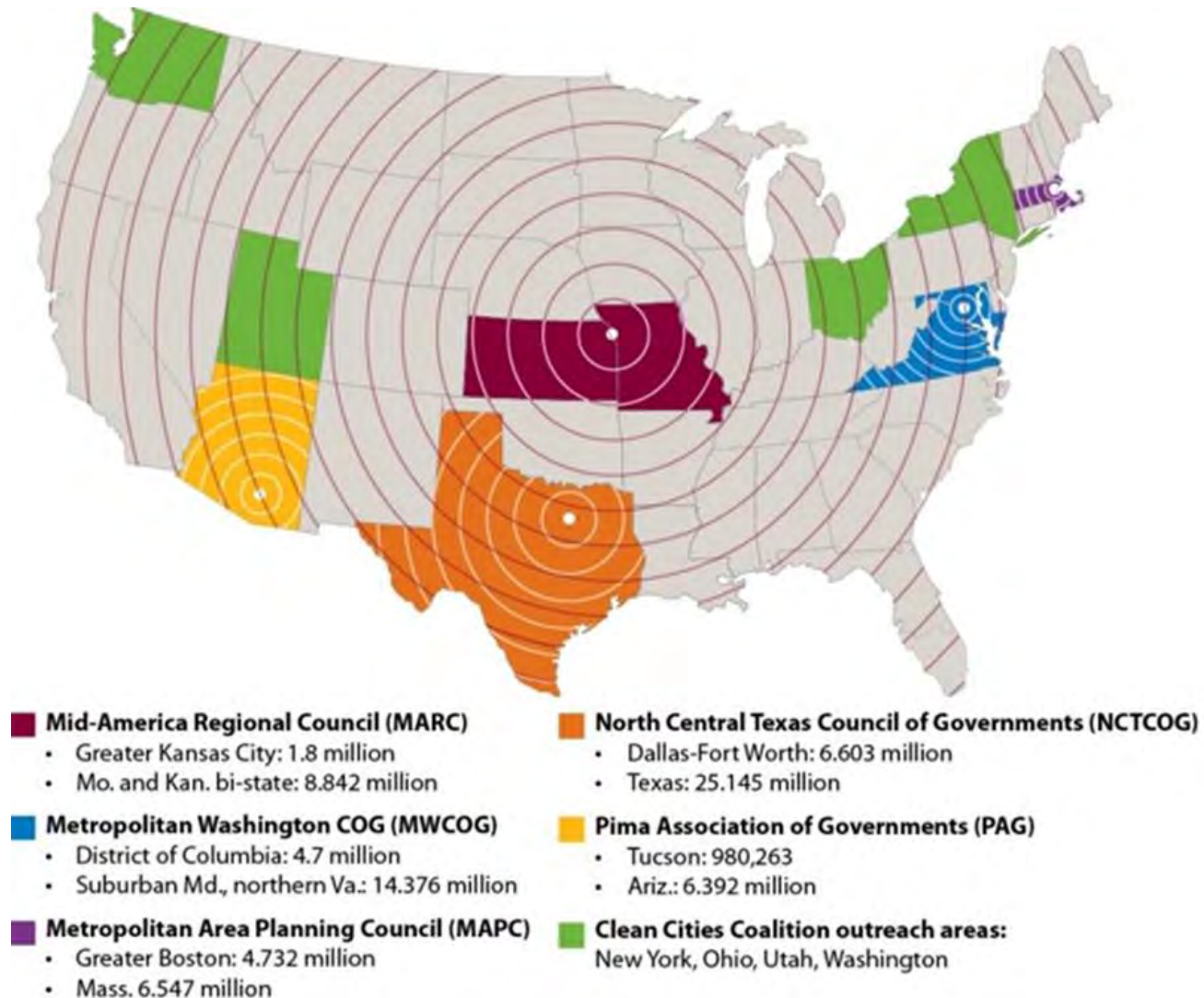
Clean Cities Coalitions

- **Metropolitan Energy Center /Kansas City Regional Clean Cities**
- Clean Communities of Central New York
- Dallas-Fort Worth Clean Cities Coalition
- Greater Washington Region Clean Cities Coalition
- Massachusetts Clean Cities Coalition
- Tucson Regional Clean Cities Coalition
- Utah Clean Cities
- Western Washington Clean Cities
- Clean Fuels Ohio

Industry and Technical Partners

- **Meister Consultants Group, Inc.**
- Electrification Coalition
- Yborra & Associates, LLC
- ICM, Inc.
- Propane Education & Research Council

NATIONAL PARTNERSHIP



NEXT STEPS

Establish Priorities with Regional Working Group

- Central Freight Lines
- City of Benbrook
- City of Coppell
- City of Dallas
- City of Denton
- City of Plano
- City of Southlake
- Texas Department of Transportation

If Interested in Joining, Contact:

- Amy Hodges, ahodges@nctcog.org or 817-704-2508

SCHEDULE

Milestone	Estimated Timeframe
Establish Working Group	August 2016
Distribute Fleet Survey	August 2016
Analyze Survey Results	September - October 2016
Identify Priority Vehicles & Specifications	November 2016
Develop Procurement Strategy	Winter 2016/2017
Facilitate Cooperative Purchases	Spring 2017 - 2018



Amy Hodges

Air Quality Planner

ahodges@nctcog.org

817-704-2508

Lori Clark

Principal Air Quality Planner

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817-695-9232

Website: www.NARC.org/F4F



**Dallas-Fort Worth
CLEAN CITIES**



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



National Drive Electric Week™

September 10 - 18, 2016

Join us for a celebration near you.

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IS PRESENTED BY



National Drive Electric Week Event - Grapevine

Day: Saturday, September 17, 2016

Time: 10:00am - 2:00pm

Location: Grapevine Mills Mall
3000 Grapevine Mills Parkway
Parking Lot 2C
Grapevine, TX 76051

to attend this event and complete a short survey for a chance to win \$100.

to help the organizers for this event.

the organizers for this event.



Last year's NDEW event in North Central Texas was an exciting, fun, and energizing day! True to the EV spirit, North Texans didn't let anything – not even unseasonable rainstorms – stop them from turning out in record numbers to show off, learn about, and connect with EVs and EV owners.

We're also excited to announce that State Representative Giovanni Capriglione will be giving remarks leading up to our EV grand tally!

We still need everyone's help to make it even more of a blow-out success! Interested in lending a hand? Here are a few ways we could use your assistance:


- **Register for the event NOW!**
- **If you drive an EV, bring it (and register it for the event, too)!**
- **Promote the event!** Whether you are an active social media user, contribute to a print or online publication, or just like to gab, help us get the word out about the event! Be sure to use the hashtags #texasEV, #NDEW2016, and #DFWCleanCities whenever relevant.
- **Connect us with exhibitors!** If you know of any organizations, companies, public agencies, private fleets – anyone using,

promoting, supporting, or otherwise invested in EVs and EV-related technologies – that might be interested in participating as an exhibitor, help us connect with them! Give them our contact information, or send theirs to us and we'll make sure to follow-up with them!

- **Volunteer your special skill or talent!** This year, we want the NDEW event to feel more festive than ever. Do you have a special talent or skill you'd be willing to volunteer? Are you an amazing face-painter? Or an impressive caricature artist? Maybe you have a singing or dance troupe that would be willing to perform? Contact us to let us know!

Check back here often for updated details, event calendar/agenda, and DFW EV news!

Click the following links for more information about Electric Vehicles North Texas and DFW Clean Cities Coalition.

 You and 49 others like this. 49 people like this. Be the first of your friends.

[Tweet #NDEW2016](#) [Follow @NatDriveElecWk](#) [Tweet](#)

Registered Attendees

There are currently 188 attendees registered.

Expected Plug-In Vehicles

Vehicle	Registered
Tesla Model S	31
Nissan LEAF	15
Chevrolet Volt	9
BMW i3	4
BMW i3 REX	4
Ford Focus Electric	3
Tesla Model X	3
Toyota Plug-in Prius	2
Cadillac ELR	1
Chevy Spark EV	1
Fiat 500e	1
Ford Fusion Energi	1
Smart fortwo electric drive	1
Tesla Roadster	1
14 Models	77

Registered attendees report 1,101,297 electric miles driven.



NATIONAL DRIVE ELECTRIC WEEK CELEBRATIONS SEPTEMBER 10 - 18, 2016



Nissan LEAF® is the exclusive automotive sponsor of National Drive Electric Week.
Silver Level Sponsor: CalETC.

Local events will vary; they are independently organized.

© 2011-2016 by Plug In America, Sierra Club and Electric Auto Association
The Drive Electric logo, the term "National Drive Electric Week" and the three organizational logos are protected by copyright and trademark. Use is granted only for promoting National Drive Electric Week events and are subject to the terms of the [event agreement](#).

TRANSPORTATION PUBLIC MEETINGS

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

The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the Fiscal Year 2016 and Fiscal Year 2017 UPWP will be presented for public review and comment.

Regional 10-Year Plan and Priorities

House Bill 20 was recently passed by the 84th Texas Legislature and requires that regions develop a 10-year plan to identify major projects to be implemented over that time frame. In June 2016, staff began working on the 10-year planning effort in coordination with regional partners and the Texas Department of Transportation District offices. A map showing the progress from previous 10-year efforts will be presented for public review and comment. Staff will also seek public input on the projects and priorities for the next 10 years.

Fleet Funding Opportunities: Fleets for the Future and Upcoming Grants
The new initiative, Fleets for the Future (F4F), is a regional procurement effort for alternative fuel vehicles to help fleets acquire these vehicles at a lower cost. NCTCOG and the DFW Clean Cities Coalition (DFWCC) are participating in this national partnership funded by the U.S. Department of Energy, under contract with the National Association of Regional Councils.

Marketing Efforts for the DFW Connector Pilot Program

The North Texas Tollway Authority and NCTCOG are partnering on a marketing program to encourage TollTag usage in the DFW Connector area. Compared to pay-by-mail/ZipCash drivers, TollTag users pay lower rates and the risk of delinquent payments is lower. The pilot program will evaluate several proposed marketing efforts and incentives to determine how best to encourage greater TollTag usage.

Other Information to be Highlighted at the Meetings:

- Proposed Modifications to the List of Funded Projects
- National Drive Electric Week
- Joining Forces: Aligning Community & Military Missions

A video recording of the Arlington meeting will be online at www.nctcog.org/input.



NCTCOGtrans



North Central Texas
Council of Governments

MONDAY, SEPT. 12, 2016

6:30 PM

Bedford Public Library
2424 Forest Ridge Drive
Bedford, TX 76021

WEDNESDAY, SEPT. 14, 2016

2:30 PM

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

TUESDAY, SEPT. 20, 2016

6:30 PM

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

For anyone wanting to ride transit to the Sept. 14 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-serve basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Jahnae Stout at least 72 hours prior to the meeting at 817-608-2335 or jstout@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options Sept. 14

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

For special accommodations due to a disability or language translation, contact Jahnae Stout at 817-608-2335 or jstout@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 817-608-2335 o por email: jstout@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.*



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

August 4, 2016

The Honorable Laura Ryan
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

Dear Commissioner Ryan:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I would like to congratulate you on being appointed to the Texas Transportation Commission. The Texas Department of Transportation's partnership with MPOs is vital to transportation planning, as it helps to identify and prioritize projects that improve mobility and safety throughout the state. As always, we look forward to working with you and discussing important transportation matters.

I would also like to invite you to an upcoming RTC meeting. Our next meeting takes place August 11 at 1 pm at the North Central Texas Council of Governments' (NCTCOG) office at 616 Six Flags Drive in Arlington. If you are unable to attend the August meeting, the RTC meets the second Thursday of every month at the same time and location. Please let us know if you are able to attend an upcoming meeting.

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

Sincerely,

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

RH:ch

cc: Victor Vandergriff, Commissioner, Texas Department of Transportation
Michael Morris, P.E., Director of Transportation, NCTCOG



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

August 4, 2016

The Honorable Jeff Moseley
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

Dear Commissioner Moseley:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to thank you for your valuable service on the Texas Transportation Commission.

I would also like to invite you to an upcoming RTC meeting to recognize you for accomplishments during your time on the Commission. Our next meeting takes place August 11 at 1 pm at the North Central Texas Council of Governments' (NCTCOG) office at 616 Six Flags Drive in Arlington. If you are unable to attend the August meeting, the RTC meets the second Thursday of every month at the same time and location. Please let us know if you are able to attend an upcoming meeting.

As you enter the next phase of your career, we hope that you remain as successful as during your time on the Commission. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

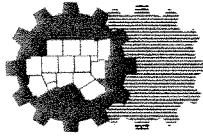
Sincerely,

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

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

RH:ch

cc: Victor Vandergriff, Commissioner, Texas Department of Transportation
Michael Morris, P.E., Director of Transportation, NCTCOG



North Central Texas Council Of Governments

August 5, 2016

Mr. John C. Cruden
Assistant Attorney General
US Department of Justice
Environment and Natural Resources Division
PO Box 7611
Washington, DC 20044-7611

SUBJECT: Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability
Litigation, Case No: MDL No. 2672 CRB (JSC), and D.J. Ref. No. 90-5-2-1-11386

Dear Assistant Attorney General Cruden:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, the opportunity to provide comments on the Partial Consent Decree for the above-identified lawsuit is appreciated. A roster of RTC members is included as Attachment 1. As staff to an MPO in an ozone nonattainment area, NCTCOG works to implement initiatives that reduce ozone-forming emissions from the transportation sector and has successfully administered eight grants awarded under the Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) funding programs, with another two DERA projects currently underway. The enclosed comments focus on details of the Environmental Mitigation Trust (the Trust), specifically the Eligible Mitigation Actions and Mitigation Action Expenditures outlined in Appendix D-2. In general, these comments reflect the principle that the Trust should be administered in a way that ensures the funding facilitates implementation of as many eligible activities as possible, thus optimizing nitrogen oxides (NO_x) emissions reductions achieved.

Administration

NCTCOG encourages the Department of Justice to clarify that the Lead Agency identified through the form in Appendix D-3 is authorized to administer the Beneficiary Mitigation Plan through formal partnerships with other agencies as it deems appropriate. For example, a Lead Agency may wish to partner with another State or local government to administer Eligible Mitigation Actions in a more targeted area. NCTCOG recommends adding language that clearly allows this discretion to section IV.4.2.1 of Appendix D, or to the Certification for Beneficiary Status Under Environmental Mitigation Trust Agreement form in Appendix D-3.

Funding Levels

NCTCOG supports the higher funding levels outlined for zero-emissions technology and government-owned vehicles and equipment in various Eligible Mitigation Action categories. NCTCOG recommends that these same higher funding levels also be offered for all new vehicles and equipment powered by an engine that meets the strictest California Air Resources Board (CARB) Optional Low-NO_x Standard of 0.02 grams NO_x per brake horsepower-hour, which will incentivize the use of the cleanest available near-zero emissions technology options in certain applications where purely electric technology is not yet fully mature.

NCTCOG also requests that no eligible activity be allowed 100% funding, and notes that the extent of 100% funding options proposed in the Consent Decree is much more generous than the DERA funding thresholds on which the Consent Decree funding levels are modeled. NCTCOG suggests that 80% funding from the Trust fund is adequate for Eligible Mitigation Actions involving government-owned vehicles or equipment. This funding threshold is consistent with the maximum typically allowed under the Congestion Mitigation and Air Quality Improvement (CMAQ) program.

Expenditure Options

Since the intent of the Trust is to offset unexpected emissions from violating light-duty diesel vehicles that prompted this lawsuit, it is imperative that the Trust facilitate implementation of emission-reducing activities that would not occur without the use of Trust funds. To that end, NCTCOG recommends against the DERA Option. According to the EPA, request to competitive DERA funding programs have exceeded availability of funds by as much as seven to one.¹ In fiscal year 2013, the agency received \$48 million in requests compared to only \$9 million available. This demonstrates that no additional subsidy is needed to implement projects already funded by DERA. Allowing Trust funds to be used for DERA-funded projects will open the door for Trust funds to be exhausted on projects that would have been completed without the extra assistance, thus failing to achieve any additional emissions reductions. Elimination of the DERA Option will ensure that all Mitigation Actions will be above and beyond "existing" projects, thus achieving the additional emissions reductions intended to be gained through this Trust.

In lieu of the DERA Option, NCTCOG recommends adding an option for Beneficiaries to administer funds for Eligible Mitigation Actions through a low-interest revolving loan program. Under a loan, a greater share of expenses could be paid through the Trust up-front, then as the loan is repaid the funds become available for future additional projects. This could accomplish the goal of providing a large Trust percentage of eligible costs while maintaining the sustainability of the Trust long-term to maximize the number of Eligible Mitigation Actions implemented. It also has the potential to increase the fund over time through collection of interest.

¹ Third Report to Congress: Highlights from the Diesel Emission Reduction Program. Environmental Protection Agency. EPA-420-R-16-004. February 2016. <http://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100OHMK.pdf>.

Eligible Activities

NCTCOG recommends that the Consent Decree use fuel and technology-neutral language when discussing eligible technologies, rather than calling out specific fuel types, to ensure consistent focus on NO_x emissions reductions versus other goals. This can be done by referencing new engines that meet either:

- The most current EPA emissions standards in effect during the year the Eligible Mitigation Action occurs, or
- CARB Optional Low-NO_x Standards, or
- Zero-emission technology.

NCTCOG appreciates inclusion of Ocean Going Vessels Shorepower as a highly cost-effective strategy. However, idle reduction technologies for heavy-duty trucks, school buses, and locomotives are also highly cost-effective methods to reduce emissions. These technologies include auxiliary power units, truck stop electrification or electrified parking spaces, and shore connection systems for locomotives, among others. In fact, the Federal Highway Administration found that idle reduction projects for heavy-duty trucks are the most cost-effective for NO_x emissions among all emissions reduction strategies evaluated within the CMAQ program.² Therefore, NCTCOG recommends adding another Eligible Mitigation Action category for all EPA-verified idle reduction technologies to capture the full spectrum of cost-effective idle reduction activities.

NCTCOG notes that eligibility within these categories appears to be limited to short-haul trucks. NCTCOG recommends consulting with EPA to consider options for encompassing long-haul Class 8 trucks, which also have the potential to be high emitters due to their high mileage and age. Expanding eligibility to all EPA-verified idle reduction technologies as requested above will also support this sector. Moreover, these trucks can rarely benefit from State and local incentive programs because of their national operations. Geographic eligibility could be based upon documentation of the state in which the largest proportion of fuel taxes is paid.

NCTCOG recommends technical revisions to certain Eligible Mitigation Action categories:

- Categories 1, 2, 3, 4, 6, 7, and 8:

NCTCOG recommends clarifying the scrappage requirement to refer only to the engine in the case of a Repower, and the entire vehicle or equipment only in the case of replacement. Also, NCTCOG encourages the Department of Justice to coordinate with EPA to evaluate whether scrapping the engine and emissions system, rather than the entire vehicle or equipment, would be possible for replacements as well. This would retain the air quality benefits while minimizing lost revenue associated with chassis resale, which is often a deterrent to

² Figure 3. Median Cost-Effectiveness Estimates (Cost per Ton Reduced) of NO_x Emissions Reductions. FHWA – Cost Effectiveness Tables Summary.
http://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/index.cfm

August 5, 2016

participation. It also minimizes unintended consequences of unnecessarily increasing the solid waste stream.

- NCTCOG recommends changing all references to "all-electric engine" to simply "all-electric" or "electric motor", as electric vehicles and equipment are powered by motors, rather than engines. Use of the word "engine" when referencing all-electric power sources could create unnecessary confusion.
- Categories 1, 2, and 6:
 - The Trust allows eligible trucks and buses in these categories to include model years 2007-2012 in the event Beneficiaries already have State regulations requiring upgrades to older model years. NCTCOG suggests this eligible age range be limited to trucks and buses powered by 2007-2010 model year engines, reflecting the phase-in years for current heavy-duty engine emissions standards since 2011 and 2012 trucks are already powered by engines that meet the most current emissions standards.

Definitions

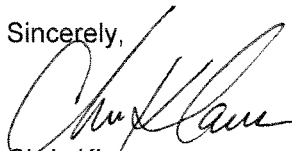
Finally, NCTCOG suggests revising definitions for consistency with other federal programs:

- Change "Alternate Fueled" to "Alternative Fuel" and define by reference to the Energy Policy Act of 1992. This definition would encompass all-electric vehicles and equipment.
- Add a definition for "Hybrid Vehicle" for purposes of adding hybrid vehicles to desired Eligible Mitigation Activity categories, as hybrid technology is not defined as Alternative Fuel by the Energy Policy Act.

Again, the NCTCOG appreciates the opportunity to comment. We look forward to implementation of the Partial Consent Decree as we work with partner agencies toward the common goal of cleaner air.

Should you have any questions, please contact me at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,



Chris Klaus
Senior Program Manager

LPC:mg
Attachment

cc: David Brymer, Air Quality Division Director, Texas Commission on Environmental Quality
Michael Morris, P.E., Director of Transportation, NCTCOG



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

August 11, 2016

U.S. Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Nadeau:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Area, I would like to submit comments on the Federal Highway Administration (FHWA) notice of proposed rulemaking (NPRM) on the National Performance Management Measures for Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program, **Docket Number FHWA-2013-0020**, published in the April 22, 2016, Federal Register.

The RTC is supportive of the proposed performance measures for States and metropolitan planning organizations as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and believes the performance management provisions will help work towards a safer and more efficient transportation system. Please consider the following comments as you work to finalize this regulation.

GENERAL COMMENTS

Target Setting

The RTC supports States and MPOs working together to achieve the established measures and targets, but is concerned that State targets may conflict with metropolitan area targets without proper coordination. States and MPOs also face different funding constraints, have different geographies and varying populations that may affect their transportation system. Because of this, it is essential that the flexibility for States and MPOs to set their own targets remain in the final rules. In addition, much of the funding is under the control of State Departments of Transportation (DOTs) and MPOs may not be able to influence targets significantly in areas where the majority of project selection is handled by States. It would be helpful to include requirements for coordination and data sharing in the final rules.

Multimodal

The RTC supports the consideration of mobility using all surface modes of transportation. The final rule should include more than automobile and roadway freight performance measures to properly account for areas that provide transportation options and choices other than single occupant vehicle travel. Bicycle/Pedestrian safety and mobility, transit, ride-sharing strategies and other alternative modes are not included in the NPRM. Although data currently limits this,

consideration to other modes should be given in the future as new performance measures are developed, where warranted.

Reliability Measures

The RTC supports providing MPOs with the option to define and identify expected/desired travel times on roadway segments. The proposed reliability measures use terms such as expected travel times on certain facility segments relative to uncongested times, which could be problematic when defining the expected travel times. Urban/suburban/rural environments, travel mode, land use, and other factors may all contribute to variations in travel times. Recognizing that desired volumes and speeds are context-sensitive is vital when determining reliability measures. In addition, the proposed reliability measures do not take into account the occurrence of extraordinary events that could skew the data, such as special events (e.g., major sporting events, hazardous materials accident) or unusual weather, and the final rule should accommodate the impact of such events.

Subpart H: National Performance Management Measure for Assessing the CMAQ Improvement Program—On-Road Mobile Source Emissions

The RTC believes reporting areas should be consistent between CMAQ Congestion and On-Road Mobile Source Emissions Performance Measures to make reporting simpler. This will help when handling the data and executing the calculations.

The RTC does agree with the proposed definition for on-road mobile source and approves of the measure. Consistency among the definitions is the best approach. As stated in the proposed rules, the measure established through this rulemaking should apply to CMAQ-funded projects only in areas designated as nonattainment or maintenance for pollutants applicable to the CMAQ program versus all areas.

Greenhouse Gas Performance Measures

FHWA requested comments on whether or not to establish greenhouse gas performance measures. The RTC believes no new national-level measures should be established beyond those required in MAP-21. Additional time and experience with national-level measures is also needed by State DOTs, MPOs, and USDOT before additional measures are created. If USDOT does establish a greenhouse gas performance measure, there should be a separate rulemaking process where additional comments can be provided.

RESPONSE TO SPECIFIC FHWA REQUESTS FOR COMMENTS

Maximizing Opportunities for Successful Implementation

FHWA requested comments on how it can help maximize opportunities for successful implementation and increase the chances for full State DOT and MPO compliance with new performance related regulations. The RTC believes that the development of a web-based user interface would greatly help with implementation. For example, the Regional Integrated Transportation System interface has already been developed by the University of Maryland and may be a great starting point, but training opportunities must be expanded.

Assessing Traffic Congestion with All Modes of Transportation

FHWA requested comments on feasible approaches to move toward the development of a measure that would consider the mobility of travelers using all surface modes of transportation.

August 11, 2016

The RTC supports the consideration of the mobility of travelers using all surface modes of transportation. Related to rail, the information available as part of the General Transit Feed Specification can be incorporated in conjunction with ridership and service reliability data that transit agencies can share.

Availability of Performance Throughput Data

FHWA requested comments on the use and availability of performance throughput data, as it is believed that performance throughput data is not widely available at a national level or routinely measured on a system wide basis. In the DFW region, the traffic volumes and person flows calculated or forecasted from our Travel Demand Model are used and considered a reliable estimation of traffic throughput that mirrors actual travel experience. The RTC would support throughput data from travel demand models to be used to assess this type of performance.

Alternative Methods of Hourly Volume Estimates

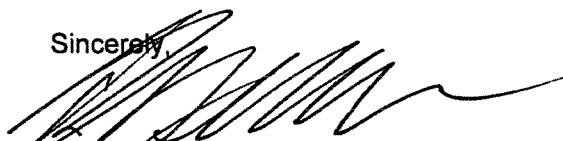
FHWA requested comments on alternative methods of hourly volume estimates to more effectively capture the impact of performance changes on differing levels of system use. The RTC believes the use of travel demand models should be encouraged and facilitated, as well as the implementation of specific algorithms that could forecast hourly traffic volumes. An alternate approach would be to develop hourly factors based on the permanent traffic count stations that exist in a region. These factors could be applied to the annual average daily traffic estimated as part of the Highway Performance Monitoring System.

Calculating System Performance Metrics

FHWA requested comments on the need for a complete data set to accurately calculate the reliability metric or alternative approaches that could be used reliably as part of a national performance program. The RTC acknowledges the possibility for travel times to be missing during different time intervals of the day, and based on data currently being collected, developing imputation algorithms to estimate missing data is recommended. These algorithms could be developed based on the historical trends and the similarities between roadway segments belonging to the same region.

We appreciate the opportunity to provide these comments and look forward to working with FHWA in the implementation of final rules. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,



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

RH:ch

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



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

August 11, 2016

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Nadeau and Acting Administrator Flowers:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Area, I would like to submit comments on the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) notice of proposed rulemaking (NPRM) on Metropolitan Planning Organization Coordination and Planning Area Reform, **Docket Number FHWA-2016-0016**, published in the June 27, 2016, Federal Register.

The RTC is supportive of the proposed methods for improving MPO coordination in the transportation planning process, but understands this rulemaking may potentially transform numerous MPOs across the county and emphasizes flexibility in any final proposed rules.

The NPRM proposes that multiple MPOs in same Metropolitan Planning Area (MPA) or in contiguous MPAs consolidate and/or develop single planning documents, but allows for some exceptions when considering consolidation. The RTC supports consolidation of smaller MPOs in order to plan at the correct scale as well as the development of single planning documents to promote regional decision making and a more efficient planning process. The consolidation of select MPOs may help transportation investments better reflect the needs and priorities of the entire region; however, flexibility is vital in the process moving forward and MPOs should be given adequate time to transition, which may be longer than two years. It is important that States and regions are able to provide input on their own boundaries.

State and MPO planning agreements in the proposed NPRM would also be required to employ consistent data, include a dispute resolution process and coordinate on analyses of areas within the MPA. The RTC supports documentation of coordinated data sharing and analytical materials, as well as dispute resolution. States and MPO sharing information or analyses within MPA would improve regional coordination and create a more efficient and focused planning process. Requiring a dispute resolution process and data sharing would also strengthen coordination of MPOs and States.

We thank you for the opportunity to provide these comments on the FHWA and FTA proposed rulemaking on Metropolitan Planning Organization Coordination and Planning Area Reform. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

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

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

RH:ch

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

P. O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028

<http://www.nctcog.org/trans>



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

August 11, 2016

The Honorable Robert Nichols
Chairman
Senate Transportation Committee
P.O. Box 12068
Capitol Station
Austin, Texas 78711

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to thank you for your continued dedication to improving transportation for the State of Texas. During this critical legislative interim, you have shown leadership in calling attention to the continued need for innovative finance tools, supporting historical allocations from the Texas Transportation Commission, and monitoring implementation of performance-based planning through House Bill 20.

Although we have written to thank you for your "Tax Roads vs. Toll Roads" presentation, we again would like to highlight the importance of this issue. The Texas Legislature has provided, through the last two sessions, a significant infusion of funding for non-tolled transportation improvements. We have calculated that this meets around 30 percent of our needed congestion funding, so your continued focus on keeping tools in place to expedite projects will be critical in the future.

Additionally, your comments to the Texas Transportation Commission related to funding allocations and meeting commitments to metropolitan regions who take advantage of these innovative tools were appreciated. The RTC recognizes the challenges faced by the Texas Department of Transportation in meeting needs outside of the metropolitan regions as well as ensuring proper maintenance and safety on roadways and bridges. Your comments are important, not just as a Senator, but as a member of the Texas Transportation Commission when these partnerships were developed.

Going hand in hand with the additional funding that has been received is implementing the requirements of House Bill (HB) 20 related to performance-based planning and decision-making. This demonstrates to the public and to the Legislature that funding is being used appropriately. We know the Senate Transportation Committee has held hearings on implementation of HB 20 and we stand ready to ensure plans and projects in the DFW area are developed in accordance with HB 20 requirements.

Again, thank you for your service to the State of Texas and your commitment to transportation. Please feel free to contact me at (817) 695-9241 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to be "Ron Jensen", written over a white background.

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

AW:ch

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



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

August 11, 2016

The Honorable Tryon D. Lewis
Chairman
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable Jeff Austin, III
Member
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable J. Bruce Bugg, Jr.,
Member
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable Laura Ryan
Member
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable Victor Vandergriff
Member
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

Dear Chairman Lewis and Commissioners Austin, Bugg, Ryan and Vandergriff:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to submit the following comments on the development of the 2017 Unified Transportation Program (UTP). The RTC is pleased to see a strong commitment to addressing urban congestion relief in the draft UTP and we would like to support the adoption of Governor Abbott's Texas Clear Lanes Program in Category 12. A program of \$5 billion over ten years focused on the heaviest congestion areas in the State with project selection coming directly from the Texas Transportation Commission showcases the commitment of our Governor on mobility and reliability needs.

Earlier this year, the first phase of this program brought a welcomed infusion of funding to five of the region's top transportation priority projects and we look forward to working with the TTC and the Texas Department of Transportation (TxDOT) on advancing additional projects.

The RTC has a strong record of partnership with the TTC and TxDOT to improve transportation in the DFW area. Alongside the UTP, we recognize the importance of working together on a lot of transportation initiatives. Innovation funding partnerships, transparency through performance measures, and streamlining project delivery are examples of our partnerships. The RTC pledges to work collaboratively with the TTC and TxDOT and stands ready to assist on other issues important to meeting the transportation needs of the DFW area.

August 11, 2016

We appreciate the opportunity to provide comments on the inclusion of the Texas Transportation Commission's strong commitment to addressing urban congestion. Please feel free to contact me at (817) 695-9241 if you have any questions.

Sincerely,

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

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

AW:ch

cc: James Bass, Texas Department of Transportation
Michael Morris, P.E., Director of Transportation, NCTCOG



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

August 11, 2016

The Honorable Robert Nichols
Chairman
Senate Transportation Committee
P.O. Box 12068
Capitol Station
Austin, Texas 78711

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to thank you for your continued dedication to improving transportation for the State of Texas. During this critical legislative interim, you have shown leadership in calling attention to the continued need for innovative finance tools, supporting historical allocations from the Texas Transportation Commission, and monitoring implementation of performance-based planning through House Bill 20.

Although we have written to thank you for your "Tax Roads vs. Toll Roads" presentation, we again would like to highlight the importance of this issue. The Texas Legislature has provided, through the last two sessions, a significant infusion of funding for non-tolled transportation improvements. We have calculated that this meets around 30 percent of our needed congestion funding, so your continued focus on keeping tools in place to expedite projects will be critical in the future.

Additionally, your comments to the Texas Transportation Commission related to funding allocations and meeting commitments to metropolitan regions who take advantage of these innovative tools were appreciated. The RTC recognizes the challenges faced by the Texas Department of Transportation in meeting needs outside of the metropolitan regions as well as ensuring proper maintenance and safety on roadways and bridges. Your comments are important, not just as a Senator, but as a member of the Texas Transportation Commission when these partnerships were developed.

Going hand in hand with the additional funding that has been received is implementing the requirements of House Bill (HB) 20 related to performance-based planning and decision-making. This demonstrates to the public and to the Legislature that funding is being used appropriately. We know the Senate Transportation Committee has held hearings on implementation of HB 20 and we stand ready to ensure plans and projects in the DFW area are developed in accordance with HB 20 requirements.

Again, thank you for your service to the State of Texas and your commitment to transportation. Please feel free to contact me at (817) 695-9241 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Jensen", is written over a large, stylized graphic element that resembles a signature or a logo.

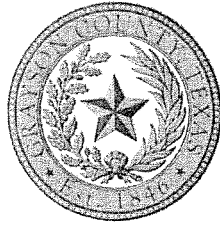
Ron Jensen, Chair
Regional Transportation Council
Mayor, City of Grand Prairie

AW:ch

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

Jeff Whitmire
Commissioner, Pct. 1

David Whitlock
Commissioner, Pct. 2



Bill Magers
Grayson County Judge

Phyllis James
Commissioner, Pct. 3

Bart Lawrence
Commissioner, Pct. 4

August 12, 2016

Honorable Ron Jensen, Chair
Regional Transportation Committee
Mayor, City of Grand Prairie
616 Six Flags Drive
Arlington, TX 76005-5888

Re: Metropolitan Planning Organization Coordination and Planning Area Reform (Docket No. FHWA-2016-0016)

Your Honor:

As Chairman of the Sherman-Denison Metropolitan Planning Organization I am writing you to voice my concern regarding the newly proposed rules regarding the responsibilities of existing Metropolitan Planning Organizations (MPOs) and the definition of Metropolitan Planning Areas (MPAs).

Attached please find my letter of same date to the Honorable Anthony Foxx, Secretary of Transportation regarding the Sherman-Denison Metropolitan Planning Organization's opposition to the adoption and implementation of the above referenced proposed rules.

I am sure that you will appreciate and respect our concerns with another organization's encroachment on the geographic boundaries of our organization as I would if our positions were reversed.

Should you have any questions please do not hesitate to give me a call.

Respectfully yours,

Bill Magers, Grayson County Judge
Chairman, Sherman-Denison MPO

CC: Michael Morris, Director of Transportation, NCTCOG

Attachment



August 12, 2016

Honorable Anthony Foxx
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: Metropolitan Planning Organization Coordination and Planning Area Reform (Docket No. FHWA-2016-0016)

Dear Sir:

As Chairman of the Sherman-Denison Metropolitan Planning Organization I am writing you to voice my concern regarding the newly proposed rules regarding the responsibilities of existing Metropolitan Planning Organizations (MPOs) and the definition of Metropolitan Planning Areas (MPAs).

On June 27, 2016 the Office of the Secretary of Transportation released in the Federal Register a Notice of Proposed Rule Making regarding the consolidation of MPOs. These proposed rules are an administrative overreach that has no basis in statutory language. In fact the statutory language regarding Metropolitan Planning Organizations and their respective Metropolitan Planning Areas has not changed since its inception in the Intermodal Surface Transportation Efficiency Act was passed in 1991 through to the more recent Fix America's Surface Transportation Act passed into law in 2015. The regulatory interpretation of the existing language has also been consistent over that same time period. These newly proposed rules seek to completely reinterpret that language yet that doesn't appear to be any new statutory language to support the new interpretation.

Secondly, by imposing these forced consolidations on the smaller MPOs these proposed regulations actually fly in the face of the primary reason for the creation of MPOs – to wit – provide the local governments a voice in the expenditure of federal transportation funds. The consolidation of two or more MPOs significantly increases the geographic area of the single entity and thereby dilutes the voices of the smaller communities especially those that find themselves at the very fringe of the Metropolitan Planning Area. These proposed regulations

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www.sdmipo.org

would also greatly dilute the voice of the general public for much the same reason leaving those on the fringes of the area either ignored or forgotten about.


In addition, these proposed regulations seem to be aimed at forcing an issue that is already being addressed in multiple states by multiple MPOs – that of regional coordination. From the Central Florida MPO Alliance in Florida to the Great Lakes initiative (taking in four states and multiple MPOs around Lake Michigan) to statewide groups such as TEMPO in Texas that have been created to address issues that have a state-wide impact, there are plenty of examples of good practices and regional efforts. Given these examples it would seem that a carrot would better promote the desired conditions far more effectively than the threat of a stick.

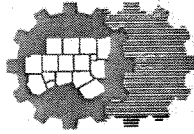
These proposed regulations also ignore the conflicts that might arise between MPOs that do not share similar designations by USEPA regarding the National Ambient Air Quality Standards. An actual example of two MPOs that share adjacent MPA boundaries but are designated quite differently by the USEPA is that of the Sherman-Denison MPO and the North Central Texas Council of Governments (NCTCOG) – one is an attainment area and one is a severe non-attainment for Ozone. These two MPOs are on completely different planning cycles and one is required to deal with the State's Implementation Plan and conformity while the other is not. The imposition of these newly proposed regulations would cause extreme confusion and delays in the planning process while the two entities attempt to come to a reasonable solution. These delays could significantly impact the delivery of transportation projects to either MPA.

Finally, should these regulations actually become a reality then we would strongly urge that the timeline for implementation be changed. Two years is far too short a time-line to put something like this in place. We would strongly urge the administration to delay implementation until after the results of the 2020 Census are known.

For these reasons I respectfully urge you to recall this latest Notice of Proposed Rule Making and not to pursue this avenue of administrative overreach.

Sincerely,


Bill Magers, Grayson County Judge
Chairman, Sherman-Denison MPO



North Central Texas Council Of Governments

August 22, 2016

US Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Fixing America's Surface Transportation – Designation of Alternative Fuel Corridors,
Docket Number FHWA-2016-0017

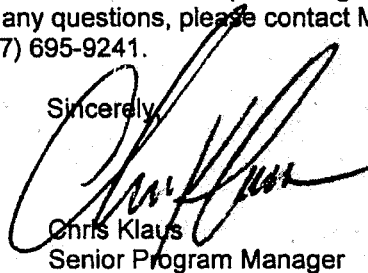
Dear Administrator Nadeau:

On behalf of the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council, the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, the opportunity to submit nominations for corridors to be designated under Section 1413 of the Fixing America's Surface Transportation (FAST) Act is appreciated.

NCTCOG supports the nomination submitted by the Texas Department of Transportation for the Interstate 45 corridor, and is also proposing several other corridors within the DFW area and across the state. A full list of nominations is detailed in Attachment 1. Specifically, each recommended roadway is included on either the National Highway System, the National Highway Freight Network, or the proposed Critical Urban Freight Corridor network which NCTCOG will be submitting per FAST Act performance measure requirements. Statewide corridors have also been identified based upon current designation in grant programs administered by the Texas Commission on Environmental Quality.

Again, the NCTCOG appreciates the opportunity to comment. We look forward to corridor designation and the opportunities that may follow as we work with partner agencies toward the common goal of cleaner air. Should you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,



Chris Klaus
Senior Program Manager

LPC:mg
Attachments

cc: Ryan Granger, Governmental Affairs, Texas Department of Transportation
Steve Dayton, Program Manager, Texas Commission on Environmental Quality
Michael Morris, P.E., Director of Transportation, NCTCOG

**NCTCOG Nominations for Corridors to be Designated under Section 1413 of the FAST Act;
Docket No. FHWA-2016-0017**

Name of Nominating Agency: This nomination is submitted by the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) metropolitan area. A roster of RTC members is included as part of Attachment 1 and includes representatives of municipalities, counties, transit agencies, and Texas Department of Transportation Districts in the 12-county DFW metropolitan planning area.

As staff to an MPO in an ozone nonattainment area, NCTCOG works to implement initiatives that reduce ozone-forming emissions from the transportation sector. NCTCOG also houses the DFW Clean Cities Coalition (DFWCC) and works to promote petroleum reduction and advance alternative fuels throughout the DFW region, which requires coordination with Clean Cities Coalitions in neighboring urban areas. NCTCOG acknowledges the importance of these designations for providing a connected, nationwide network of roadways where alternative fueling infrastructure can be found, to support increased adoption of lower-emitting alternative fuel vehicles. Moreover, NCTCOG recognizes that designation of these corridors may have substantial implications for transportation and alternative fuel programs going forward. Though the Federal Highway Administration (FHWA) has stated that designation does not have direct funding impacts, recent announcements from the Obama Administration have already linked availability of Department of Energy loan guarantees for electric vehicle supply equipment to FAST Act designation.¹ Based upon this early announcement, it is likely that these corridors, once designated, will be given priority consideration for future funding programs by a variety of federal agencies, even if not prioritized for funding by FHWA.

Corridors Being Proposed for Designation: See attached Table 1, which details nominated corridors and accompanying technical details requested in the Federal Register Notice. Maps illustrating these roadways, along with the location of existing alternative fuel infrastructure, are also enclosed. All segments are proposed to be designated for the following fuels:

- Electricity
- Natural Gas (both compressed natural gas (CNG) and liquefied natural gas (LNG))
- Propane

The Texas Commission on Environmental Quality (TCEQ), the state environmental agency, approved a list of counties which are recommended to be designated by the US Environmental Protection Agency as nonattainment for the pollutant ozone under the recently lowered eight-hour ozone standard on August 3, 2016. It should be noted that all counties recommended to be designated as nonattainment, as well as those with ozone design values approaching nonattainment levels, are located along or connected by roadways nominated by NCTCOG. This is illustrated in Map 5. The NCTCOG ozone nonattainment area is home to approximately seven million people, and is forecasted to reach nearly ten million by 2040. Other nonattainment areas in Texas also have fast-growing populations; between these regions, a total population of approximately 16.4 million people is affected.

Description and Justification for Corridor Nominations: The roadways identified in Table 1 as “North Central Texas Region” corridors have been nominated due to their regional significance and/or connectivity to other metropolitan areas. Specifically, each of the recommended roadways is included on either the National Highway System, the National Highway Freight Network, or the

¹ FACT Sheet: Obama Administration Announces Federal and Private Sector Actions to Accelerate Electric Vehicle Adoption in the United States. <http://energy.gov/articles/fact-sheet-obama-administration-announces-federal-and-private-sector-actions-accelerate>. Accessed August 5, 2016.

proposed Critical Urban Freight Corridor network which NCTCOG will be submitting per FAST Act performance measure requirements.

Most corridors identified in Table 1 as “Statewide Corridors” have been nominated based upon previous designation by the TCEQ. Through a large state grant program known as Texas Emissions Reduction Plan (TERP), TCEQ administers a variety of grant initiatives to reduce emissions of high-emitting heavy-duty engines. Most programs focus on replacing, repowering, retrofitting, or otherwise upgrading high-emitting engines for heavy-duty on-road and non-road vehicles. This includes funding for trucks to be replaced or repowered to alternative fuels. Project eligibility is based upon operation in eligible counties, which largely consist of counties which have been designated as nonattainment, or near-nonattainment, for the pollutant ozone. However, the TCEQ recognized that on-road vehicles working in these counties are not confined to their respective areas, and designated certain corridors as “eligible roadways” for the purposes of determining eligibility under TERP grant programs. These segments provide substantial connectivity across and between major urban areas throughout the State of Texas, including all nonattainment areas. Thus, NCTCOG recommends using the entirety of this existing “TERP roadway” network as the basis for statewide corridor designations under Section 1413.

One additional corridor identified in the “Statewide Corridors” portion of Table 1 is US Highway 287. This segment is nominated due to its key connectivity running northwest from the DFW region to Amarillo, Texas and connecting into Interstate 40. According to the Texas Department of Transportation, this segment carries more than ten million tons of freight, which is in the same range of tonnage as Interstate 20 west of DFW.

Estimated Cost of Planned Alternative Fuel Facilities: Based upon the cost of refueling facilities funded through the TERP Alternative Fueling Facilities Program, estimated costs of additional stations are provided below:

Infrastructure Type	Estimated Average Cost per Facility
Electric Vehicle Supply Equipment (EVSE) (DC Fast Charging)	\$45,000
Natural Gas (based on CNG station costs)	\$1.1 million
Propane (LPG)	\$70,000

Criterion 1 - Alternative Fuel Facilities: Past investment through TERP funding has yielded substantial development in natural gas infrastructure along many of the “TERP roadways”, particularly the “Texas Triangle”, which consists of Interstate 45 from Houston to Dallas, Interstate 35 from DFW to San Antonio, and Interstate 10 from San Antonio to Houston. In particular, two TERP programs – the Clean Transportation Triangle Program (CTTP) and Alternative Fueling Facilities Program (CFFP) – provided grant funding for alternative fuel infrastructure projects, with much focus on CNG and LNG. Since 2014, these programs have helped fund 46 natural gas stations in Texas, with another 10 sites awarded in fiscal year 2016. Through the AFFF, 22 EVSE stations have also been awarded, with another 31 locations announced in fiscal year 2016.

While propane has been of a lesser focus for inter-city infrastructure development to date, five sites in five different counties were recently awarded under the TERP AFFF. Propane has been heavily used by school districts in Texas, with over 2,500 propane buses already in service. Facilitating propane infrastructure development along these corridors through this designation process is helpful in establishing a broader network that will enable these districts to use these buses for longer-distance trips (e.g. field trips, state-level competitions) rather than having to revert to higher-emitting buses for these trips.

These infrastructure programs have created substantial momentum and recognition for alternative fuels along these corridors. However, due to statutory expiration dates, the budgets for these initiatives have been proposed to be eliminated in fiscal years 2018 and 2019, underscoring the

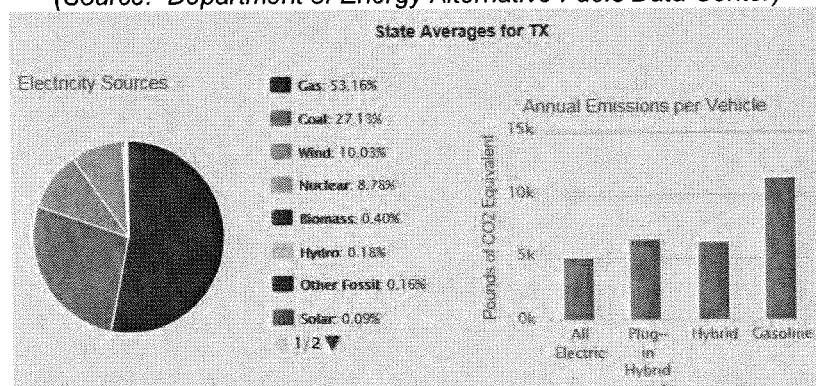
need for recognition of these corridors at a level beyond simply TCEQ TERP funding. Designation under Section 1413 will provide new recognition and momentum that can be leveraged as the TERP programs expire to obtain additional new investment in both natural gas and EVSE infrastructure in these corridors. As alternative fuel infrastructure within the DFW area is fairly well-established, a key goal is to add stations at key intervals between DFW and major neighboring urban areas, including Houston, Austin, Oklahoma City, Tulsa, and Shreveport. This is particularly relevant for EVSE, as many DFWCC stakeholders have cited inter-city EVSE availability as a critical obstacle.

Criterion 2 - Corridor Scale/Impact: As discussed under Criterion 1, the network of corridors is recommended based upon its connectivity between major urban centers in Texas and neighboring states. Most notably, the nominations provide connectivity from the “Texas Triangle” of San Antonio/Austin, DFW, and Houston, east and west along Interstate 10, Interstate 20, Interstate 30, and north to south along Interstate 35, which is also a major international freight corridor. Within Table 1 and accompanying maps, specific intermodal or freight connections have been noted. As the DFW area serves as an inland port, it is important to not only designate major highways connecting the DFW area to other parts of the country, but also specific corridors within the DFW region that serve as critical freight connections. These are noted in Table 1 in the column labeled “CUFC”.

Criterion 3 - Emission Reductions: Specific estimates of greenhouse gas (GHG) and/or criteria pollutant emissions reductions are not possible at this scale or within the amount of time available to make nominations. However, expanded investment in alternative fuel facilities along the recommended corridors is key to achieving greater fleet penetration of the cleanest available engines. This is particularly true for EVSE, which yields potential for zero-emission vehicles, and natural gas, which allows some of the highest-emitting vehicles, heavy-duty diesel Class 8 trucks, to shift from conventional diesel to natural gas. Currently, natural gas is the only fuel type in which a fleet can purchase engines meeting the California Air Resources Board Optional Low-NO_x Standard of 0.02 grams NO_x per brake horsepower-hour.

Notably, beyond merely reductions in criteria pollutant tailpipe emissions, analysis indicates that natural gas, propane, and electric vehicles all yield GHG emissions reductions on a well-to-wheels basis. Natural gas produces GHG reductions ranging from six to eleven percent relative to conventional fuels, according to the Argonne National Laboratory Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation model². The same model indicates that propane reduces GHG emissions by approximately ten percent. In Texas, EVs provide substantial well-to-wheels GHG reductions due to Texas’ comparatively clean energy grid, as shown below.

Annual Emissions Generated by Various Types of Vehicles Using Electricity
 (Source: Department of Energy Alternative Fuels Data Center)



² Department of Energy Alternative Fuels Data Center; http://www.afdc.energy.gov/vehicles/natural_gas_emissions.html; accessed August 16, 2016.

Criterion 4 - Development of Team and Degree of Collaboration and Support: Support for alternative fuels along the corridors included in this nomination is evident through the extensive investment in alternative fuels through the TERP CTPP and AFFP, as described under Criterion 1. Through these two programs, approximately \$18.7 million has been invested or awarded to 51 refueling sites, largely located within the "Texas Triangle". Another \$5.8 million for 55 additional sites was awarded in June 2016, which will nearly double the network of alternative fuel refueling sites available in this area. Texas developed a robust EVSE network early compared to many other states, thanks largely to inclusion in The Electric Vehicle (EV) Project during the American Recovery and Reinvestment Act (ARRA). As part of this project, the DFW area was selected by ECOTality as a target market. Due to its early investment, EVSE in DFW now totals nearly 300 sites.

Locally, NCTCOG has provided grant funding of approximately \$4 million to upgrade or establish 33 refueling sites. This past interest and support from a variety of stakeholders, including local governments, vehicle manufacturers, and fuel suppliers, continues through DFWCC activities. Within DFWCC, staff has organized stakeholder groups around various fuels, including EVs, biofuels, propane, and natural gas. As these groups meet, NCTCOG/DFWCC fosters ongoing partnerships and coordination to deploy additional alternative fuel vehicles and related infrastructure and overcome obstacles to adoption.

To develop this nomination, NCTCOG sought collaboration opportunities and partnerships with a variety of other stakeholders. Conversations with other Clean Cities Coalitions across the country occurred early through monthly Clean Cities Coordinator calls. NCTCOG considered information gained from these calls in its nominations. Interstate 35, in particular, runs through seven different Clean Cities Coalition territories, and this particular corridor nomination has the support of the Central Oklahoma Clean Cities Coalition. This key roadway not only connects major metropolitan areas and states, but also provides a north-south route between Mexico and Canada. Interstate 20 runs through five different coalitions, Interstate 30 runs through two coalition areas. Additionally, DFWCC has been coordinating with the Eastern Tennessee Clean Cities Coalition on a nomination for Interstate 40. Although this corridor does not run through an existing Clean Cities Coalition area in Texas, DFWCC understands the importance of this corridor connecting the east and west coast and is supportive of this nomination.

As NCTCOG serves as the MPO, it has jurisdiction over the transportation network within the region and represents the interest of many member local governments. These interests are reflected in the long-range planning conducted at NCTCOG and also in these nominations, as NCTCOG has evaluated corridors that will benefit the region as a whole. NCTCOG also reached out to fellow regional planning agencies and MPOs through various working groups to ensure widespread discussion across the state, and shared nomination information with various Clean Cities stakeholders, including vehicle manufacturers and fuel suppliers, to gain buy-in. The results of this coordination is evident in the signatories offering support for the NCTCOG nomination as illustrated in the enclosed letters of support. NCTCOG also provided the proposed corridor listing to TxDOT in advance of this submittal; the map TxDOT proposes to submit with proposed primary, secondary and tertiary roadways largely mirrors the network proposed by NCTCOG.

Table 1: Corridors Nominated for Designation Under Section 1413 of the FAST Act

Corridor	Summary	Limits		Jurisdiction	Metro Connections	Intermodal Connections	Corridor Use	Average AADT for Truck Volume	Truck % of Total Volume	Critical Corridor Designations			Existing Alternative Fuel Facilities	Identified Environmental Justice Area
		From	To							Part of NHS	Part of NHTF	Proposed CUFC		
IH 35E	The IH 35E Freeway is a major north/south NAFTA corridor through the eastern half of the region.	Ellis/Hill County Line	IH 35 in Denton	TXDOT	Denton and Dallas	Various DART Rail Stations, Love Field Airport and Union Station	Passenger and Freight	13,000	17%	Yes	Yes	N/A	EVSE - 25 LPG - 8 CNG - 5	Yes
IH 35W	The IH 35W Freeway is a major north/south NAFTA corridor through the western half of the region.	Ellis/Hill County Line	IH 35 in Denton	TXDOT	Denton and Ft. Worth	BNSF Alliance Intermodal Facility, Alliance Airport	Passenger and Freight	11,400	20%	Yes	Yes	N/A	EVSE - 5 LPG - 1 CNG - 4 CNG - 1	Yes
IH 20	The IH 20 Freeway is a major east/west corridor through the southern portion of the region.	Eastland/Palo Pinto County Line	Kaufman/Van Zandt County Line	TXDOT	Dallas, Ft. Worth and Arlington	UPRR Dallas Intermodal Facility?	Passenger and Freight	10,400	17%	Yes	Yes	N/A	EVSE - 12 LPG - 8 CNG - 5 LNG - 2	Yes
IH 30	The IH 30 Freeway is a major east/west corridor through the middle portion of the region.	IH 20	Hunt/Hopkins County Line	TXDOT	Dallas, Ft. Worth and Arlington	Fort Worth Intermodal Center, Various DART Rail Stations and Union Station	Passenger and Freight	11,200	15%	Yes	Yes	N/A	EVSE - 28 LPG - 12 CNG - 5	Yes
IH 45	The IH 45 Freeway is a north/south corridor through the southeastern portion of the region.	Navarro/Frnestone County Line	US 75/IH 345	TXDOT	Dallas	UPRR Dallas Intermodal Facility	Passenger and Freight	14,000	28%	Yes	Yes	N/A	EVSE - 1 LPG - 4	Yes
IH 820	The IH 820 Freeway is a loop freeway that circles Ft. Worth.	IH 20	IH 20	TXDOT	Ft. Worth and Arlington	Mescham International Airport	Passenger and Freight	8,000	9%	Yes	Yes	N/A	EVSE - 3 LPG - 3 CNG - 3	Yes
IH 635	The IH 635 Freeway is a loop freeway that circles the north and east side of Dallas.	SH 121	IH 20	TXDOT	Dallas, Richardson, Garland and Mesquite	DFW International Airport, Various DART Rail Stations, and UPRR Mesquite Intermodal Facility	Passenger and Freight	20,000	12%	Yes	Yes	N/A	EVSE - 19 LPG - 2	Yes
US 75	US 75 is a north/south corridor through the central portion of the region.	IH 45	Collin/Grayson County Line	TXDOT	Dallas and McKinney	Various DART Rail Stations and East Plano DART Bus Transfer Center	Passenger and Freight	12,500	8%	Yes	Yes (Partial)	N/A	EVSE - 25	Yes
US 67	US 67 is a north/south corridor through the southern portion of the region.	Erath/Comanche County Line	IH 35E	TXDOT	Dallas	DART Rail Station	Passenger and Freight	3,400	13%	Yes	No	N/A	EVSE - 5 LPG - 5 CNG - 3	Yes
US 287	US 287 is a north/south corridor which runs from the northwest to the southeast of the region.	Wise/Montague County Line	Navarro/Frnestone County Line	TXDOT	Decatur, Ft. Worth and Weatherford	BNSF Alliance Intermodal Facility, Alliance Airport and Fort Worth Intermodal Center	Passenger and Freight	5,300	20%	Yes	No	Yes	EVSE - 1 LPG - 3 CNG - 3	Yes
US 380	US 380 is an east/west corridor which runs through the northern portion of the region.	Wise/Jack County Line	IH 30	TXDOT	Decatur, Denton, Prisco, McKinney and Greenville		Passenger and Freight	1,500	8%	Yes	No	Yes	EVSE - 5 LPG - 4	Yes
SH 78	SH 78 is a north/south corridor which runs through the northeastern portion of the region.	IH 30	Collin/Fannin County Line	TXDOT	Dallas, Garland and Wylie	KCS Intermodal Facility and DART Rail Station	Passenger and Freight	2,600	16%	No	No	Yes	EVSE - 6 LPG - 5 CNG - 1	Yes

North Central Texas Region

Table 1: Corridors Nominated for Designation Under Section 1413 of the FAST Act

Corridor	Summary	Limits		Jurisdiction	Metro Connections	Intermodal Connections	Corridor Use	Average AADT for Truck Volume	Truck % of Total Volume	Critical Corridor Designations			Existing Alternative Fuel Facilities	Identified Environmental Justice Area
		From	To							Part of NHS	Part of NHFN	Proposed CUFC		
IH 35	The IH 35 Freeway is a major north/south NAFTA corridor through the center of the entire state	US/Mexico border	Texas/Oklahoma Border	TXDOT	Laredo, San Antonio, Austin, Pecos, Ft Worth and Dallas	UPRR Laredo Intermodal Facility, UPRR San Antonio Intermodal, Dallas Love Field Airport	Passenger and Freight	14,500	22%	Yes	Yes	N/A	EVSE - 124 LPG - 36 CNG - 19 LNG - 1	Yes
IH 45	The IH 45 Freeway is a major north/south corridor connecting Houston and DFW	US 75/IH 345	SH 87	TXDOT	Houston and Dallas	Port of Houston, Amtrak Station (Houston), BNSF Alliance Intermodal Facility and UPRR Dallas Intermodal Facility	Passenger and Freight	13,600	25%	Yes	Yes	N/A	EVSE - 59 LPG - 27 CNG - 6	YES
IH 20	The IH 20 Freeway is a major east/west corridor starting from the IH 10 in the west to the state border in the east	IH 10	Texas/Louisiana Border	TXDOT	Midland, Abilene, Ft Worth, Dallas and Tyler	UPRR Dallas Intermodal Facility	Passenger and Freight	9,000	31%	Yes	Yes	N/A	EVSE - 20 LPG - 29 CNG - 13 LNG - 3	Yes
IH 30	The IH 30 Freeway is a major east/west corridor starting from the IH 20 in the west to the state border in the east	IH 20	Texas/Arkansas Border	TXDOT	Ft Worth, Dallas and Texasarkana	Various DART Rail Stations and Union Station (Dallas)	Passenger and Freight	9,000	22%	Yes	Yes	N/A	EVSE - 20 LPG - 29 CNG - 13 LNG - 1	Yes
IH 10	The IH 10 Freeway is a major east/west corridor through the entire state	Texas/New Mexico Border	Texas/Louisiana Border	TXDOT	El Paso, San Antonio, Houston and Beaumont	BNSF El Paso Intermodal Facility, UPRR Houston Intermodal Facilities, Amtrak Station (Houston) and Port of Beaumont	Passenger and Freight	8,000	25%	Yes	Yes	N/A	EVSE - 66 LPG - 33 CNG - 12 LNG - 5	Unknown
IH 37	The IH 37 Freeway is a north/south corridor through the southeastern portion of the state	US 181	IH 35	TXDOT	San Antonio and Corpus Christi	Port of Corpus Christi	Passenger and Freight	7,000	21%	Yes	Yes	N/A	EVSE - 7 LPG - 4	Unknown
US 281	US 281 is a north/south corridor through center of the entire state	US/Mexico Border	Texas/Oklahoma Border	TXDOT	Wichita Falls, Stephenville, San Antonio and Brownville		Passenger and Freight	1800	19%	Yes	Yes (Partial)	N/A	EVSE - 20 LPG - 16 CNG - 1	Unknown
US 290	US 290 is an east/west corridor through center of the state	IH 10	IH 610	TXDOT	Austin and Houston		Passenger and Freight	3,800	13%	Yes	Yes (Partial)	N/A	EVSE - 42 LPG - 18 CNG - 3	Unknown
US 287	US 287 is a north/south corridor which runs from the Oklahoma Border to the southeast of Texas	US 96	Texas/Oklahoma Border	TXDOT	Amarillo, Wichita Falls, Fort Worth and Waxahachie	BNSF Alliance Intermodal Facility, Alliance Airport and Fort Worth Intermodal Center	Passenger and Freight	5,300	20%	Yes	No	Yes	EVSE - 3 LPG - 23 CNG - 6	Unknown
US 59	US 59 is a north/south corridor through Eastern side of the entire state	US/Mexico Border	Texas/Arkansas Border	TXDOT	Texasarkana, Houston and Laredo	UPRR Houston Intermodal Facilities	Passenger and Freight	3,800	26%	Yes	Yes (Partial)	N/A	EVSE - 47 LPG - 20 CNG - 11 LNG - 1	Unknown

Statewide Corridors

Table 1: Corridors Nominated for Designation Under Section 1413 of the FAST Act

Corridor	Summary	Limits		Jurisdiction	Metro Connections	Intermodal Connections	Corridor Use	Average AADT for Truck Volume	Truck % of Total Volume	Critical Corridor Designations			Existing Alternative Fuel Facilities	Identified Environmental Justice Area
		From	To							Part of NHS	Part of NHFN	Proposed CUFC		
US 77	US 77 is a north/south corridor through center of the entire state. Parallels and overlaps much of IH 35 and 35E	US/Mexico border	IH 35	TXDOT	Waco, Corpus Christi and Brownsville		Passenger and Freight	2,700	25%	Yes	Yes	N/A	EYSE - 7 LPG - 12 CNG - 2	Unknown
US 79	US 79 is a northeast/southwest corridor through the eastern part of the state	IH 35 to Round Rock	Texas/Louisiana Border	TXDOT	Round Rock and Taylor		Passenger and Freight	2,700	27%	Yes	No	N/A	EYSE - 6 LPG - 6	Unknown

Statewide Corridors

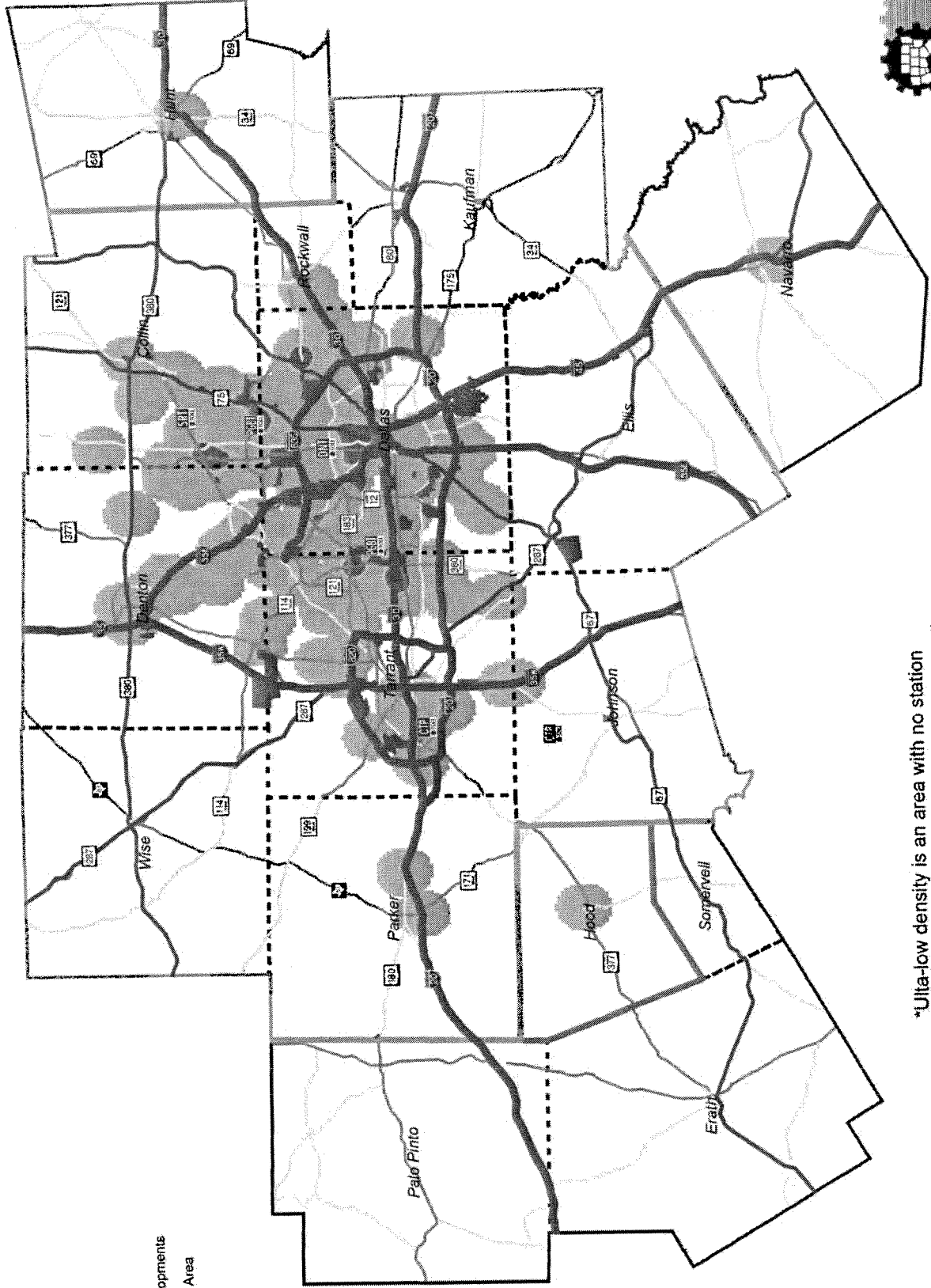
Terms and Definitions
AADT: Annual Average Daily Traffic
Truck %: Percent of AADT which is truck traffic
NHS: National Highway System
NHFN: National Highway Freight Network
Proposed CUFC: Proposed Certified Urban Freight Corridor
Alternative Fuel Abbreviations:
Electric Vehicle Supply Equipment - EYSE
Liquefied Propane Gas - LPG
Compressed Natural Gas - CNG
Liquefied Natural Gas - LNG
Identified Environmental Justice Area: Corridors which include Environmental Justice concerns based on the Environmental Justice Index.

Map 1: Corridors Proposed Under Section 1413 – North Central Texas Region, with Electric Charging Station Density

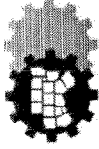
Legend

Electric Charging Station Density*

- Ultra-low Density
- Low Density
- Medium Density
- High Density
- Nominated Interstates
- Nominated Highways
- Freight Oriented Developments
- Ozone Nonattainment Area
- MPA Boundary
- Region Boundary
- Counties



*Ultra-low density is an area with no station
 Low density is an area with at least one station
 Medium Density is an area with multiple stations near each other
 High Density is an area with clusters of stations near each other

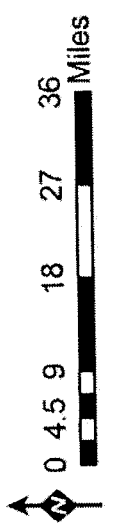
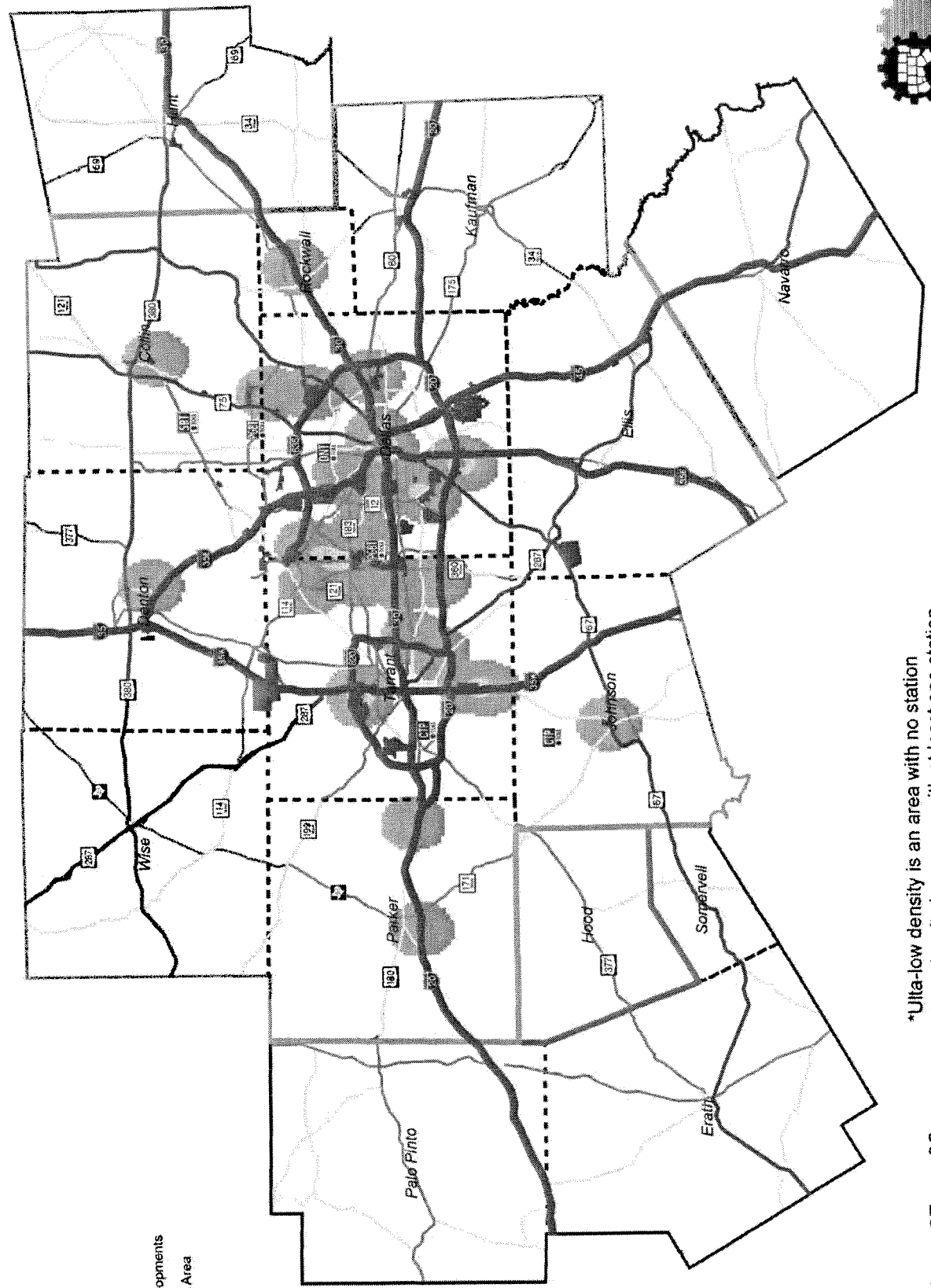


Map 2: Corridors Proposed Under Section 1413 – North Central Texas Region, with Compressed Natural Gas Station Density

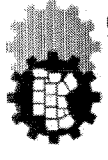
Legend

Compressed Natural Gas Station Density*

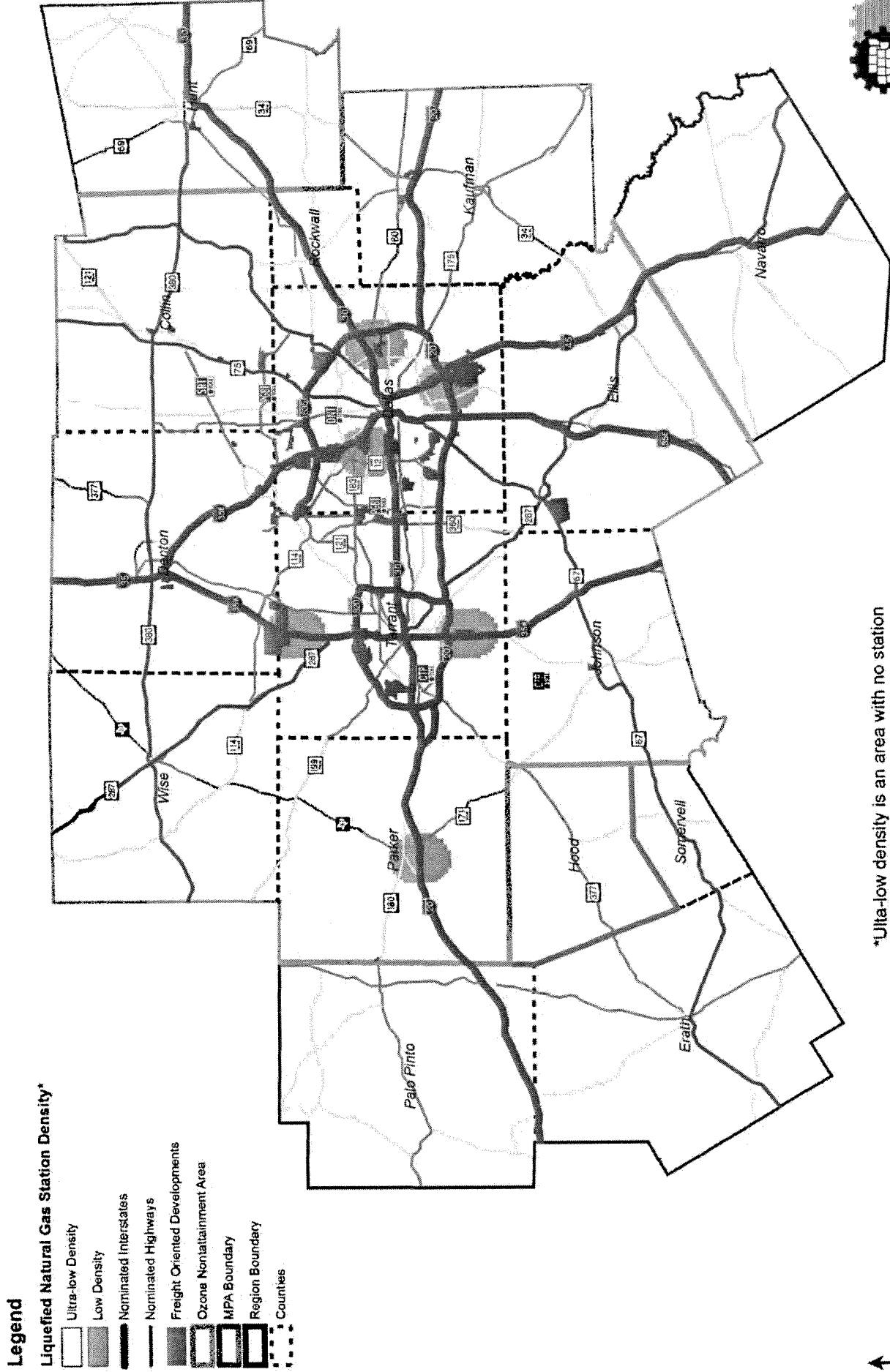
- Ultra-low Density
- Low Density
- Medium Density
- High Density
- Nominated Interstates
- Nominated Highways
- Freight Oriented Developments
- Ozone Nonattainment Area
- MPA Boundary
- Region Boundary
- Countries



*Ultra-low density is an area with no station
 Low density is an area with at least one station
 Medium Density is an area with multiple stations near each other
 High Density is an area with clusters of stations near each other



Map 3: Corridors Proposed Under Section 1413 - North Central Texas Region, with Liquefied Natural Gas Station Density



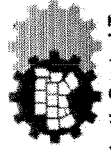
Legend

Liquefied Natural Gas Station Density*

- Ultra-low Density
- Low Density
- Nominated Interstates
- Nominated Highways
- Freight Oriented Developments
- Ozone Nonattainment Area
- MPA Boundary
- Region Boundary
- Counties



*Ultra-low density is an area with no station
 Low density is an area with at least one station
 Medium Density is an area with multiple stations near each other
 High Density is an area with clusters of stations near each other

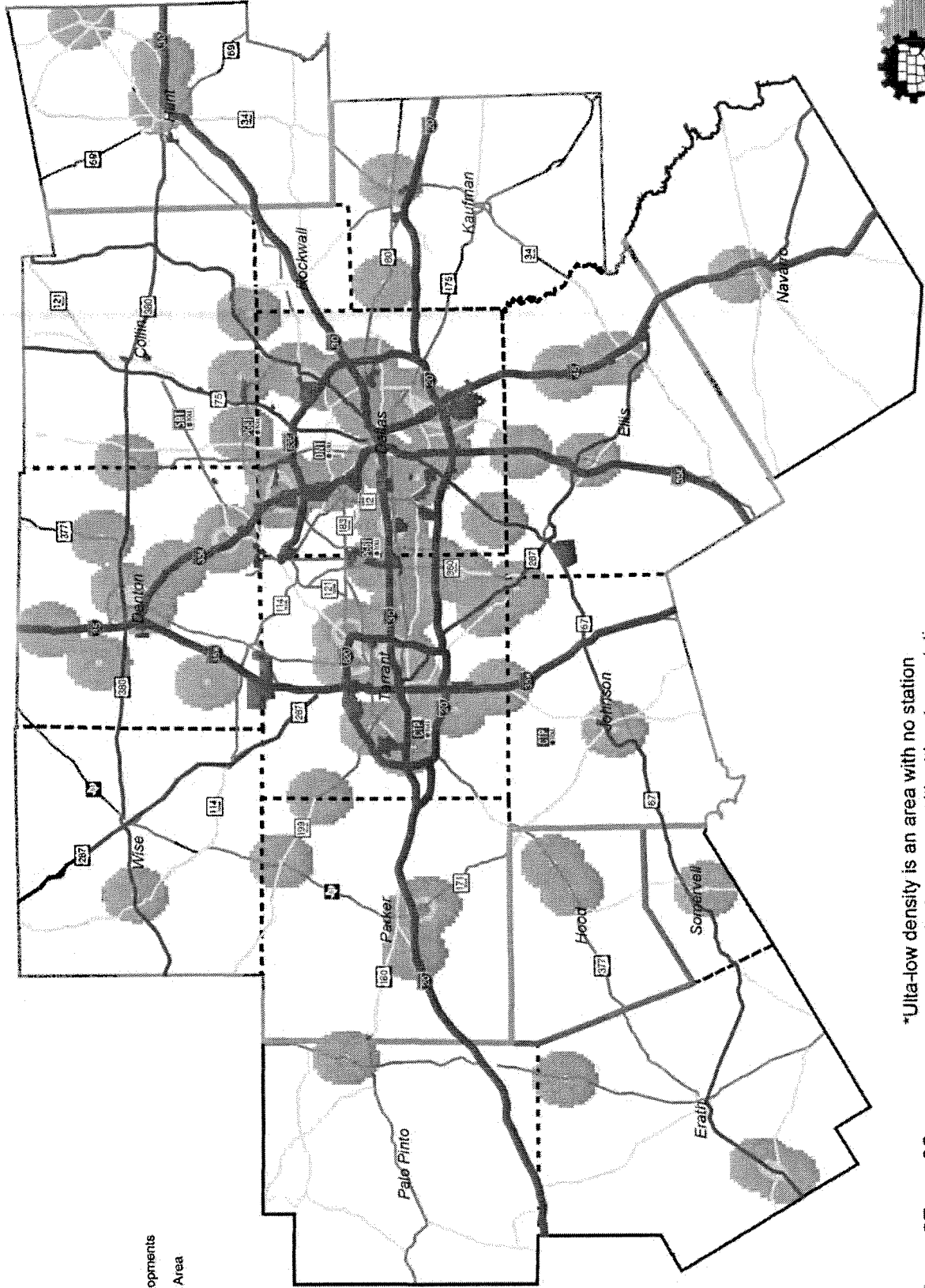


Map 4: Corridors Proposed Under Section 1413 - North Central Texas Region, with Propane Station Density

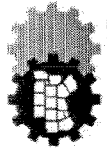
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Liquefied Propane Gas Station Density*

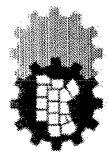
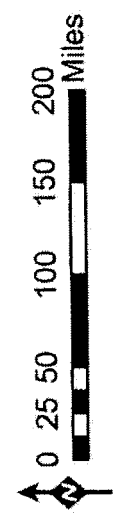
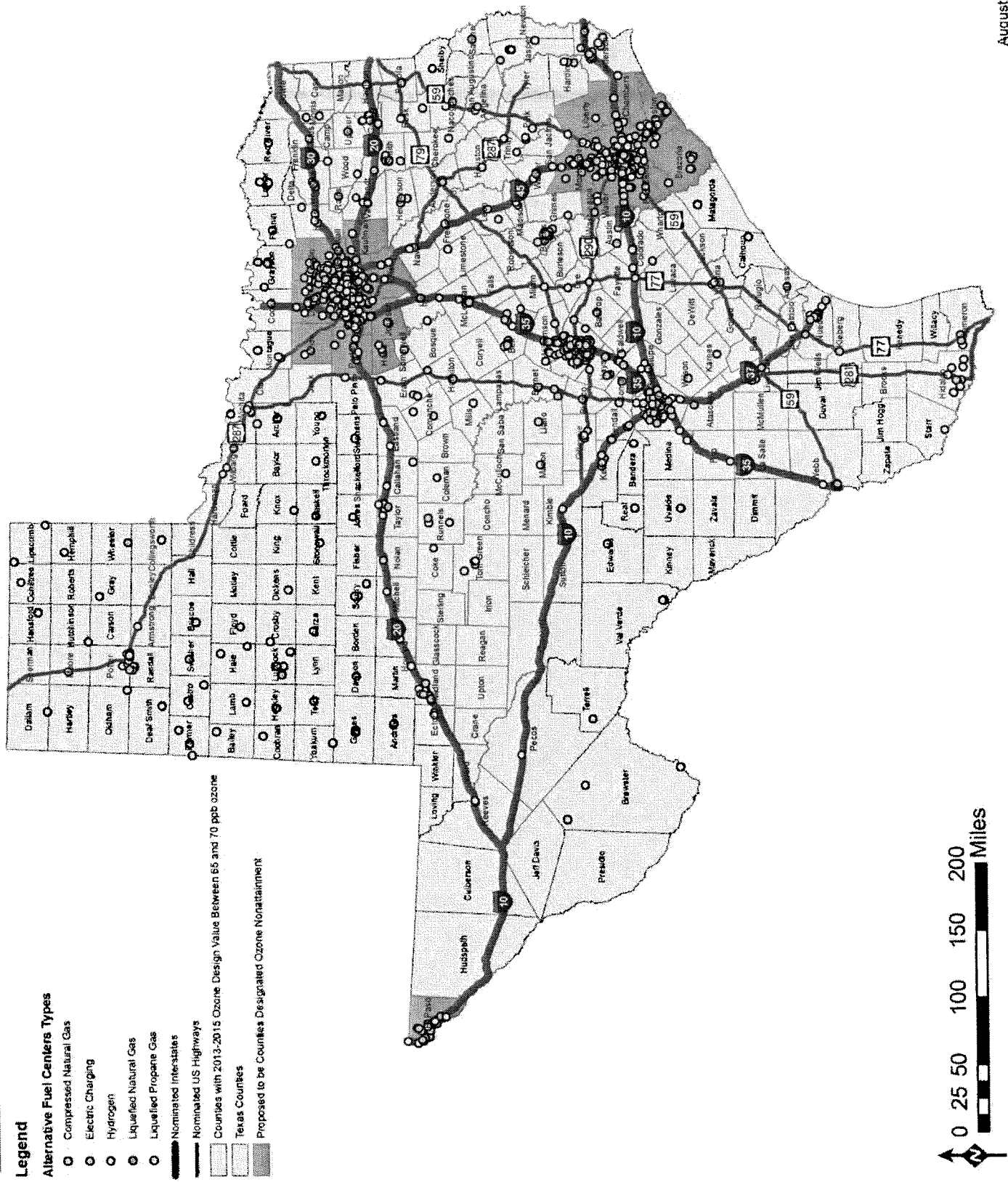
- Ultra-low Density
- Low Density
- Medium Density
- High Density
- Nominated Interstates
- Nominated Highways
- Freight Oriented Developments
- Ozone Nonattainment Area
- MPA Boundary
- Region Boundary
- Counties



*Ultra-low density is an area with no station
 Low Density is an area with at least one station
 Medium Density is an area with multiple stations near each other
 High Density is an area with clusters of stations near each other



Map 5: Corridors Proposed Under Section 1413 - Statewide Corridors





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

August 19, 2016

U.S. Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Fixing America's Surface Transportation – Designation of Alternative Fuel Corridors, **Docket Number FHWA-2016-0017**

Dear Administrator Nadeau:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Area, we are pleased to support the proposed corridors nominated by the North Central Texas Council of Governments (NCTCOG) to be designated by the Federal Highway Administration (FHWA) as national electric vehicle charging, hydrogen, propane, and natural gas fueling corridors. A membership roster of our organization is enclosed.

The corridors proposed by NCTCOG are consistent with portions of the National Highway System, National Highway Freight Network, Critical Urban Freight Corridors and highways that have been previously designated by the Texas Commission on Environmental Quality as eligible under the Texas Emissions Reduction Plan, as well as corridors along hazardous material routes and near alternative fuel centers. Designating these roadways as alternative fuel corridors will enhance the mobility of passenger and commercial alternative fuel vehicles, while improving air quality across the region and throughout the State.

The RTC's Federal legislative position includes support for the development and deployment of alternative-fuel vehicles and support for improving air quality. In addition, the designation of national alternative fuel corridors in North Texas would be consistent with the programs and policies in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. Details regarding the justification for this nomination are included in the enclosed attachments.

Again, on behalf of the RTC, we support the corridors submitted by NCTCOG to be selected by FHWA as national alternative fuel corridors. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

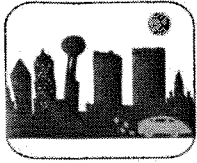
Sincerely,

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

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

RH:ch
Enclosure

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



Dallas-Fort Worth
CLEAN CITIES

LEADING THE REGION IN
PETROLEUM AND EMISSION
REDUCTION MEASURES TO
IMPROVE AIR QUALITY AND
INCREASE ENERGY SECURITY

616 SIX FLAGS DRIVE

CENTERPOINT TWO
ARLINGTON, TEXAS 76011

P.O. BOX 5888

ARLINGTON, TEXAS 76005-5888

tel: (817) 695-9240

fax: (817) 640-3028

CLEANCITIES@NCTCOG.ORG

WWW.DFWCLEANCITIES.ORG

August 19, 2016

U.S. Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Fixing America's Surface Transportation – Designation of Alternative Fuel Corridors,
Docket Number FHWA-2016-0017

Dear Administrator Nadeau:

On behalf of the Dallas-Fort Worth Clean Cities Coalition (DFWCC), I am pleased to support the proposed corridors nominated by the North Central Texas Council of Governments (NCTCOG) to be designated by the Federal Highway Administration (FHWA) as national electric vehicle charging, propane, and natural gas fueling corridors.

Designated by the US Department of Energy in 1995, DFWCC is a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector. Housed at NCTCOG, DFWCC is in a unique position to support this nomination as staff working on the program are involved in alternative fuels, air quality projects, and planning efforts.

The corridors proposed by NCTCOG are highways that have been designated by the Texas Commission on Environmental Quality, as eligible under the Texas Emissions Reduction Plan (TERP) program. TERP seeks to provide financial incentives to eligible individual, businesses, or local governments to reduce emissions from polluting vehicles and equipment. TERP's Clean Transportation Triangle and Alternative Fueling Facilities Program offers grants for the creation of alternative fueling stations along interstate highways between the Houston, San Antonio, and Dallas-Fort Worth areas. Through this grant program, alternative fuel stations have seen a dramatic increase along the Texas Triangle. DFWCC believes these corridors are a natural fit for nomination to FHWA. Additional highways proposed by NCTCOG are needed to connect the major interstates. Designating these roadways as alternative fuel corridors will enhance the mobility of passenger and commercial alternative fuel vehicles, while improving air quality across the region and throughout the State.

Again, DFWCC supports the corridors submitted by NCTCOG to be selected by FHWA as national alternative fuel corridors. If you have any questions, please contact me at 817-704-2510 or pburns@nctcog.org.

Sincerely,

Pamela Burns
Dallas-Fort Worth Clean Cities Coordinator

PB:ch

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

August 22, 2016

U.S. Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Fixing America's Surface Transportation – Designation of Alternative Fuel Corridors,
Docket Number FHWA-2016-0017

Dear Administrator Nadeau:

We, the below signatories, are pleased to support the proposed corridors submitted by the North Central Texas Council of Governments (NCTCOG) to be designated by the Federal Highway Administration (FHWA) as national electric vehicle charging, propane and natural gas fueling corridors as required by Section 1413 of the Fixing America's Surface Transportation Act.

NCTCOG collaborated with fellow regional planning agencies, metropolitan planning organizations, stakeholders and Clean Cities Coalitions across the country when selecting the proposed corridors for nomination. These corridors include portions of the National Highway System, National Highway Freight Network, proposed Critical Urban Freight Corridors and highways that have been previously designated by the Texas Commission on Environmental Quality as eligible roadways under the Texas Emissions Reduction Plan (TERP), as well as corridors along hazardous material routes and near alternative fuel centers. Designating these roadways as alternative fuel corridors will enhance the mobility of passenger and commercial alternative fuel vehicles and improve air quality across the state of Texas and beyond.

Again, we offer our support for the NCTCOG nominated corridors to be designated by FHWA as national alternative fuel corridors. Thank you for your time and consideration.

Sincerely,



Michael Medina, CNU-A, Executive Director
El Paso Metropolitan Planning Organization



Cheryl Maxwell, Planning Director
Killeen-Temple Metropolitan
Planning Organization



Eric Pollard, Coordinator
Central Oklahoma Clean Cities



W.A. Zobel II, Vice President
Trillium CNG



Karl D. Welzenbach, Director
Sherman-Denison MPO



Stacy Neef, Executive Director
Lone Star Clean Fuels Alliance
Clean Cities Coalition Serving Central Texas

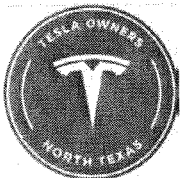


Kelly Gilbert, Director
Kansas City Regional
Clean Cities Coalition

Kansas City Regional



Rick Bollar, President
Tesla Owners Club of North Texas



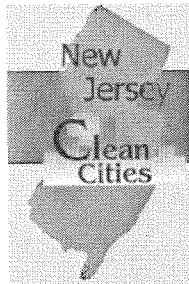
Mr. Ivan F. (Lin) Barnett Jr.
Executive Director
Wichita Falls MPO



Jennifer Ceponis, Coordinator
Capital District Clean Communities



Chuck Feinberg, Coordinator
New Jersey Clean Cities Coalition



Brett Barry, Senior Policy Advisor
Clean Energy



Dave Aasheim
Sales Director-South Central US
ChargePoint



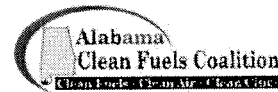
Heather Ball,
Texas Natural Gas Foundation



Bill Sheaffer, Executive Director
Valley of the Sun Clean Cities Coalition



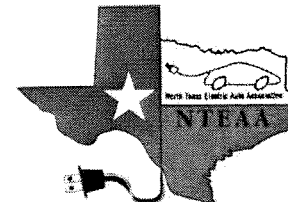
Mark Bentley, Executive Director
Alabama Clean Fuels Coalition

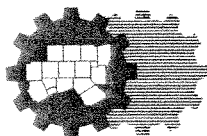


Michael J. Terri,
Clean Transportation Project Manager
Center for Sustainable Energy (CSE)



Ron Swanson, President
North Texas Electric Auto Association





North Central Texas Council Of Governments

August 30, 2016

Mr. Richard A. Hyde, P.E., MC 109
Executive Director
Texas Commission on Environmental Quality
PO Box 13087
Austin, TX 78711-3087

Subject: Eligible Replacement Vehicles for the Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program

Dear Mr. Hyde:

As the Regional Administrator for the Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) in the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) wishes to draw attention to an issue concerning eligible replacement vehicles for the program. Based on Texas Administrative Code Chapter 114, Subchapter C, Division 2 §114.64(c)(4)(a) which states that LIRAP replacement vehicles must "be in a class or category of vehicles that has been certified to meet federal Tier 2, Bin 5 or cleaner Bin certification...", the Texas Commission on Environmental Quality (TCEQ) determined that new vehicles with Tier 3 emissions standards are not eligible as replacement vehicles. NCTCOG understands the TCEQ is currently going through the rulemaking process to amend the Texas Administrative Code to include Tier 3 vehicles, but that process is lengthy and will hinder the program's ability to fully maximize potential replacements and emissions benefits.

This is concerning as several of LIRAP's top replacement vehicles have been classified as not eligible resulting in many area dealerships no longer promoting or supporting the program, which in turn limits overall participation. As referenced in Attachment 1: *Federal and California Light-Duty Vehicle Emissions Standards for Air Pollutants, EPA, February 2016*, the highest Tier 3 standard either meets or exceeds Tier 2 Bin 5 emissions standards. Therefore, NCTCOG respectfully requests the TCEQ immediately allow Tier 3 vehicles be eligible to participate in LIRAP as these vehicles meet the statutory and regulatory intent of the requirement.

We look forward to further conversation on these topics and a continued partnership with the TCEQ as we work together towards the common goal of cleaner air. If you have any questions, please feel free to contact Chris Klaus, Senior Program Manager, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Michael Morris, P.E.
Director of Transportation

Attachment

SS:kw

cc: David Brymer, Air Quality Division Director, TCEQ
Chris Klaus, Senior Program Manager, NCTCOG

Federal and California Light-Duty Vehicle Emissions Standards for Air Pollutants

Tier 3 and LEV III Program

Standard ¹		MY Fully Implemented Tier/LEV	Vehicles	Emission Limits at Full Useful Life ²				
				Maximum Allowed Grams Per Mile				
				NOx + NMOG	CO	PM (Tier/LEV) ³		HCHO
Bin 0	N/A ⁴	2025/2015	LDV, LDT, MDPV	0	0	0	0	0
Bin 20	SULEV20	2025/2015	LDV, LDT, MDPV	0.02	1	0.003	0.01	0.004
Bin 30	SULEV30	2025/2015	LDV, LDT, MDPV	0.03	1	0.003	0.01	0.004
Bin 50	ULEV50	2025/2015	LDV, LDT, MDPV	0.05	1.7	0.003	0.01	0.004
Bin 70	ULEV70	2025/2015	LDV, LDT, MDPV	0.07	1.7	0.003	0.01	0.004
Bin 125	ULEV125	2025/2015	LDV, LDT, MDPV	0.125	2.1	0.003	0.01	0.004
Bin 160	LEV160	2025/2015	LDV, LDT, MDPV	0.16	4.2	0.003	0.01	0.004

[Tier 3 Final Rule](#)

[LEV III Final Order](#)

[CARB ZEV Program](#)

Tier 2 Program^{5,6}

Standard	MY	Vehicles	NOx + NMOG	CO	PM	HCHO
Bin 1	2004+	LDV, LLDT, HLDT, MDPV	0	0	0	0
Bin 2	2004+	LDV, LLDT, HLDT, MDPV	0.03	2.1	0.01	0.004
Bin 3	2004+	LDV, LLDT, HLDT, MDPV	0.085	2.1	0.01	0.011
Bin 4	2004+	LDV, LLDT, HLDT, MDPV	0.11	2.1	0.01	0.011
Bin 5	2004+	LDV, LLDT, HLDT, MDPV	0.16	4.2	0.01	0.018
Bin 6	2004+	LDV, LLDT, HLDT, MDPV	0.19	4.2	0.01	0.018
Bin 7	2004+	LDV, LLDT, HLDT, MDPV	0.24	4.2	0.02	0.018
Bin 8a	2004+	LDV, LLDT, HLDT, MDPV	0.325	4.2	0.02	0.018
Bin 8b	2004-2008	HLDT, MDPV	0.356	4.2	0.02	0.018
Bin 9a	2004-2006	LDV, LLDT	0.39	4.2	0.06	0.018
Bin 9b	2004-2006	LDT2	0.43	4.2	0.06	0.018
Bin 9c	2004-2008	HLDT, MDPV	0.48	4.2	0.06	0.018
Bin 10a	2004-2006	LDV, LLDT	0.756	4.2	0.08	0.018
Bin 10b	2004-2008	HLDT, MDPV	0.83	6.4	0.08	0.027
Bin 10c	2004-2008	LDT4, MDPV	0.88	6.4	0.08	0.027
Bin 11	2004-2008	MDPV	1.18	7.3	0.12	0.032

[Tier 2 Rule](#)

Federal and California Light-Duty Vehicle Emissions Standards for Air Pollutants

LEV II Program

Standard	MY	Vehicles	NOx + NMOG	CO	PM	HCHO
ZEV	2004+	LDV, LDT	0	0	0	0
PZEV *	2004+	LDV, LDT	0.03	1	0.01	0.004
SULEV II	2004+	LDV, LDT	0.03	1	0.01	0.004
ULEV II	2004+	LDV, LDT	0.125	2.1	0.01	0.011
LEV II	2004+	LDV, LDT	0.16	4.2	0.01	0.018
LEV II Option 1	2004+	LDV, LDT	0.19	4.2	0.01	0.018
SULEV II	2004+	MDV4	0.2	3.2	0.06	0.008
ULEV II	2004+	MDV4	0.343	6.4	0.06	0.016
LEV II	2004+	MDV4	0.395	6.4	0.12	0.032
SULEV II	2004+	MDV5	0.317	3.7	0.06	--
ULEV II	2004+	MDV5	0.567	7.3	0.06	--
LEV II	2004+	MDV5	0.63	7.3	0.12	--

LEV II Rule

Tier 1 Program

LDV	1994 2003	LDV	0.91	4.2	0.01	--
LDT1	1994 2003	LDT1	0.91	4.2	0.01	0.8
LDV diesel	1994 2003	LDV	1.56	4.2	0.01	--
LDT1 diesel	1994 2003	LDT1	1.56	4.2	0.01	0.8
LDT2	1994 2003	LDT2	1.37	5.5	0.01	0.8
LDT3	1994 2003	LDT3	1.44	6.4	0.01	0.8
LDT4	1994 2003	LDT4	2.09	7.3	0.12	0.8

Tier 1 Rule

Federal and California Light-Duty Vehicle Emissions Standards for Air Pollutants

LEV I Program

Standard	MY	Vehicles	NOx + NMOG	CO	PM	HCHO
ULEV I diesel	2001-2006	LDV, LDT1	0.355	2.1	0.04	0.011
ULEV I	2001-2006	LDV, LDT1	0.355	2.1	n/a	0.011
SULEV I	2001-2006	MDV2	0.372	3.2	0.05	0.006
LEV I diesel	2001-2006	LDV, LDT1	0.39	4.2	0.08	0.018
LEV I	2001-2006	LDV, LDT1	0.39	4.2	n/a	0.018
ILEV		LDV, LDT1	0.39	4.2	0.08	--
ULEV I	2001-2006	MDV2	0.407	2.5	0.04	0.012
LEV I	2001-2006	LDV, LDT1	.456/.61	4.2	0.08	--
SULEV I	2001-2006	MDV3	0.534	3.7	0.06	0.008
ULEV I diesel	2001-2006	MDV2	0.57	2.8	0.05	0.013
ULEV I	2001-2006	MDV2	0.57	2.8	n/a	0.013
SULEV I	2001-2006	MDV4	0.6	4.1	0.06	0.01
ILEV		LDT2	0.63	5.5	0.08	--
LEV I diesel	2001-2006	LDT2	0.63	5.5	0.1	0.023
LEV I	2001-2006	LDT2	0.63	5.5	n/a	0.023
ULEV I	2001-2006	MDV2	0.743	6.4	0.05	0.013
TLEV I diesel	2001-2003	LDV, LDT1	0.756	4.2	0.08	0.018
TLEV I	2001-2003	LDV, LDT1	0.756	4.2	n/a	0.018
LEV I	2001-2006	MDV2	0.83	6.4	0.1	0.027
SULEV I	2001-2006	MDV5	0.83	5.2	0.06	0.013
ULEV I	2001-2006	MDV3	1.067	7.3	0.06	0.016
TLEV I diesel	2001-2006	LDT2	1.1	5.5	0.1	0.023
TLEV I	2001-2006	LDT2	1.1	5.5	n/a	0.023
LEV I	2001-2006	MDV3	1.18	7.3	0.12	0.032
ULEV I	2001-2006	MDV4	1.197	8.1	0.06	0.021
LEV I	2001-2006	MDV4	1.33	8.1	0.12	0.04
ULEV I	2001-2006	MDV5	1.697	10.3	0.06	0.026
LEV I	2001-2006	MDV5	1.93	10.3	0.12	0.052

¹Doesn't Include Tier 3 transitional bins (Bin 85 and Bin 110)

²Tier and LEV III are certified to 150,000 mi life, not 100-120,000 as in previous programs

³Starting in 2017, LEV PM standards drop to 0.003g/mi, with 100% certifying by 2021, and drop further starting in 2025

⁴ZEVs are handled separately under CARB's ZEV Program

⁵Prior to Tier 3 and LEV III, NOx and NMOG had separate standards, but are shown here as combined for easier comparison

⁶Doesn't include federal NLEV standards which applied MY 1999 to 2003 LDV and LLDV vehicles

I-30 TEXpress lanes from Grand Prairie to Dallas opening Monday to commuters

By Dalton LaFerney Follow @daltonlaferney dlaferney@dallasnews.com

Staff Writer

Published: 29 July 2016 10:07 AM

Updated: 29 July 2016 06:34 PM

Related

Downtown Dallas' newest signature bridge finally gets its second arch

Why fixing downtown Dallas' highways may be more about politics and debate than engineering

See proposed remedies to the many troubled traffic spots in downtown Dallas

A 9-mile stretch of managed toll lanes along Interstate 30 running from Grand Prairie to Dallas will open to commuters Monday morning, Texas highway officials announced Friday.

Motorists wanting to drive in the managed toll lanes from President George Bush Turnpike to Westmoreland Road will be charged varying prices, depending on how congested the roads are at the point of entry. Sensors along the roadway will send data to an algorithm to determine the demand and what toll to charge. This is already in effect with the LBJ Freeway, which already has TEXpress lanes.

Texas Department of Transportation spokeswoman Lisa Walzl said the managed toll lanes will be free for anybody from 9 p.m. to 5 a.m. during August only. And for the first six months, the rates commuters pay will be fixed, ranging from 43 cents to \$1.14, depending on time of day and direction of traffic. After that, toll costs will fluctuate with demand.

And anyone with a toll tag can use TxDOT's app, "Drive on TEXpress," to receive a 50 percent discount on toll rates. Beginning Monday, when the tolls open, consumers who want the discount must register at least 15 minutes before traveling the TEXpress.

TxDOT officials said the goal is to keep drivers rolling at least 50 mph. The speed limit is 60 mph. The tollway will be reversible, meaning the directions will change at certain times of the day to keep up with commuting patterns.

Westbound lanes will open from 2 to 8 p.m. Monday through Friday. And traffic will flow eastbound from 9 p.m. to 11 a.m. Monday through Friday and all day during the weekends.

Walzl said drivers need to pay attention to road signs along the corridor during the weekends to keep up with traffic flows. Special events, like Dallas Cowboys or Texas Rangers games and concerts, will disrupt normally scheduled patterns, she said.

Travis Riley, regional manager for DBI Services, said four workers manage traffic flow. It takes about an hour to redirect traffic. About a dozen red signs equipped with flashing lights will indicate to drivers whether they can enter the TEXpress lanes.

If a driver somehow runs through those signs, they'll encounter another obstacle to prevent them from entering oncoming traffic. New "vehicle arresting barriers" are positioned at the entrance to the TEXpress lanes. They are basically metal nets.

Riley said they're designed to gradually reduce the speed of a car, and won't result in a dead stop, like hitting a brick wall. It's similar to how an aircraft carrier's flight deck stops an inbound jet, he said.

Vehicles weighing more than one ton are prohibited from using the managed toll lanes.

The segment is one of three along I-30 south of downtown Dallas planned for installation by 2020, and part of an overall \$3.2 billion renovation project aimed at reducing commute times and traffic congestion.

Next year, a segment beginning west of Westmoreland Road will run to west of Sylvan Avenue, according to officials. In 2020, a portion from West Center Street to the President George Bush Turnpike will open.

TxDOT expects to have 124 miles of TEXpress lanes completed in North Texas by 2020.

On Twitter:

@daltonlaferney

Billions in Federal Rail Loans Left On Table, GAO Says

Bond Buyer
8/1/16
By Jim Watts

DALLAS -- Sponsors of passenger and high-speed rail projects are leaving billions of funding dollars on the table by not taking advantage of a federal rail program that has made only \$2.7 billion of low-interest loans from a \$35 billion authorization, the Government Accountability Office said in a report to Congress.

The low-interest loans and loan guarantees of the Railroad Rehabilitation and Improvement Financing loan program have been under-utilized since they were adopted as part of the Transportation Equity Act for the 21st Century (PL 105-178) federal funding law in 1998, said Susan Fleming, director of physical infrastructure at GAO. The report was sent to the Senate Committee on Commerce, Science and Transportation and the House Committee on Transportation and Infrastructure.

"America's rail transportation infrastructure, including its passenger rail system, requires substantial repair as well as new capacity to accommodate growth," Fleming said. "Financing the various rail infrastructure projects will be challenging."

Congress has not funded the Federal Rail Administration's program for high-speed intercity passenger rail projects since fiscal year 2010 while appropriations to Amtrak have remained relatively steady at about \$1.4 billion per year over the last five years, she said.

An advisory panel studying Amtrak and other rail infrastructure in the heavily traveled Northeast Corridor from Washington, D.C., to Boston said in April that there a repair backlog of at least \$28 billion. Amtrak has estimated that an additional \$151 billion of capital infrastructure investments would be needed to increase capacity along the corridor, Fleming said.

The FRA can extend loan guarantees and make direct RRIF loans to finance up to 100% of eligible project costs. Projects eligible for the loans and guarantees include passenger rail as well as freight rail improvement projects, refinancing of project debt, and the construction of new intermodal or railroad facilities.

Railroad operators, state and local governments, and public-private partnerships are eligible for the RRIF loans.

So far, FRA has executed 35 loans with an approximate value of \$2.7 billion, or about 8% of the total funds available, since the program began in 1998, with another \$2.5 billion of projects under review, Fleming said.

The loans went to 29 freight projects and six passenger rail projects, but passenger rail accounted for \$1.9 billion of the total, she said. No loan guarantees have been provided.

"While as of May 2016 only six loans had been made to passenger rail projects in the history of the program, future demand for RRIF loans may come largely from passenger rail projects," she said.

Almost \$2 billion of the \$2.7 billion of RRIF loans have been awarded since 2009.

Changes to the program in the Fixing America's Surface Transportation (FAST) Act (PL 114-95) enacted in early December 2015 should make RRIF loans and loan guarantees more accessible but the FRA has been slow in implementing those changes, the GAO report said.

The new provisions provide more flexibility in loan repayments and allow the inclusion of RRIF loans in master credit agreements, the report said. The FAST Act also extended loan eligibility to transit-oriented development proposals.

GAO said FRA has completed only 29 of 59 standard-operating-procedure agreements and has not provided guidance to sponsors of transit-oriented developments that are considering RRIF loans.

Repayment terms for RRIF loans are similar to those of the Transportation Infrastructure Financing and Innovation Act, GAO said. Like TIFIA loans, RRIF loans are based on Treasury notes with the same maturity.

"However, unlike TIFIA, which uses federal appropriations to pay the federal government's expenses for providing financial assistance, RRIF applicants must pay a credit risk premium to use the program," the report said.

The credit risk premium for the 35 RRIF loans since the first ones in 2002 range from zero, including three of the six passenger rail loans, to almost 19%, GAO said. The premiums are to be returned, plus interest, when the loan obligations are met but so far none have been, FRA said.

http://www.bondbuyer.com/news/washington-infrastructure/billions-in-federal-rail-loans-left-on-table-gao-says-1109909-1.html?utm_medium=email&ET=bondbuyer:e97231:a:&utm_source=newsletter&utm_campaign=intraday-c-Aug%201%202016&st=email&eid=12a6d4d069cd56cfddaa391c24eb7042

DART eyeing different path for new downtown Dallas rail route as calls for subway mount

By Brandon Formby Follow @brandonformby bformby@dallasnews.com

Transportation Writer

Published: 01 August 2016 03:49 PM

Updated: 02 August 2016 08:38 AM

The [controversial path selected for a new downtown Dallas light-rail route](#) may not work, which could dramatically affect where a second set of tracks is eventually laid in the central business district.

[Dallas Area Rapid Transit](#) officials say they will seek guidance this month from the Dallas City Council and their own board about their determination that running the tracks under Lamar Street and along Jackson Street comes with too many engineering and financial challenges.

DART staffers plan to now focus on running the line under Griffin Street and farther east along Young Street as they continue developing the project, dubbed "D2." But that shift reinstates a path along Young that [drew ire from Farmers Market residents](#) and [First Presbyterian Church of Dallas](#) — opposition that partially prompted the City Council to select Jackson Street as the preferred route last year.

Meanwhile, the potential route change comes as downtown Dallas landowners and some officials are pushing DART to spend more money and put most or all of the second downtown light-rail route underground — even if that delays the project. Many landholders and business owners say no matter what path a new downtown route takes, putting the line at street level is too detrimental to the urban core's burgeoning economic resurgence.

The agency is trying to connect Victory Station to the Deep Ellum Station with tracks that run through downtown. The City Council and DART board approved a route that would run mostly at street level, though about 21 percent would be a subway running under Lamar Street. But DART rail planning vice president Steve Salin said that as the agency vetted that path, it found several problems.

"We found all kinds of stuff where things weren't where they thought they were," Salin said. "There were things nobody knew about."

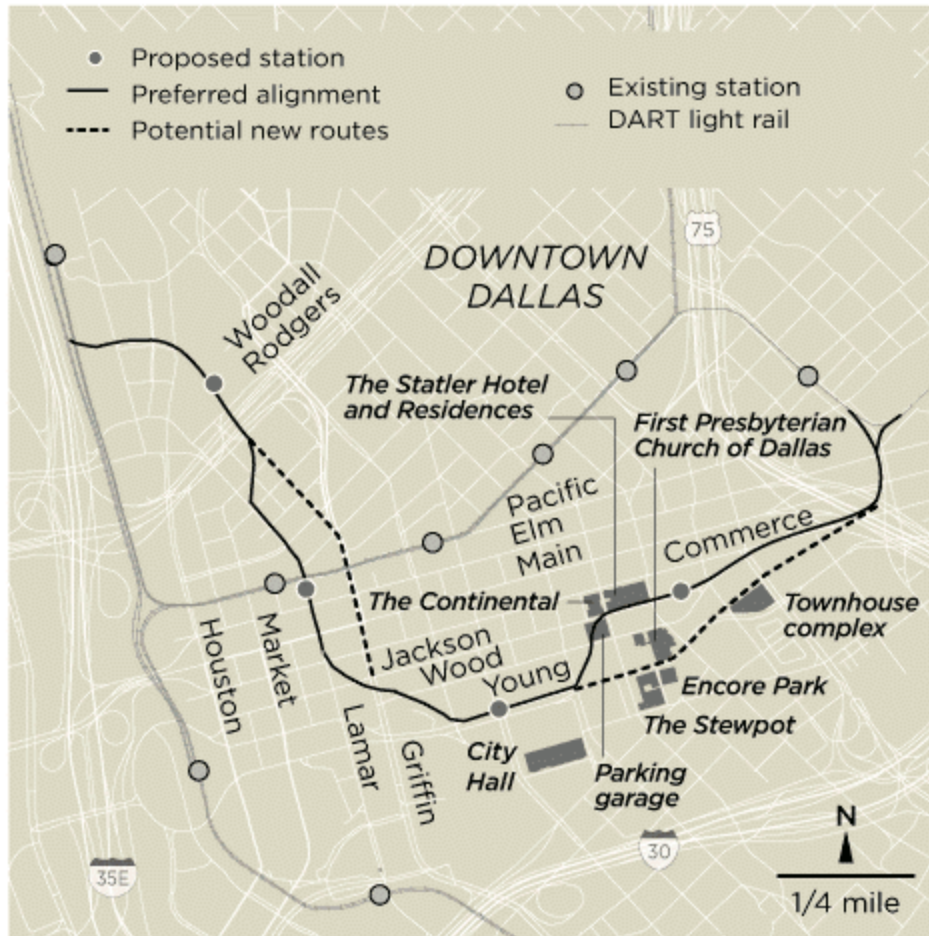
Then there's the eastern leg of the line. Salin said Jackson is so narrow that putting tracks on it would prevent cars from using the street, thus cutting off access to the [Statler Hotel and Residences](#) property currently [undergoing a \\$175 million redo](#).

DART has about \$400 million set aside for the project and is seeking up to \$400 million more from the Federal Transit Administration. Last year, DART estimated that a route using Lamar and Young, similar to the new path being eyed, would cost \$511 million. The leftover money would be used to build an underground spur to the agency's Convention Center station.

DART has until November 2017 to complete the development portion of the project, which includes finalizing a route, or risk having to start over. Among several alignments that DART nixed last year was a line that would have been mostly under Commerce Street as it moved through downtown. That project would have cost an estimated \$1.2 billion.

Second downtown DART route

Dallas and Dallas Area Rapid Transit officials last year chose a route that runs under Lamar Street and across Young and Jackson streets. But DART officials now say they may need to run the line under Griffin Street and farther along Young rather than Jackson.



SOURCES: City of Dallas; DART; ESRI

Staff Graphic

But the agency has been criticized for only asking the Federal Transit Administration for half of the money for the project. Dallas City Council member Philip Kingston said DART picked a route based largely on how much it thought it could get from the federal government. He said the agency should instead pick a path that makes the most sense for downtown and then tailor its financial request to that plan.

"Everything is cart before the horse over there," Kingston said. "The downtown owners have really woken up to it."

Revival of long-held plans

DART has long hoped to build a second downtown route. All four light-rail lines currently run on a single set of tracks, which limits the number and frequency of trains the agency can run throughout its entire 90-mile train network. And when an incident like a car accident or skyscraper fire happens on or near the existing tracks, the whole system is affected.

The agency revived long-lingering plans for the new route last year for two key reasons. One was to take advantage of a new federal grant aimed at transit projects that increase capacity in the core of a system. The other was to prepare for a hoped-for influx of passengers that could come if a high-speed train connecting Houston to downtown Dallas opens as planned in 2021.

The Dallas City Council must sign off on the path of any light-rail route. Instead of rubber-stamping DART staffers' recommendation for a Lamar-Young alignment last year, the council opted to run the eastern portion of the route along Jackson to avoid First Presbyterian and a townhouse complex in the Farmers Market.

Because it now appears that Griffin and Young are the best sites for most of the alignment, Salin said DART will seek guidance from the City Council and its transportation committee about whether the agency should focus on those streets. The matter will go to the transportation committee Aug. 22 and the full council on Aug. 24.

Transportation committee chairman Lee Kleinman hadn't heard about the potential route change when contacted by *The Dallas Morning News* on Monday. He said he needed to research the matter before commenting.

"I'm not sure what my position on that is," he said.

'Antithesis of good urban planning'

Landowners, civic leaders and residents say that DART is focusing too much on helping regional mobility without considering the quality of life and economic impact of another street-level track.

"There is no way it can enhance property values downtown," said Newt Walker, a longtime downtown real estate broker.

They say that the length of stations will create traffic problems and form barriers that interrupt downtown's walkable grid a time when the city and Downtown Dallas Inc. are trying to [improve conditions for pedestrians](#).

"It's the antithesis of good urban planning," said [Bryce Weigand](#), a retired architect and chair of First Presbyterian's D2 task force. "That's why most cities put them underground."

Further fueling criticism are DART's attempts to [fast-track rail service on the Cotton Belt](#), a line that would connect northern suburbs to DFW International Airport. Downtown stakeholders say the agency should either put that money toward making D2 a subway or focus on the line in the urban core before building another suburban line, especially one that many oppose.

"They have varying opinions of where [D2] ought to go, but everybody wants it bad," Kingston said. "There is not consensus that people want the Cotton Belt."

News that DART is eyeing a D2 route other than what the City Council and agency board chose last year is also straining trust with the public, which was already tenuous at best. Some believe that the agency knew from the beginning that Jackson would never work. They suspect DART is trying to run down the clock before a final alignment must be chosen and fast-track a project that has the least amount of financial obstacles.

"If they're telling us the width of the road does not allow it, that's just patently strange," Weigand said of the Jackson route. "That width of road has been there for literally 65 years or longer."

<http://www.dallasnews.com/news/transportation/20160801-dart-eyeing-different-path-for-new-downtown-dallas-rail-route-as-calls-for-subway-mount.ece>

Pay more attention to South Irving, residents say

By Eline de Bruijn
Staff Writer

Published: 01 August 2016 06:10 PM
Updated: 01 August 2016 09:57 PM

For years, residents of South Irving have felt neglected. They yearn for more attention from the city in the way of better housing options, improved infrastructure and more parks and recreational opportunities.

Now, it appears that city officials -- helped in part by a recent survey -- could soon start to focus on improving Irving's southern half.

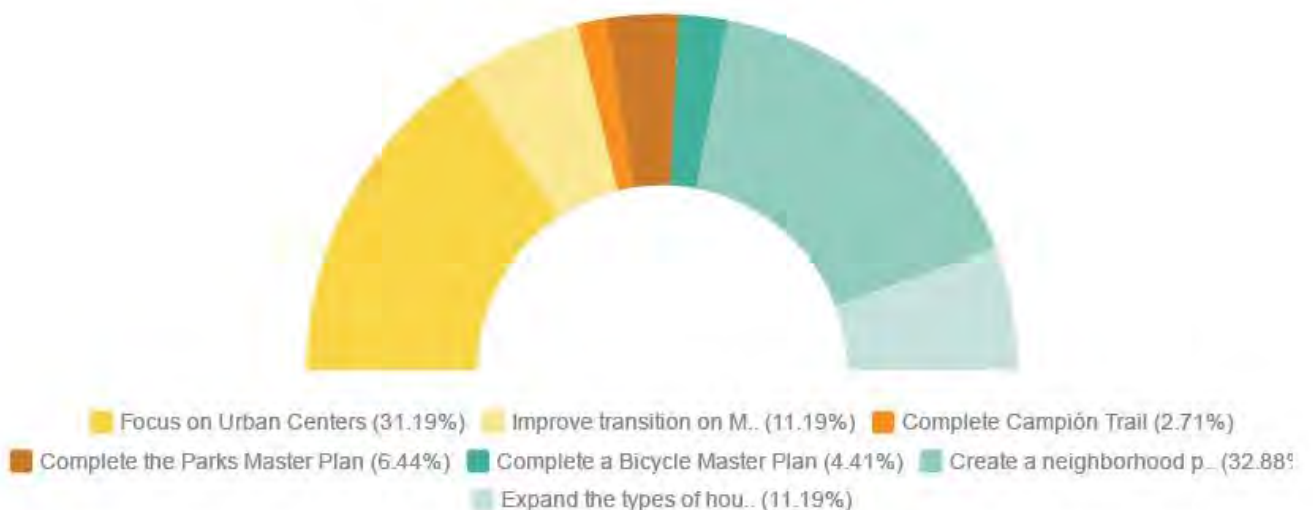
Once the City Council approves the budget in September, plans call for the adoption of Imagine Irving, a comprehensive blueprint that would serve as the city's guideline for development for the next quarter-century.

"It frames everything the city manager and council do policy-wise in regards to the budget adoption," said Steven Reed, Irving's director of planning and community development.

The [Imagine Irving plan](#) outlines issues for improvement in southern neighborhoods such as "land use, transportation and connections, urban design, community services and facilities, parks, or other topics specific to a small area."

The plan was created after two years of collecting feedback from the community, Reed said. The feedback includes results from a survey of city residents that showed nearly 33 percent of the respondents favored making improvements to South Irving a priority.

If you had to choose one, what should be the city's highest priority in the first five years?



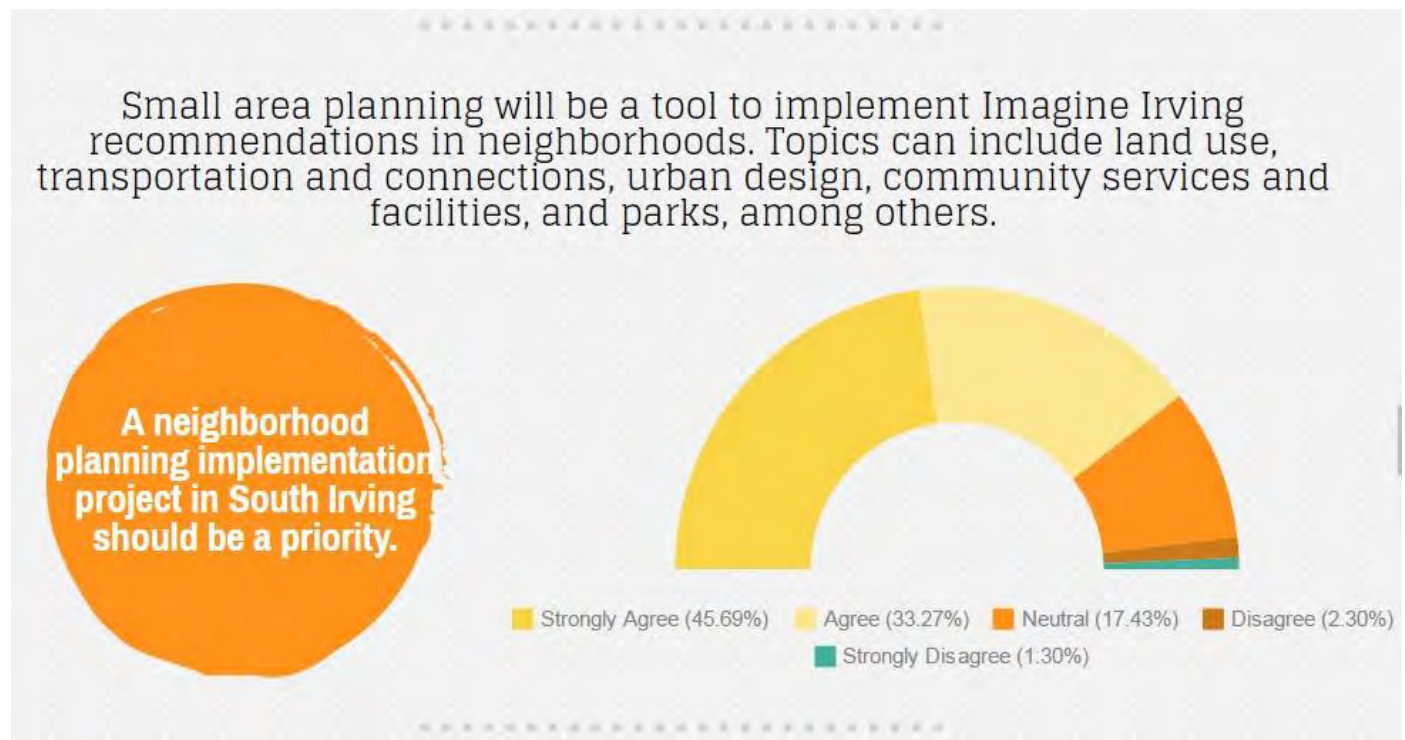
Council member John Danish, who represents South Irving, is aware that some of his constituents believe their fellow residents to the north get more and better attention from city leaders -- like the new \$173 million Irving Music Factory at Las Colinas that is currently under construction in that neighborhood. Construction also began a few months ago on Heritage Crossing, a mixed-use development downtown. Officials hope the renovated district will create a more lively scene in the area.

“There have been certain kinds of issues that develop along the line of the tale of two cities. You often hear jokes that Las Colinas [residents] don’t live in Irving, but in reality they’re all Irving,” Danish said.

The council member said he knows the south needs basic infrastructure improvements, but getting money for them is problematic.

“The challenge to find resources to help the infrastructure needs, yes, that is important,” Danish said. “Do citizens want to have a raised tax rate to do it?”

Sharon Barbosa-Crain is one of the organizers of the South Irving Task Force, a community group that advocates for the area. The group has sent suggestions to council members for the upcoming budget that includes a variety of ideas ranging from environmental issues to improved housing. But she said the main priority should be street maintenance and infrastructure.



“Many people of South Irving love the Imagine Irving comprehensive plan, but a lot more are saying these are generalized statements or goals. But I want to know a specific activity that will take place,” Barbosa-Crain said. “The fact that a plan says something is less significant than if a City Council budget says it.”

But Barbosa-Crain's wishes could be pushed to the back burner. Danish said his primary focus would be on revamping the Twin Wells Golf Course because "over the years it got ignored and has declined."

The course [has long been a source of trouble for the city](#), and Danish hopes the possible revitalization of it will lead to long-lasting solutions for the course and the surrounding neighborhood.

Danish suggested the course should have inclusive activities that would attract residents who don't play traditional golf, such as soccer golf and Frisbee golf.

Barbosa-Crain said she supports improving the golf course, too, but would prefer a recreation center in the southwest area to provide even broader leisure activities for South Irving residents. But, she said, she still believes that road and other infrastructure improvements should come first.

South Irving resident Manuel Benavidez, firmly agrees. He addressed the City Council last month and pointedly told officials then that he wants neighborhood streets and sidewalks -- which he described as "impassable" -- to be repaired as soon as possible.

"I don't think on paper they are really reflecting the needs of South Irving that I know," Benavidez said in an interview this week about the Imagine Irving plan. "I've been here for over 30 years, so I don't think it's what needs to be done as far as infrastructure."

<http://www.dallasnews.com/news/local-news/20160801-pay-more-attention-to-south-irving-residents-say.ece>

Transportation authority considering expansion

August 2, 2016

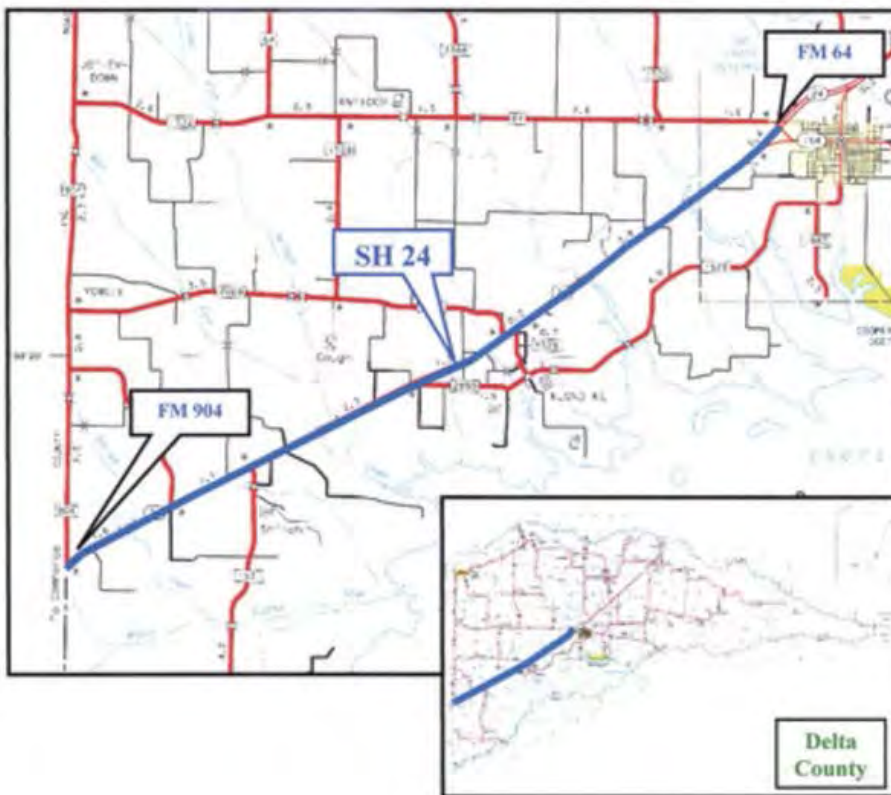
By Brad Kellar Herald-Banner Staff

A panel helping to oversee proposed transportation projects in Northeast Texas may be planning to expand into a fourth county.

The board of the Sulphur River Regional Mobility Authority (SuRRMA) is scheduled to meet at 6 p.m. Thursday at the Cooper City Hall, 91 North Side Square in Cooper.

Among the items on the agenda is a discussion and possible vote on the expansion of SuRRMA coverage to include Fannin County.

W.D. Hilton of Greenville and Danny Duncan of Commerce are the Hunt County members of the SuRRMA, which currently represents Hunt, Delta, and Lamar counties.



In early 2007, the commissioners courts in all of the counties filed a petition before the Texas Transportation Commission, seeking the formation of the SuRRMA, which was officially made operational as of Jan. 15, 2007, the charter date under the state resolution authorizing the formation of the agency.

The SuRRMA has supervised several area transportation

projects, including the expansion into four lanes of State Highway 24 from Commerce to Paris.

The SuRRMA board is also scheduled Thursday to discuss and possibly take action on the Highway 24 widening project and to consider relocating the SuRRMA office.

http://www.heraldbanner.com/news/transportation-authority-considering-expansion/article_bca4dec8-5870-11e6-9b2e-b75dc851dd55.html

Plano planning version 3.0 of the booming city, beginning with the downtown it deserves

By Julie Fancher [Follow @juliefancher](#) jfancher@dallasnews.com

Staff Writer

Published: 02 August 2016 10:35 AM

Updated: 02 August 2016 02:42 PM

PLANO -- At Plano's "State of the City" address this year, Mayor Harry LaRosiliere ushered in what he likes to refer to as Plano 3.0, signifying a new era for the former farming town turned booming economic hub.

"In the '80s we were a bedroom community, and in the '90s we were known as a big suburb," he said in February. "Today we are our own city, and we compete on a global stage for businesses, and individuals or families looking for a home."

And for LaRosiliere, there's another part to his Plano 3.0 -- "a downtown Plano truly is worthy of."

Unlike other cities farther north that have lots of vacant land for new construction, Plano has fewer than 3,000 acres of open land. The city has had plans to [redevelop its downtown for decades](#), but for years the area was nearly forgotten.

That is until the arrival of a DART station that opened at 15th Street in 2002 and helped spark [renewed interest and energy in downtown](#).

"It was a good reason to really start re-imagining what downtowns could be," said Peter Braster, director of special projects.

Since then, as new restaurants, bars and retail stores moved in, Plano's historic downtown has been [nationally recognized](#), including being named one of the country's four [great neighborhoods](#) by the American Planning Association in 2015.

About 1,000 residents [live in three apartment complexes downtown](#), up from 565 residents a decade ago, said Steve Sims, the city's senior planner. And, according to a study released by the city this year, in 2013 about 90,000 of Plano's roughly 275,000 residents lived within a three-mile radius of downtown.

More to do

But there is a lot of work left to do to get more people -- and with it more businesses -
- downtown, city officials said. The city hopes to have an additional 1,450 people living within a
half-mile of the DART station by 2026, officials said.

Since April, the City Council has approved three zoning projects to create more housing options
downtown: the [Artists Lofts](#), a mixed-income development with 180 apartment units geared
toward artists at G Avenue and 14th Street; the Eco-Village Townhomes at 1709 K Ave. with 21
townhomes, seven of which will be designated for first-time buyers; and most recently, future
development on the current site of Plano Marine at K Avenue and 10th Street.

In May, the council approved a request to rezone land that would allow for a future housing
development at the Plano Marine site. Christina Day, the city's director of planning, called the
proposal a "unique development for this part of town."

Though not yet approved by the council, the plan is for a 385-unit multifamily housing
development, as well as a sky bridge connecting a parking garage to the apartment complex,
among other amenities.

The site is also near one of two proposed DART stations next to the long sought-after Cotton
Belt line, which would run from DFW International Airport to Plano.

Last week, the council gave its [initial support to spend \\$12.3 million](#) to fast-track [rail service on
the Cotton Belt line](#). Officials said starting the project now could get it done for \$1 billion by
2025, compared with a \$2.9 billion price tag if the agency waits until 2035 as initially planned.

Day said plans for the Plano Marine site include building sidewalks to help increase walkability
and connect two relatively isolated neighborhoods, the historically black Douglass
community and the Vendome neighborhood, which is surrounded mostly by commercial
development.

Its proximity to the proposed DART station at 12th Street would also offer another means of
transportation for residents of those neighborhoods, Day said. There are also plans to put a hike-
and-bike trail through downtown Plano that can also act as a connector.

“Being the Collin County city with DART is a competitive advantage for
Plano,” LaRosiliere said. “When you think about 15th Street, for example, it’s attracted a place
for millennials, younger families and young professionals to live and be able to enjoy other
surrounding cities without having to get in the car.”

'Redefining the boundary'

LaRosiliere said the council hopes to foster development around the proposed 12th Street station
to continue momentum, as well as additional development along the road between downtown
and Richardson's CityLine development.

Expanding and connecting downtown outside of 15th Street was key for the city, he said.

“I’m of the belief that when we get that station there, it’s really redefining the boundary,” LaRosiliere said. “A lot of the activity that is occurring down 15th Street is a result of a transit-oriented neighborhood, and I would expect to see the same occurrence there.”

But back in May, LaRosiliere said the project could bring new energy to that part of the city regardless of the Cotton Belt.

"Whether it comes in five, 10, 15, 20 or 30 years, it doesn't change the nature of what it brings to the community," he said then.

He said that the new housing options could help “widen the net” of downtown and that he anticipated seeing more businesses between 12th Street and 15th Street.

In addition to new housing, the city is expanding its downtown food options with its [first-ever food truck park](#). The park, [Hub Street Food Port](#), sits on a 1.2-acre tract at 14th Street and M Avenue and is set to open this fall.

The dog-friendly food truck park also will include a fixed restaurant, three spaces for a rotating variety of food trucks, a stage for live music and an open-air patio.

Day said redeveloping downtown may take a while, but doing so is “required for us to continue to be a vibrant, vital city.”

The transformation

Despite some initial opposition to projects like the Artists Lofts, officials said they haven’t seen much push-back from downtown residents and others on the proposed projects.

“They’ve seen that transformation from what it was like in the '90s, or the '80s, to today and they like it,” Day said. “They’ve seen the good that comes from it and they are supportive with continuing the expansion of the district.”

LaRosiliere said all the projects show what Plano's downtown can become.

“Over time I think Plano deserves a downtown that has a bigger footprint, no different than what has essentially become our uptown, which is the Legacy corridor,” he said of the [\\$3.2 billion development](#) that is [home to Toyota](#) and other companies.

“The Legacy area is successful way past imagination, and downtown is headed that way as well.”

On Twitter:
[@juliefancher](#)

Deep Ellum about as happy with a new DART line as their downtown counterparts

By Brandon Formby Follow @brandonformby bformby@dallasnews.com

Transportation Writer

Published: 03 August 2016 03:44 PM

Updated: 03 August 2016 03:49 PM

Dallas Area Rapid Transit's controversial plans for a second light-rail route through downtown promise to upset landowners no matter where the line eventually runs. But businesses and residents in Deep Ellum just east of the central business district have their own concerns about the project.

Current plans for the route call for the eastern leg of the tracks to run across Commerce Street under Interstate 345 and up the middle of Good Latimer Expressway before connecting into the existing Green Line in Deep Ellum. But that, civic leaders say, will cause traffic snarls and an accessibility nightmare at the western entrance to one of the city's most storied neighborhoods.

The Deep Ellum Foundation, which operates the neighborhood's public improvement district for City Hall, has joined the chorus of residents, developers and landowners calling for DART to build the route as a subway.

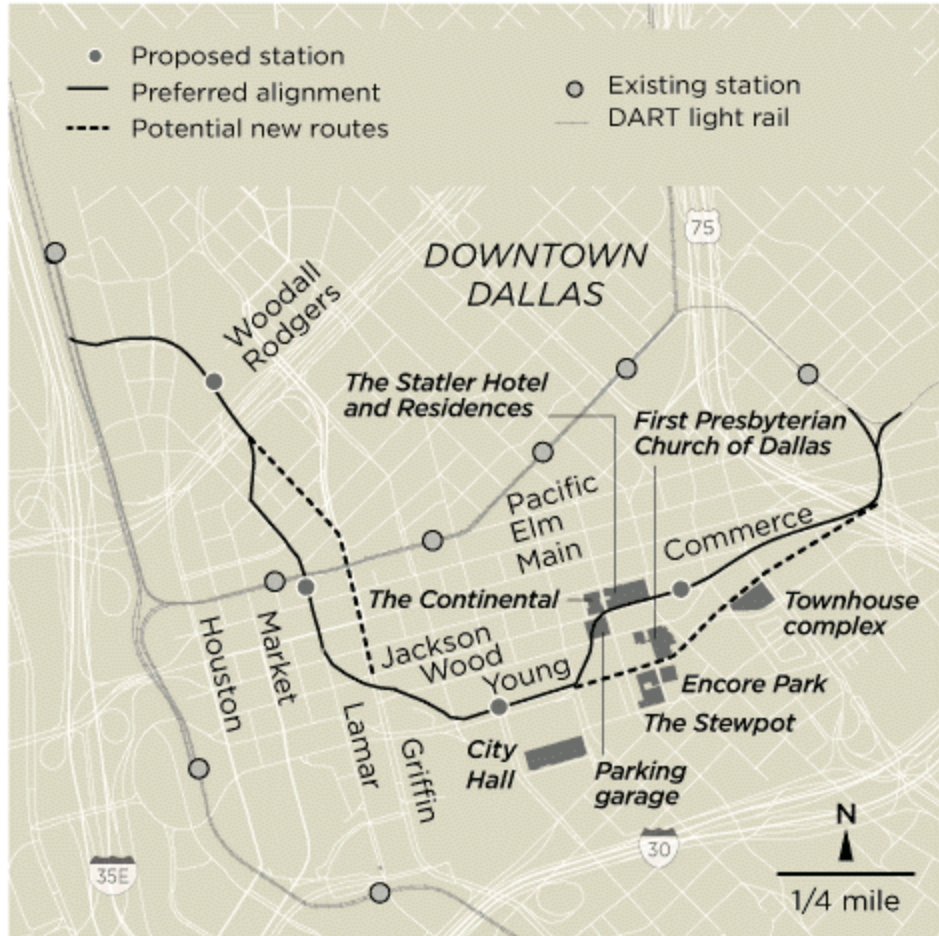
"If you block off Good Latimer, there's no other way to get into Deep Ellum on the west side," said Jessica Burnham, the foundation's executive director.

DART officials are expected later this month to formally tell the Dallas City Council and its transportation committee that a route chosen last year won't likely work for the project, dubbed D2. Instead, the transit agency plans to pursue running the line under Griffin Street and across Young Street before connecting to the Green Line in Deep Ellum.

Most of that line would be built at street level. DART last year nixed several potential routes, including one that would have been a subway running under Commerce Street. That project would have cost an estimate \$1.2 billion. The mostly street-level plan being currently pursued is estimated to cost about \$511 million.

Second downtown DART route

Dallas and Dallas Area Rapid Transit officials last year chose a route that runs under Lamar Street and across Young and Jackson streets. But DART officials now say they may need to run the line under Griffin Street and farther along Young rather than Jackson.



SOURCES: City of Dallas; DART; ESRI

Staff Graphic

It's the sound of train horns that worry residents in the SoCo Urban Lofts building near Field and Wood streets downtown.

Like Burnham and several landowners in the central business district, those condo owners want the agency to drop plans for the street-level route and pour more energy and money into making a subway work.

The building is near where DART trains will be required to sound their horns as they go into and come out of the short subway portion of the mostly street-level line. Windows in the building are single pane.

"We can't change that because we're a historic landmark," said Larence Marasco, president of the SoCo homeowners association.

The transit agency is expected to meet with landowners, residents and developers about the project this afternoon. We'll continue to update this story throughout the afternoon and evening.

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Study confirms freight rail backbone of U.S. economy

BY DENNIS SHINGLETON Special to the Star-Telegram

If the North Texas economy were a living organism, our roads, runways, rails and other infrastructure would be the skeleton, with freight rail tracks serving as the backbone that keeps the entire body upright and strong.

Freight trains bring in the raw materials local manufacturers need be productive and the items consumers want to see on store shelves, and they carry the finished goods produced in the Metroplex for distribution to markets across the nation and around the globe.

A new study quantifies for the first time just how vital the freight rail network is to our local, state and national economies.

The report from the Towson University Regional Economic Studies Institute says the nation's major railroads created more than \$274 billion in economic activity and generated nearly \$33 billion in tax revenues while supporting nearly 1.5 million jobs across the economy in 2014 alone.

As one of the nation's busiest rail hubs, Fort Worth has been an out-sized beneficiary of the positive economic activity fueled by freight railroads.

BNSF Railway is headquartered in Fort Worth and, along with Union Pacific Railroad, operates major facilities here that provide high-paying direct jobs while also supporting thousands of additional jobs.

The new research shows that every single railroad job supports nine additional jobs elsewhere in the economy.

Our freight rail infrastructure, including BNSF's \$100 million state-of-the-art intermodal hub at Fort Worth Alliance Airport and Union Pacific's Davidson Yard, provide huge transportation advantages to companies looking to expand or relocate here and are a big reason the Dallas-Fort Worth economy ranks ahead of most states and many nations.

The Towson study also reinforces that it has been massive levels of private investment by railroads in their infrastructure, equipment and employees that make freight rail such an economic driver, and that key decisions by the government enabled railroads to get where they are today.

Before 1980, a system of stifling federal over-regulation had driven our nation's freight rail network to the brink of destruction.

Faced with a choice of either nationalizing the railroads or getting the government out of the rail business, Congress and the president fortunately chose the latter path.

The landmark Staggers Rail Act of 1980 freed railroads to operate like other businesses in a free market. Thirty-six years later, American railroads have gone from near death to creating the safest, most efficient and most productive freight rail network in the world.

Running a railroad is hugely capital intensive, requiring massive investment to maintain safety and productivity and to expand capacity to accommodate growing demand.

Thanks to smart government policy, railroads have been able to earn the revenues needed to reinvest approximately \$600 billion back into the rail network since 1980 — private capital, not taxpayer dollars.

Because a single freight train can carry the load of several hundred trucks, these investments also relieve burdens on our overcrowded highways while reducing greenhouse gas emissions by an average of 75 percent.

The nation's two largest railroads, Union Pacific and BNSF, have been able to invest so much in Fort Worth and have become such an important part of our region's economy because national leaders made the right decision at a key point in history.

The new report underscores how we all benefit when government and the private sector work together to advance the common interests we all share in economic prosperity and a sustainable future.

Dennis Shingleton has represented District 7 on the Fort Worth City Council since July 2011.

Bullet train developer might pick up tab for consultants to expedite city's vision for station and review permits

Dallas Morning News 8/8/16 2:57 PM By Brandon Formby

Dallas developers, officials and residents hope a planned high-speed train station near downtown and the Cedars will anchor a potential development that would spur economic growth and bridge two neighborhoods in the city's urban core.

And Dallas City Hall could help influence the kinds of developments that would come and how they would be designed.

Later this month, the company developing the bullet train connecting North Texas and Houston plans to bring to City Council a series of agreements related to the project. They would pave the way for [Texas Central Holdings](#) to reimburse City Hall for work public employees will do to expedite review of the project.

Under one agreement, Texas Central would pay [HNTB Corp.](#) to serve as a city consultant as the company seeks approval for building and operating the rail line through the Trinity River floodplain.

Another agreement would have Texas Central pay for outside consultants to help City Hall come up with an "urban design and economic development vision" for the area around the Dallas station.

A city memo described the coming agreements in broad terms, but didn't give specifics. The items are expected to go to City Council on Aug. 24.

"Hopefully, we'll see a copy of the agreement well in advance of us being asked to vote on it," council member [Lee Kleinman](#) said during a transportation committee meeting Monday.

Assistant city manager [Mark McDaniel](#) said while the drafts are not yet ready, they will be done ahead of the meeting. He also pointed out that the memo and brief discussion were slated for Monday's transportation committee meeting as a heads-up to officials.

Texas Central and related companies plan to put the Dallas station [near or above Interstate 30 on the southern edge of downtown](#). Passengers would be able to travel between the state's two biggest metropolitan areas in about 90 minutes. While the southern terminus [won't reach downtown Houston](#), developers say the project will still work.

And even though Dallas and Houston officials herald the project, there has been stiff opposition from rural Texans who don't want a private company using eminent domain to potentially take land for the rail line.

The project is also one reason that Dallas Area Rapid Transit officials [revived plans for a second downtown light-rail route](#). Transit officials say that more light-rail trains will be needed to handle passengers getting on and off the bullet train.

In 2014, DART considered running that new route from Victory Station, south down Lamar Street, then west on Young Street, ending it near Union Station. At the time, the agency's plan also had the bullet train station being much closer to Union Station than the locations Texas Central is now pursuing. [DART identified buildings occupied by The Dallas Morning News and WFAA-TV \(Channel 8\)](#) as being prime spots for a large transit-oriented development. But last year, DART and the City Council chose a route that runs east instead of west on Young Street before connecting to the Green Line in Deep Ellum east of downtown.

The transit agency, though, is now exploring [yet another route relying on Griffin Street and more of Young Street](#), which it says will likely work best. DART also says it would later run a subway spur off of its second downtown route that would end near the existing Convention Center station. As it continues developing the project, it's facing [mounting calls for making most or all of the route a subway](#) through the central business district.

Trinity River Vision nearing reality

THE EDITORIAL BOARD

The [Trinity River Vision project](#) is one step closer to being a reality.

Thanks to the tenacity of its principal advocate in the U.S. Congress, Rep. Kay Granger, the massive flood control and economic development project [is close](#) to receiving the congressional authorization needed to ensure its inclusion in the president's budget.

Approval would unleash \$520 million in federal funds from the Army Corps of Engineers — the majority of the estimated money needed to see the almost \$1 billion project to its completion.

Granger, a former [Fort Worth mayor](#), has been working for years to secure federal dollars for the endeavor, which, when finished, would divert the Trinity River and create an urban lake and 12 miles of developable waterfront in the northern quadrant of the city.

The funding still has a few hurdles to overcome: The House and Senate have to resolve slight differences in their respective authorization bills, and then legislators have to pass the bill in the time that remain this congressional session.

In the current political climate, it's best to keep expectations for Congress low and refrain from any premature celebrations.

But Granger's confidence in the largely uncontroversial bill's passage is encouraging, and her determination in seeing the project through is commendable. - Star-Telegram

Bishop Arts District 'officially' gets streetcars Aug. 29 (but you can test the line out two days earlier)

By Brandon Formby Follow @brandonformby bformby@dallasnews.com

Transportation Writer

Published: 09 August 2016 12:45 PM

Updated: 09 August 2016 02:44 PM

The downtown-Oak Cliff streetcar line gets its long-awaited extension to the eastern edge of the Bishop Arts District on Aug. 29. But there will be a daylong preview on Aug. 27, the Saturday before. The full route from downtown's Union Station to the arts district will remain free and will take about 11 minutes.

The extension will add two new stops: 6th Street and Bishop Arts. It's also accompanied by new bus route 723, which connects to the new Bishop Arts Station and runs in a perimeter around the shopping and dining district. Route 723 will replace a portion of the route of free downtown-area circulator D-Link. But 723 will charge bus fares, while D-Link is free.

In order to prepare for the extension, DART will begin running streetcars every 20 minutes every day starting Monday. Once the extension opens, the first streetcar will leave Bishop Arts Station at 9:49 a.m. and the last will depart there at 11:49 p.m. In downtown, the first streetcar of the day will leave Union Station at 9:30 a.m. and the last will depart there at 11:40 p.m.

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Some DART members aren't yet sold on building Cotton Belt and second downtown line simultaneously

By Brandon Formby Follow @brandonformby bformby@dallasnews.com

Transportation Writer

Published: 09 August 2016 05:57 PM

Updated: 09 August 2016 06:51 PM

Four Dallas Area Rapid Transit board members Tuesday criticized and questioned the agency's planned approaches to building two new controversial rail lines — one through downtown Dallas and the other through northern suburbs.

"I have some concerns about being able to do both at the same time," said board member Paul Wageman, who represents Plano.

Board member Michele Wong Krause, who represents Dallas, echoed his statement. Meanwhile, Dallas board members Amanda Moreno Cross and Sue Bauman criticized the agency's draft 20-year financial plan for including far more details about the suburban project than it had about the downtown project. The draft is supposed to go to DART's 13 member cities for feedback.

"I found it very frustrating," said Bauman.

DART has long planned to add a second light-rail route through Dallas' central business district. The agency and the Dallas City Council chose a route that is mostly at street-level last year. But the agency in recent weeks has said that a different route is likely to work better. That revelation came after downtown residents, business leaders and landowners started pushing for the agency to spend more money to put the line mostly underground.

As that controversy continued brewing this summer, the agency and Plano officials revealed a plan to also spend hundreds of millions of dollars to fast-track the Cotton Belt line project that connects the airport to northern suburbs. That plan angered people who were pushing DART to find a way to put the second downtown line underground.

Wageman, who chairs DART's budget and finance committee, told agency president and executive director Gary Thomas to answer several questions for the board by the next meeting later this month. They included how the Cotton Belt project could be affected if DART and the city go in a different direction with the downtown project, dubbed D2.

Wageman and Thomas also discussed decades-old agreements between DART and Dallas, including one that calls for a downtown subway if certain ridership and train frequency thresholds are met. The board didn't act on the fate of either project Tuesday, but the financial plan must be approved next month.

"I just want to make sure we're doing this in a clear way with full knowledge of these decisions," Wageman said.

The financial plan lays out how DART plans to build both projects over the coming decades. DART staffers told the board that it highlighted the Cotton Belt more than D2 because the suburban project is the one that was recently fast-tracked. They said D2 was the focus of the plan approved last year.

But Bauman, one of the Dallas board members, criticized the plan for not having line items that clearly identified how much money and which revenue streams would fund D2.

"It's an enormous project and a highly politically charged project," Bauman said.

She also questioned why the DART board has less than two months to give member cities the plan, solicit feedback from them and try to respond to any concerns.

"I don't see any wiggle room to have a substantive discussion period," Bauman said.

Cross said the agency should provide more information about D2 to member cities of the transit agency.

"They're going to have the same questions our own board member has," Cross said.

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Uber's new schedule-ahead feature lands in North Texas today

By Brandon Formby Follow @brandonformby bformby@dallasnews.com

Transportation Writer

Published: 10 August 2016 06:00 AM

Updated: 09 August 2016 06:43 PM

Uber passengers who like to plan ahead, rejoice: The ride-hailing app Wednesday is debuting scheduled rides in North Texas, Houston and San Antonio.

The company is rolling the service out first to Uber for Business users and passengers who have business profiles. Rides can be scheduled anywhere from 15 minutes to 30 days ahead of time.

"Those are the customers who most frequently requested that function," said Beth Huddleston, Uber's general manager for the Dallas area.

But Huddleston said the company will quickly roll the feature out to other parts of the Uber app. It will start with UberX in a few weeks and then continue offering it in the ride-hailing firm's different platforms.

A key target market is frequent business travelers who want to ensure they're at the airport at a certain time. All Uber customers with a work email address can create a business profile, which lets them automatically track work rides that can be expenses later.

The company rolled the scheduling feature out in several cities in June, including Seattle, Los Angeles and Fresno. Today marks the Texas debut. Huddleston said reactions in other markets have been positive. She said passengers like knowing ahead of time that they'll have a ride without waiting until the last minute to order a car.

The scheduling feature is an overlay in the company's existing technology that matches drivers and passengers. When it gets close to the time for the ride, it begins hailing nearby drivers until it matches one up with the requested trip.

"We're really excited about it," Huddleston said.

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Collin County growth creating traffic time bomb, officials say: 'We have to get moving on it'

Published: 12 August 2016 12:10 PM

Updated: 12 August 2016 03:08 PM

**By JULIE FANCHER
and BRANDON FORMBY
Staff Writers**

For decades, the farmland that used to dominate Collin County's landscape was routinely paved over and replaced with tony neighborhoods, well-manicured corporate campuses and bustling shopping centers.

The county's population and business explosion has been among the [shiniest of jewels in North Texas' economic development crown](#). But the millions of people and jobs expected to keep coming [now threaten](#) the [economic vitality](#) that's attracting them.

Collin County's highway and road system, which is already stressed in some corridors, is "totally inadequate" to handle the expected growth, county officials say. And they are sounding that alarm as they scramble to contain what some see as a traffic time bomb that many people aren't aware is about to explode.

"I don't think a lot of people realize how far behind we are in terms of longer-term strategic planning in the county," County Commissioner Duncan Webb said. "My fear is if we can't get a handle on our congestion issues, it will get so bad here in Collin County that people will stop wanting to live here and have their businesses here."

A congested future

About 780,000 people live in the county today. According to estimates, that will increase to 2.1 million by 2054. And it could top 3.4 million by 2070 or later. Picturing that growth over so many decades may be difficult, but the county is already seeing problems.

Just ask anyone stuck on Central Expressway or the Dallas North Tollway during rush hour. Earlier this year, the North Central Texas Council of Governments forecasted that the amount of hours Collin County drivers would spend in congestion will more than triple in the next 25 years.

“It’s easy for people to see examples of [the problem] now and when you think about the fact we are going to more than double in our population, it doesn't take long to think, 'Wow, what is it going to be like?’” said Clarence Daugherty, the county’s director of engineering.

County, city and regional officials are putting together a long-range transportation plan that identifies highways that should be widened and swaths of land where new freeways should be built.

Some say that public transit will also have to play a role. But Plano is the only Collin County city that’s a full-paying member of a transit agency, so financing a new rail or bus network could prove difficult. And many Collin suburbs prefer to use sales tax revenue on [economic development incentives](#) that lure more companies rather than funding transit.

Another challenge is that there’s virtually no geographic, bureaucratic or political barriers to the continued push north. And the processes for planning and financing the necessary infrastructure can move much slower than the clip at which Collin grows.

“None of them call us; they just come,” regional transportation director Michael Morris said of the continued influx of people. “Collin County is trying to get out in front of that.”

Webb said it’s hard to articulate just how unprepared cities are for the type of growth that is happening in the county.

“I’m looking at things at a regional and county level and cities generally don’t do that,” he said. “They are looking at things in a cycle of five, 10 maybe 15 years. We’re trying to look at a cycle now of 40 to 50 years to really try to figure out where we need to be.”

Property rights and planning

Plano in the 1970s was a bedroom community nestled between the growing Dallas metropolitan area to the south and Collin County’s rolling pastures to the north. Today it’s a thriving city in its own right. Large corporate offices there serve as an employment hub that helps anchor even farther-flung suburbs such as Prosper and McKinney.

It's a growth process that's played out across the country since the end of World War II. The interstate system that began etching across America in the middle of the 20th century suddenly made inexpensive, undeveloped land on the outskirts of metropolitan areas easier to access.

As suburbs began to pop up, the influx of people drew businesses, which attracted more people, which lured more companies. Traffic on highways in and out of the suburbs worsened, creating demand for wider and farther-reaching freeways. The subsequent road expansions make it easier to drive farther and keep fueling the sprawl cycle.

"Then they point a finger to us or TxDOT or the county and say, 'How are we going to mitigate this congestion problem?'" said Morris, the regional transportation director.

While there is regional, state and federal oversight and coordination for how and where transportation infrastructure gets built, the decisions of how to develop parcels or what gets built where is largely left up to landowners, though cities have some oversight.

That leaves each suburb vying against their neighbors for housing developments, businesses and corporations that can dramatically raise property tax values and fill local government coffers. But it also means building transportation infrastructure can be a reactive process since there's no land-use component to regional planning.

"Texas is a property-right state, so you're going to be hard pressed to find many elected officials that don't allow people to develop the property they want to develop as long as it meets the different cities' guidelines," said Gary Graham, McKinney's transportation engineering manager.

New highway corridors identified

While Collin's ultimate growth projections may be decades away, officials said cities need to start planning now. According to county officials, in the last few years Collin County was the 33rd-fastest-growing county in the nation. And it was home to three of the fastest-growing cities in the state with a population of over 50,000 people: Frisco, Allen and McKinney.

The study shows that with that growth, several of the main roads in Collin County are already at capacity — if not already exceeding it. Highways such as Central Expressway and U.S. Highway 380 as well as city streets such as Preston Road already carry more cars than they were built to hold.

County commissioners in February unanimously approved a resolution that calls for four corridors be turned into major highways. That includes U.S. Highway 380, a small east-west highway that bisects the county, and State Highway 78, a north-south road in the southeastern corner of the county.

The plan would also include a new highway north of U.S. 380 that would initially connect the Dallas North Tollway and Central Expressway and eventually become part of a massive loop around the entire region. And there would be a new north-south highway east of Allen and west of Lake Lavon.

Wylie city manager Mindy Manson said a north-south highway is badly needed.

“There has to be some alternate road, and that’s one of the things that needs to be studied,” she said of Highway 78 that runs east of Lake Lavon. “If there is a wreck you almost, very literally, have to go around a lake. It can be a bit of a choke point as southeast Collin County and the north part of Rockwall County continue to develop.”

But new highways don’t necessarily solve congestion woes. In fact, the extra road capacity can lure more drivers, which only begets more traffic. New and expanded roads also spur more sprawling development. And increased distances between origins and destinations can be a major factor in increased commute times.

“How much we pay for housing and transportation, how long we spend commuting to and from work, economic opportunities in our communities and even personal health are all connected to how our neighborhoods and surrounding areas are built,” concluded the report *Measuring Sprawl 2014* from Smart Growth America, a group the advocates for denser urban neighborhoods.

Playing catchup

Webb said other than running out of a stable water supply, transportation will be the “biggest contributor to our growth numbers starting to go the other way at some point.” In the next year, he and other commissioners hope to build consensus among affected cities about a plan forward.

He said the commissioners court is also in the process of hiring a consultant to look at the economic impact of the kinds of development that typically are built along six-lane divided corridors vs. limited access highways like Central Expressway and the Dallas North Tollway.

Graham, McKinney's transportation engineering manager, said his city is working try and solve the congestion problem with the county commissioners and other cities.

"We are doing a travel demand model to show with this land how much traffic is projected and what roads need to be in place to support that traffic," he said.

Jack Carr, Plano's deputy city manager, said the city supports the county initiative.

"If you don't plan for that future growth and you allow subdivisions and development activity to occur without placing the roadways at the strategic locations, it's hard to thread a new arterial or expressway through a developed area," he said. "That's the whole point of trying to get out now today."

Webb and other county officials are working to spread the message about their findings to surrounding cities. Allen, Frisco and Wylie officials said they've yet to see the presentation. Webb presented several findings to the Plano City Council last month. He said he was concerned many people may not understand how serious this problem is.

"We have to get moving on it, otherwise the congestion is going to choke off the economic engine that Collin County has enjoyed in the last 30 years," he said.

Efforts to fix congestion uncover conflicting priorities

SUBSCRIBER CONTENT: Aug 11, 2016, 3:50pm CDT

In Dallas' CityMAP study, the presentation of possibilities and associated costs give city and regional leaders the information to make transportation decisions without the state or federal government making the choices for them.

"It's a remarkable document," said Dallas Mayor [Mike Rawlings](#). "It has a scale and a scope that has never been attempted in this city."

We'll start with I-30. It's urgently in need of the most improvements and it has the most political momentum. Meaning, it's most likely to get done, those involved in the process say.

"If you want to hear my priority, it's I-30, I-30, I-30," Rawlings said at the June 10 unveiling of CityMAP.

The analysis of the I-30 portion by CityMAP focuses on the four-mile stretch from Hotel Street on the west to Dolphin Road on the east.

The two major congestion zones in that stretch are:

I-30 Canyon, from Hotel Street on the west to slightly east of I-45. This area includes downtown and the Cedars area.

I-30 East Corridor, which includes the Fair Park/Deep Ellum area east of I-45.

I-30 Canyon

Since the introduction of the interstate highway system, I-30 has been the primary east-west artery through [Big D](#).

But the I-30 Canyon has fragmented areas along the corridor, such as the Cedars neighborhood immediately to the south.

For decades, development in the Cedars did not keep pace with development north of the Canyon, but today the Cedars is gaining economic traction. Even so, the difference in conditions north and south of the Canyon remains stark. The northern side in general has dense commercial development on larger city blocks, while the south is a

mix of underused and underdeveloped parcels with residential and lower-grade commercial properties.

Reinventing the I-30 Canyon in a way that builds connections between the Cedars and downtown Dallas will be a big determinant in the neighborhood's short- and long-term viability and success, said [James Frye](#), vice president of transportation infrastructure design firm HNTB Corp. The company has the lead role on the TxDOT project.

“This fragmentation and lack of development cohesion and character south of the I-30 Canyon has proven challenging for continued development,” Frye said.

I-30 East Corridor

The I-30 East Corridor has long been home to some of Dallas' best known cultural staples. Chief among them are Fair Park, home of the Texas State Fair for more than 100 years, and the Deep Ellum entertainment district.

The State Fair has long been one of Texas' biggest visitor draws, and today roughly 4 million people visit Fair Park each year, CityMAP says.

Across I-30 in Deep Ellum, the main attractions include jazz and blues clubs, mom-n-pop retailers, barbecue joints, beer halls and tattoo shops, as the area enjoys a resurgence.

In the 1950s and 1960s, both Fair Park and Deep Ellum began to slide. Coinciding with the decline was the introduction of I-30, splitting the areas. The roadway severed once tight-knit neighborhoods into northern and southern fragments.

Conditions have been improving in Deep Ellum recently, but Fair Park faces an uncertain future. The Dallas Parks and Recreation Board voted Aug. 4 to turn Fair Park over to a private entity. The Dallas City Council will vote on the highly controversial privatization at a meeting next month.

Fast-moving freeways have a way of destroying a sense of community, developer Monte Anderson, said.

“Freeways show up like a cancer,” he said. “The only types of real estate that will locate next to a freeway are gas stations, fast food restaurants and big-box retail, none of which put money back in the community.”

The big (but improbable) fix

The most radical remedy would address both the Canyon and East Corridor problems by relocating I-30 entirely. With a price tag of more than \$2 billion, it's also the most expensive option, and it would come with scores of environmental and engineering challenges, Frey said. The planning and construction of an I-30 relocation would take more than two decades, he said.

The replacement highway would start near the current \$798 million Horseshoe Project where I-30 mixes with I-35E on the east bank of the Trinity River downtown. It would run roughly parallel to Riverfront Boulevard, combine with U.S. Highway 175, then go along White Rock Creek before tying into the existing I-30 near Ferguson Road.

I-30 through downtown and eastern Dallas would be removed and replaced with a corridor for pedestrians, bicyclists or transit passengers.

The new I-30 would require portions of the Horseshoe Project, which is still under construction, to be reconfigured, and a stretch of the new highway would run parallel to and near the long-planned but yet-to-be-started Trinity Parkway toll road.

If I-30 is not rerouted entirely, the Canyon and East Corridor problem areas will be addressed individually. CityMAP lays out a four-lane scenario, a five-lane scenario, and the existing TxDOT plan for both of those areas.

Those plans are less expensive and time consuming, thus likely more doable, said Brandi Crawford, of design firm HNTB.

Economic impact

In addition to the mobility repercussions, CityMAP examines economic development impact.

The relocation of I-30 would expand the potential of the downtown central business district by pulling areas south of I-30 inside the loop, improving walkability and neighborhood linkages, the CityMAP study says. The removal of the I-30 Canyon would allow Dallas to have a new downtown center taking better advantage of Dallas Area Rapid Transit light rail. The existing I-30 right-of-way would be reconstructed to include a boulevard with six lanes of traffic in the former interstate, leaving room for walking and bike paths, the study says.

Moving I-30 would trigger a boom in the existing I-30 area around Fair Park/Deep Ellum and the downtown/Cedars areas, bringing in 21,405 residents, 51,854 jobs and \$89 million in new tax revenue in the areas combined. That does not include the impact along the new I-30 right-of-way.

The four- and five-lane plans for I-30, which would lower the interstate near Fair Park and Deep Ellum, would have essentially the same economic impact for that area — 4,740 new residents, 8,331 new jobs and \$19 million in new tax revenue for the city. In the downtown/Cedars stretch, the four- and five-lane plans would bring in 6,210 new residents, 10,739 new jobs and \$33 million in new tax revenue.

Using Texas data, researchers can see a U.S. in which 87% of vehicles are electric

By Wire Services newsfeedback+wireservices@dallasnews.com

Published: 15 August 2016 12:17 PM

Updated: 15 August 2016 12:44 PM

With all the limits on electric vehicles — battery life, cost, the availability of charging stations — you might expect that at most 50 percent of the vehicles on U.S. roads could be replaced by more-sustainable cars.

Buckle up: It's 87 percent, MIT reckons, in a study published Monday in the journal *Nature Energy*. Such a proportion would lead to a 60 percent reduction in total U.S. gasoline consumption and a 30 percent decrease in the 1.8 billion metric tons of greenhouse gas emissions emitted by all American transportation in 2014. Transport represents 26 percent of America's total greenhouse gas emissions.

That's huge. It's also a thought experiment. Currently 0.7 percent of vehicles in the U.S. are electric, and plug-in electric vehicle sales declined 17 percent from 2014 to 2015.

But it's an interesting one. The findings represent a "technical potential" that shows how many households could start living more sustainably now, said Professor Jessika Trancik, who led the study. For instance, in a two-car household, having one electric car and one conventional vehicle could meet driver's needs across the country and significantly increase the number of electric vehicles on the road.

QuickTake Cleaner Cars

The researchers found that more affordable electric vehicles, such as the Ford Focus Electric and the Nissan Leaf, could meet our energy and affordability needs if people recharged their cars just once daily, either overnight at home or during the day at work. Then the scarcity of public charging stations wouldn't be as pressing. And although electric vehicles' sticker prices are higher, the researchers concluded that their operating costs would be lower than for conventional cars. This would make the overall costs comparable.

The study noted that rural areas had a slightly smaller adoptive potential than urban areas but found similar potential across different types of cities, ranging from more compact cities such as New York to more sprawling ones like Houston.

Areas with more extreme temperatures — using heating or cooling systems lowers an electric vehicle's driving range — and where such larger vehicles as trucks and SUVs are more common will be less likely to increase their use of EVs, said Jeremy Michalek, an engineering professor at Carnegie Mellon and director of the university's vehicle electrification group. Michalek, who wasn't involved in the study, said he prefers to focus on the most challenging days for vehicles rather than the average conditions.

"You buy a pickup truck even though most days you're not loading it full of stuff. You buy it because you have to move some things a few days a year," he said, noting that most electric vehicles are small or midsize cars. Trancik acknowledged the issue.

The researchers used two data sets, one with second-by-second driving behavior based on GPS data collected from Texas, Georgia, and California and a national data set based on travel surveys. They accounted for different regional driving and weather conditions to conclude that daily energy consumption is distributed similarly across cities for most vehicles.

Trancik hopes the research will show how the potential for EV adoption could exceed even 87 percent. She said the researchers are developing an app based on their model that could tell car shoppers how many days per year an electric vehicle could meet their needs and advise two-car households on which type of car, EV or regular, they should use on high-energy-consumption days.

Regardless of advances in technology and the addition of charging stations, there will always be days on which electric vehicles can't get the job done. For these, Trancik said, there would need to be better car-sharing services or advancements in other environmentally friendly cars that could fill in the gaps. She also pointed to the need for further quantitative research on EVs.

"Common sense isn't enough. Common sense leads people to conclude either that the potential is high or low. You have extreme views on both ends," she said. "It's important to unpack that question and ask research questions that we can answer quantitatively."

— *Amrith Ramkumar, Bloomberg*

Ford plans to sell cars without steering wheels by 2021, doubles down on Silicon Valley R&D

Aug 17, 2016, 6:58am CDT

Cromwell Schubarth TechFlash Editor *Silicon Valley Business Journal*

[Ford Motor Co.](#) is doubling the staff at its Silicon Valley research lab as it aims to put fully autonomous self-driving car technology on the road for on-demand ride services by 2021.

CEO [Mark Fields](#) and Chief Technology Officer [Raj Nair](#) detailed the auto giant's plans on Tuesday in Palo Alto, where it is growing the physical footprint of its R&D center sixfold to occupy 180,000 square feet in more than three buildings.

Nair said that Ford is concentrating on developing fully autonomous vehicles with no driver controls rather than ones where a driver can override the self-driving capability. He said the company hadn't figured out a way to do that safely. A series of recent accidents involving Teslas using semi-autonomous features has highlighted how difficult that can be.

Ford (NYSE:F) opened its Silicon Valley lab at 3200 Hillview Ave. in 2012, as automakers flocked to the region to incorporate mobility innovation that was coming out of Google, Tesla and other tech giants. It is expected to grow its workforce there and at the expanded lab space it is taking across the street to 260 by the end of 2017.

The announcement came on the same day that Ford co-led a \$150 million investment in Morgan Hill-based Velodyne LiDAR, a startup that is working on laser radar that gathers information about what is around a vehicle.

It invested \$182.2 million for a stake in EMC-controlled Pivotal Software, which helped it develop a mobility app. It also was among the seed backers of Civil Maps, an Albany, California-based alumnus of the Stanford-affiliated StartX accelerator that is developing three-dimensional maps for driverless cars.

The company on Tuesday also announced it has acquired SAIPS, an Israel-based computer vision and machine learning company to help its autonomous vehicles learn and adapt to the surroundings of their environment.

Ford has also signed an exclusive agreement with Nirenberg Neuroscience, Cornell professor [Sheila Nirenberg](#)'s machine vision company which it hopes will help it bring humanlike intelligence to the machine learning modules of its autonomous vehicle virtual driver system.

“They want to do as much as they can internally, but also acknowledge that it’s best to partner with those who have the leading technology,” Jeff Schuster, an analyst at research firm LMC Automotive, [told Bloomberg](#).

Other major automakers with R&D labs in the Valley include a Volkswagen site in Belmont; Hyundai in Menlo Park; Tesla and GM in Palo Alto; BMW, Honda and Toyota in Mountain View; and Mercedes Benz and Nissan in Sunnyvale.

Auto suppliers also have set up labs in the region, including Bosch in Palo Alto, Delphi in Mountain View and Elektrobit and Denso in San Jose.

Google and Apple, meanwhile, are pushing ahead on autonomous vehicle technology while highly-valued, venture-backed, on-demand ride companies Uber and Lyft are also making plans for a future in which many people may decide they don't need to own a car of their own.

GM bought Y Combinator alumnus Cruise Automation, which is working on kits that bring self-driving features to existing vehicles, earlier this year for \$1 billion.

Ford reportedly was unsuccessful in trying to team up with Google, which subsequently announced a deal to develop 100 self-driving minivans for Fiat Chrysler Automobiles.

“Ford is taking a more methodical approach and the risk in that is that they’re potentially perceived as being behind,” analyst Schuster told Bloomberg. “When you’re one of the last to really jump in and when you do so too late, the partners are all gone.”

Cromwell Schubarth is TechFlash Editor at the Silicon Valley Business Journal.

Dallas City Council members rally around downtown subway, push for better bus service

By Brandon Formby Follow @brandonformby bformby@dallasnews.com

Transportation Writer

Published: 17 August 2016 04:52 PM

Updated: 18 August 2016 07:51 AM

Downtown Dallas residents, landowners and business leaders have a handful of influential leaders to add to the growing list of people calling for a new light-rail line to be built underground.

Dallas City Council members Rickey Callahan, Sandy Greyson, Adam McGough and Erik Wilson voiced support Wednesday for making a new Dallas Area Rapid Transit route a subway through the central business district. They join fellow council members Scott Griggs and Philip Kingston, vocal proponents for putting the line below street level.

Callahan, Greyson, Wilson and council members Mark Clayton and Tiffinni Young also pushed DART officials to overhaul bus routes and schedules and criticized agency officials for saying it will take 10 years or more to do so. Council members shared stories about transit-reliant residents who spend hours each day trying to get to and from work on a bus network many find frustratingly ineffective.

The agency needs to think about new ways to provide service, Wilson said.

The council does not directly control the agency, though it does appoint seven of DART's 15 board members. Dallas co-appoints another member along with Cockrell Hill. Still, DART cannot build a rail route within Dallas that the City Council doesn't approve.

The council chose a route for the new downtown line last year that would be mostly at street level. DART officials, though, are now eyeing different potential paths because they say the chosen route may be too costly and would prevent street access to some buildings.

Meanwhile, downtown and Deep Ellum residents and business owners have pushed DART to build the project as a subway — even if it costs more and takes longer.

Mayor Mike Rawlings said he still supports the council's chosen path.

"But we should pursue the option that's best for the next 100 years for the city of Dallas, not necessarily what's cheapest or easiest to do right now," he said. "That means we should seriously look at the subway option."

DART president and executive director Gary Thomas told council members that he would work with federal transit officials to determine whether trying to make the line into a subway would significantly delay the project.

Greyson said she wants more concrete answers before DART's board votes on its 20-year financial plan, which details construction projects like the downtown line. That vote is slated for next month.

Matt Tranchin, executive director of political action committee Coalition for a New Dallas, heralded the growing support for a subway and said he hopes the DART board "responds accordingly."

"It's not only the right thing to do, it's the smart thing to do," he said.

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Former UTA president to lead N. Texas Commission

BY STEVE KASKOVICH skaskovich@star-telegram.com

James D. Spaniolo, who was president of the University of Texas at Arlington for nearly a decade, has been tapped to become the next president and CEO of the North Texas Commission.

The commission, a consortium of institutions including businesses, local governments, chambers of commerce and local universities, said that Spaniolo will begin his new job on Oct. 3. He succeeds Mabrie Jackson, who left the commission to lead public affairs for H-E-B/Central Market.

“We are excited to have Jim lead the team at the North Texas Commission,” Robert Hastings, North Texas Commission chairman and executive vice president at Bell Helicopter, said in a statement. “At UTA, he had a strong record of collaboration and partnership building, and his extensive background in communications, public affairs, law, philanthropy and higher education will serve our region well.”

Spaniolo, 70, was UTA president from 2004 until he retired in 2013. While at UTA, he oversaw a steady increase in enrollment and creation of the university’s College Park District.

Since leaving UTA, Spaniolo, a Michigan native, has served as a special adviser for higher education to the Michigan governor’s office. Before joining UTA, he was dean of the College of Communication Arts and Sciences at Michigan State University.

“Returning to North Texas is where my heart is. I look forward to the opportunity to work with the extraordinary public and private leaders throughout North Texas in achieving even greater levels of distinction for the most dynamic region in our country,” Spaniolo said in a statement.

U.S. Department of Transportation traffic formula stuck in the 1950s

By Alex Dodds, contributor

For the first time in its history, the U.S. Department of Transportation is [considering new requirements](#) for how states and metro areas will have to measure traffic congestion.

Finally taking steps to measure what we get out of our transportation investments is a great idea, and one that every responsible taxpayer should support. But the Department of Transportation's proposed rule as it's currently written has some serious problems.

The proposed rule defines success as keeping traffic moving at high speeds at all times of day on all types of roads and streets. This approach rewards roads that move the most vehicles rather than the most people. That might work well for interstate highways, but it quickly breaks down when applied to streets within cities, towns, or neighborhoods.

The formula being considered ignores pedestrians, cyclist, telecommuters, transit riders and those who carpool. In Washington D.C, and other dense and transit rich metropolitan areas, the Department of Transportation's method for measuring traffic congestion overlooks the commutes of hundreds of thousands of people each day and in doing so, the proposal would fail to reward places that address congestion by investing in these options.

Second, the measure would fail to reward places that use existing streets more efficiently — particularly in urban areas where space is at a premium.

Take for example the 16th Street NW corridor in Washington DC. The street is often clogged at rush hour but, since it's in the middle of the city, it can't be widened. So how should transportation engineers address the congestion? One solution would be to add priority lanes for buses, which carry more than half of all rush hour trips along the corridor. Prioritizing 50-passenger buses over single-occupant cars would vastly increase the carrying capacity of the street and allow it to move even more people per hour than it does today. But under the Department of Transportation's proposed rule, if this strategy succeeded in moving more people but had an even slightly negative impact on average travel speed per vehicle, it would get low marks.

And third, this measure would fail to recognize the benefits of shorter commutes, even if they occur on congested streets. Most people would agree that a 10-minute commute at 10 miles per hour is better than a 50-minute commute at 50 miles per hour, but the proposed rule disagrees. At the very least the Department of Transportation should not penalize the places that help people live close to where they work.

All of this undermines Transportation Secretary [Anthony Foxx](#)'s laudable effort to reconnect divided communities and ensure that transportation investments expand people's access to economic opportunity. Foxx has taken a bold and incredibly admirable stand against poorly designed infrastructure that physically divides communities and cuts people off from jobs and opportunity,

especially in low-income communities and communities of color. Prioritizing high traffic speeds at all times of day on all types of roads—regardless of the impact these decisions might have on communities more broadly—flies in the face of Secretary Foxx’s own efforts.

There’s a direct connection between what we measure—how we define “success”—and our future decisions about how to invest in transportation. By prioritizing vehicles over people, this proposed rule would fail both commuters and communities.

The good news is that [public comments are currently being accepted on this rule](#), which means there’s still a chance to change it. Comments close on August 20. If you support more innovative solutions for solving congestion, tell Foxx to change the proposed rule today.

Dodds is the director of communication for Smart Growth America, which advocates for sustainable neighborhoods. Follow Smart Growth America on Twitter [@SmartGrowthUSA](#)

Details emerge for huge development at Circle T Ranch

Restaurants, shops, residences and a hotel are all planned for a project at Texas 114 and Texas 170 that will include a Charles Schwab campus.

BY GORDON DICKSON gdickson@star-telegram.com

Last week's announcement that the Charles Schwab Corp. plans to build a 1,200-employee corporate campus on the former Circle T Ranch was apparently just the beginning for the fast-growing area of northern Tarrant and southern Denton County.

Hillwood, one of the region's largest real estate developers, and the Howard Hughes Corp. announced plans Wednesday to move forward with a 130-acre mixed-use development that includes the \$100 million Schwab campus at the intersection of Texas 114 and Texas 170 near the Westlake-Roanoke border.

The project will include restaurants, retail shops, day care and a fitness center, said Mike Berry, president of Hillwood Properties, known for creating Alliance. It will also include residential areas and a 200-room hotel. Work at the site is expected to begin this fall and continue for several years, roughly following Schwab's plan to open its campus by early 2019.

"There's not a lot of 130-acre campus developments surrounded by a lake and open space," Berry said. "Developing this mixed-use project at the Circle T Ranch represents a watershed moment in the 27-year history of AllianceTexas."

For more than a decade, the area known as Circle T has been considered a prime location for development. Dating back to the 1990s, it was considered a good spot for a regional mall — until consumer habits changed and mega-malls fell out of favor compared with town center-oriented developments that encourage walking between stores.

A name hasn't been selected for the development, Berry said, although the Circle T brand could be used. No tenants or brand-name partners other than Schwab have been announced.

The main drive through the development will be named Schwab Way, he said.

Westlake lies about 20 miles north of downtown Fort Worth, yet much of the town and surrounding area remains pristine, rolling Texas prairies. The Hillwood/Howard Hughes development promises to be one of the largest and most noteworthy components of Hillwood's AllianceTexas development, which includes Alliance Airport and Alliance Town Center in far north Fort Worth. Preliminary plans for the project were filed with Westlake late last year.

The new project will include more than 2 million square feet of mixed-use office, retail and entertainment space, comparable with Southlake Town Square about 8 miles to the east. However, Berry said the Westlake development will likely have somewhat less retail than Southlake's featured destination.

He said another comparison would be the Legacy development in Plano north of Dallas.

Combining a corporate campus and mixed-use development provided retailers with a captive audience of prospective shoppers during work hours. At the same time, placing such a development in a growing area allows those same stores and restaurants to also serve residents of a wide swath of the Metroplex. In this case, that includes the quickly growing areas of Roanoke, Trophy Club, Haslet, Keller and far north Fort Worth.

The architecture at the Westlake development will resemble the ranch/contemporary Hill Country designs seen at other public buildings in the city, including Westlake Academy, Deloitte University and the nearby Vaquero development.

Land for parks, open space and creeks will also be integrated into the development, officials said in a news release.

The initial work will include relocating Turner Lake to make way for both the Schwab campus and surrounding development.

The Schwab campus will feature roughly 70 acres along the lakeside, and the adjacent Hillwood/ Howard Hughes development will abut Texas 114 and 170.

“We have to rebuild the lake, and then we will start early next year on the infrastructure — the roads, water and sewer,” Berry said. “And by that time hopefully consistent with Schwab starting their development we will have secured the tenants for the restaurants, fitness, daycare and hotel and start construction late the second quarter of next year.”

The Hillwood/Howard Hughes development will not use government benefits to cover any of its costs, Berry said.

The Schwab campus, on the other hand, received a \$6 million grant from the Texas Enterprise Fund, Gov. Greg Abbott said last week. Schwab is also set to receive 10 years of local property tax abatements, as well as a sales tax reduction on construction materials, Westlake Town Manager Tom Brymer said.

This report includes material from the Star-Telegram archives.

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If Dallas really wants more Klyde Warren Park, are we prepared to borrow more green?

By Robert Wilonsky Follow @RobertWilonsky rwilonsky@dallasnews.com

City Columnist

Published: 18 August 2016 02:31 PM

Updated: 18 August 2016 03:18 PM

Everybody wants some bond money. How 'bout you?

If you said no, that's surprising. Shocking, even. Because judging by the latest list of asks compiled by the Parks and Recreation Department staff for Thursday's park board meeting, you're just about the only one keeping your hand in your own pocket.

Some of the requests are huge; some, relatively small. Some come with the promise of matching funds already earning interest in the bank; some come with nothing more than swear-we'll-get-there.

Everyone wants some — the Dallas Zoo, the Dallas Arboretum, former oilman Walt Humann's Fair Park Texas Foundation, the Friends of the Katy Trail, the folks wanting to connect 50 miles of trails in and around downtown and the Trinity, the guys about to tear down Valley View Center and put a park somewhere in that mess, the River Garden at Corinth Trinity Sump (which only sounds made-up), Parks for Downtown Dallas and ... look, it's a long list, OK, totaling \$233.8 million in requests, which is just a fraction of a fraction of the \$2.34 billion — yes, *billion* — worth of needs in the city's parks system.

Swear you're not on there?

And here you thought we were going to spend that money fixing the streets. You're adorable. God, I love you.

We should know in about two weeks how big next year's bond package will be.

There's a city council briefing set for month's end that'll deal with capacity — that is, how much the city can reasonably borrow to pay for all the stuff and the interest that comes with all that stuff. The actual bond program won't be set until February, and the vote won't happen until May, which will give us plenty of time to argue about needs

vs. wants or whether you just need to want to drive to work on streets that don't hate you.

Which brings us back to the topic of the week — that \$90 million proposal to connect Klyde Warren Park to the Perot Museum of Nature and Science on one side and the Dallas Arts District on the other.

The proposal that will cost the residents of Dallas \$40 million.

Jody Grant, the 77-year-old who made the deck park possible in the first place, came to Dallas City Hall on Thursday to show the park board his plan, which involves, among other things, a Sky Bridge with a glass elevator and circular staircase that connects to a Sky Deck overlooking Woodall Rodgers Freeway and a three-story Sky Park, where you can eat and drink and park in front of Ray Hunt's office.

I thought for sure the park board, which just spent what felt like my entire 47 years of existence arguing over turning over Fair Park to former Hunt Oil Co. chairman Walt Humann, might take issue with Sky Park. As I told Grant the other day, via email, the idea of creating a car magnet next to a park seemed antithetical to, you know, a park.

But maybe that's just me. When I take the boy to Klyde Warren, I never mind parking a few blocks away and walking to the park from either side. Or paying to park in a nearby garage, if need be. Or taking the McKinney Avenue Transit Authority, even better. Judging by the reaction to our first story on the subject, I thought it would at least come up.

As Streetsblog USA pointed out Wednesday, "Highway decks are supposed to heal the damage caused by urban car infrastructure. Can't Dallas come up with a way to pay for this one without causing more damage by building new car infrastructure?"

But, no. Never really came up. Nobody seemed to mind the Sky Park or the fact there aren't many trees covering that space-agey bridge to the Perot that keeps people off the streets and unstitched from the urban fabric.

There were, instead, many deservedly kind words for Grant and the park itself. Paul Sims, council member Philip Kingston's appointee to the board, thanked Grant for being "a visionary." And Larry Jones, appointed by Jennifer Staubach Gates, said if anyone can get this ambitious project it's Jody Grant. "The odds of this being a success are huge," Jones said.

But even the biggest fans of the makeover were wringing their hands over Grant's \$40 million request.

It's far from clear how much money the parks department will get in the bond package. And many of the park board members have made it clear that their top priority is putting money into the aquatics plan that calls for replacing antiquated neighborhood parks with spraygrounds and other amenities. And several of them said they're more inclined to put borrowed bond dollars toward projects that already have money in the bank -- like, say, Parks for Downtown Dallas, which is sitting on \$35 million in matching funds to build more green space in the city center.

Park board vice president Jesse Moreno also brought up a pretty good point: How about Dallas takes care of what it's got rather than keep building new stuff with money it doesn't have? (I always feel like he's about to be hauled off to a re-education camp whenever he says stuff like that.)

"I want to do what we can to help," said council member Rickey Callahan's appointee Yolanda Williams. "But we have to be realistic."

And that includes Grant.

I asked him after the meeting what happens if the park board and council say they're just not willing to sink \$40 million in to the project. Can he live with less? \$20 million, maybe?

He said they'd have to consider other options. Maybe ask other agencies to kick in. Or maybe the city has some other dollars at his disposal. Whatever it'll take. But he was clear about this much: He doesn't see the private sector kicking in more than \$50 million. Which makes that bond money mighty important to make this thing go.

But the longer we talked, the more it became clear that a few pieces of the project, here and there, will survive even if the massive ask doesn't.

He said the private sector would likely pay for expanding the children's park, which is cram-packed with kiddos most days (and nights). And he said sinking that long-promised fountain onto the east side of the park, along Pearl Street, was a "for sure" regardless (so long as someone's willing to pay for it). And he vowed to close down Olive Street where it runs through the park, which has been an argument ever since the deck park was first planned.

"But if you're going to build anything," Grant said, "you might as well build all of it." And why not? It's only borrowed money.

How does the Trinity Parkway toll road roll into the CityMAP study?

Aug 17, 2016, 6:27am CDT **Updated** Aug 17, 2016, 5:42pm CDT
Bill Hethcock Staff Writer *Dallas Business Journal*

If you spend much time examining the 342-page CityMAP study, as my colleague Candace Carlisle and I did recently as part of this cover story, it's not long before you see what seems at first to be a major oversight.

The Trinity River Parkway, a controversial \$1.3 billion proposal to build a new tolled highway along the river through downtown, is barely addressed in the Texas Department of Transportation document, which was released in draft form in June.

For more than 20 years, city and transportation leaders have debated the Trinity project. So why is arguably the most contentious transportation-related project in the history of Dallas reduced to a secondary consideration in what's supposed to be a comprehensive analysis of major transportation options for the city for decades to come?

That question came up repeatedly at a recent public hearing on CityMAP, so I asked Brandi Crawford of transportation infrastructure design firm HNTB Corp., which had the lead consulting role on the project.

The main reason is that the North Texas Tollway Authority and the City of Dallas are taking the lead on the Trinity Parkway project, she said.

"Since this is a TxDOT document, we were looking at the network and the system and how it works together for TxDOT," Crawford told me. "We're analyzing the corridors which TxDOT can control. TxDOT doesn't necessarily control (whether, when and how Trinity Parkway gets built)."

And another reason?

TxDOT and HNTB didn't want the Trinity Parkway project to overshadow the transportation options presented in CityMAP.

Or as Crawford puts it: "What we didn't want CityMAP to do is build a case to focus on a different project other than what we were trying to accomplish."

Which makes sense, given that CityMAP presents a mountain of mobility options in and of itself.

Roads, of course, are interconnected and can't be viewed in isolation. When it came to mobility effects and traffic counts, the preparers of CityMAP had to make assumptions, Crawford explained.

The draft version of CityMAP now circulating assumes that Trinity Parkway does get built (along with a half dozen other major projects CityMAP analyzes) when it calculates the traffic and mobility effects on other downtown highways. However, an appendix is being prepared to show the traffic counts in various CityMAP scenarios if Trinity Parkway does not get built. That appendix will be added to the final version of CityMAP, Crawford said.

"So there will be a with," she said. "And there will be a without."

CityMAP is part of a broader effort to find Texas' most congested chokepoints and work with planners and engineers to get new roads planned, designed and built. The initiative is part of Gov. Greg Abbott's plan to spur economic development and create jobs.

Located at the crossroads of several major highway chokepoints, downtown Dallas has six freeways that fall into the top 25 of the 100 most congested roadways in Texas.

The proposed Trinity Parkway, meanwhile, would connect Interstate 35E to U.S. 175, providing a new, 9-mile relief route around the west and south sides of Dallas' central business district. The Trinity Parkway would be a six-lane, tolled bypass around downtown Dallas, which would provide traffic relief for the I-30 and I-35E corridors, according to NTTA.

A 1997 "major investment study" identified the construction of a new roadway in the Trinity River area as one of several projects that would relieve congestion near downtown Dallas.

Controversy has dogged the project at every turn.

The NTTA is managing ongoing environmental clearance and preliminary engineering efforts to prod the Trinity project along. Because of its proximity to other planned Trinity River improvements, environmental analysis continues to be comprehensive and extensive, NTTA said.

Funding for the planning and environmental study is provided by the City of Dallas. In a 1998 ballot initiative, voters approved \$84 million for the Trinity Parkway project. Under an agreement between NTTA and Dallas, this amount will fund the environmental and permitting costs, with the remaining balance used for right-of-way acquisition, utility adjustments, design and construction — if the roadway ever becomes a reality.

Additional funding sources for construction, operations and maintenance were to be identified later as various project components were finalized, and future funding agreements were supposed to be signed at that time.

<http://www.bizjournals.com/dallas/blog/2016/08/how-does-the-trinity-parkway-toll-road-roll-into.html>

Ban on texting while driving faces uphill battle to win approval from Legislature

Texas remains one of only four states without a law banning texting while driving. That's unlikely to change when the Legislature returns in January. The most conservative Republicans see anti-texting laws as furthering an intrusive "nanny state" government.

BY CHUCK LINDELL Austin American-Statesman

AUSTIN

There is no doubt that texting while driving is dangerous, but Texas remains one of only four states without a law banning the practice, and that's unlikely to change when the Legislature returns in January.

The Texas Senate, where anti-texting bills were defeated in 2013 and 2015, is poised to remain hostile territory in the 2017 session. Much of the opposition has solidified around the Legislature's most conservative Republicans, who are leery of broadening police powers and see anti-texting laws as furthering an intrusive "nanny state" government.

State Sen. Konni Burton, R-Colleyville, vowed to renew last session's successful effort to block a texting ban from getting a vote on the Senate floor.

"We currently have a number of laws on the books for hazardous driving which provide sufficient cause for law enforcement to stop a motorist," she said. Efforts should focus on educating drivers "rather than embrace the unintended, and unwanted, consequences of criminalizing the use of a device," she said.

Advocates promise an equally focused effort to prohibit drivers from sending and receiving text messages, citing reports that claim the practice is twice as dangerous as driving with a blood alcohol level of 0.08, the legal limit for driving after drinking.

"We will continue to fight for this issue because, quite honestly, we're losing too many fellow citizens needlessly to distracted driving," state Rep. Byron Cook, R-Corsicana, said at a recent Austin policy summit, sponsored by AAA Texas, meant to build support for laws to combat driver distractions, including text messaging.

On the surface, a texting ban is the type of bill that sails through the Legislature.

The proposed law has passionate supporters who repeatedly travel to the Capitol to provide heart-wrenching testimony about spouses, siblings and children lost to a driver distracted by a text message, phone call or other cellphone use. It's the kind of real-life narrative that converts politicians into supporters, and several legislators have credited victims' families with changing their minds on the issue.

A texting ban also has widespread support from powerful allies, including law enforcement groups, insurance companies, major cellphone corporations, the Texas Medical Association and Texas Hospital Association.

Emerging studies indicate that such laws save lives and reduce crashes, and polls show general public support for limiting the use of cellphones and other hand-held devices by drivers.

Even so, the closest Texas came to enacting a texting ban was in 2011, when it was amended onto a popular bill and approved with minimal dissent, only to be vetoed by then-Gov. Rick Perry, who called the proposed law "a government effort to micromanage the behavior of adults."

In 2013, a bill imposing a fine of up to \$100 for reading, writing or sending a text while driving, but not when the vehicle was stopped, passed the House, 97-45, but didn't get a vote in a Senate committee.

A 2015 version also easily passed the House and got a boost when [Lt.Gov.](#) Dan Patrick, who now supports a texting ban after voting against it as a senator in 2011, moved the bill into a new committee, where it was approved. However, state Sen. Judith Zaffirini, D-Laredo, needed support from 19 senators to get a Senate vote but could line up only 18: all 11 Democrats and seven Republicans.

It won't get easier in 2017. Zaffirini lost one Republican supporter with the retirement of state Sen. Kevin Eltife, R-Tyler. Rep. Bryan Hughes, R-Mineola, who is running for Eltife's seat and has no Democratic opponent, voted against texting bans in 2013 and 2015.

Another soon-to-be senator also voted against a texting ban in 2015: state Rep. Borris Miles, D-Houston, who has no Republican opponent in his bid to replace state Sen. Rodney Ellis, a texting-ban supporter who will soon become a Harris County commissioner.

Hughes and Miles didn't return calls seeking comment.

DO TEXTING LAWS WORK?

The difficult landscape won't deter Zaffirini and state Rep. Tom Craddick, R-Midland, who have said that passing a texting ban remains a priority.

Supporters also enter the 2017 legislative session believing they have better answers to a common question: Do antitexting laws work?

AT&T Corp., for example, says a study of its cellphone network found motorists in Texas, Arizona, Montana and Missouri, the four states without anti-texting laws, were 17 percent more likely to send a text while driving than residents of the other 46 states.

Research by Alva Ferdinand, a Texas A&M University assistant professor of health policy and management, found states with a texting ban had a 3 percent reduction in fatalities and a 7 percent reduction in accidents that required hospitalization.

"Should a ban go into effect in Texas, we would expect to see 90 lives saved per year," she said.

Two points stood out from the studies, Ferdinand said:

A The type of ban mattered. Safety improved if laws allowed police to pull over drivers seen using a hand-held device, but anti-texting laws that require officers to ticket only motorists pulled over for other offenses made things worse — encouraging such dangerous behavior as using phones hidden in laps, which takes eyes off the road for longer periods, Ferdinand said.

"SHOULD A BAN GO INTO EFFECT IN TEXAS, WE WOULD EXPECT TO SEE 90 LIVES SAVED PER YEAR.

Alva Ferdinand, Texas A&M researcher

"States where you have to be caught doing something else first is where you are seeing some slight increases in fatalities," she said.

A Age matters. Texting bans reduce fatal and injury accidents for 15- to 21-year-olds, but the greatest safety improvements came for drivers aged 22 to 64 when laws go further by banning the use of any hand-held electronic device behind the wheel.

"For the longest time, we were blaming the young drivers, but [older drivers], the more experienced drivers, feel they have what it takes to compensate for the fact that they are distracted," Ferdinand said.

Currently, Texas law prohibits drivers under age 18 from texting behind the wheel, and all drivers are banned from texting or using cellphones in school zones.

CITIES FILL LEGAL VOID

At least 95 Texas cities have passed ordinances outlawing a range of distracting behaviors, from simple bans on texting to prohibitions on any hand-held electronic device while driving, according to AAA Texas. In North Texas, those include Arlington, Bedford, Denton, Grand Prairie, Hurst and Watauga.

The hodgepodge of laws can be confusing for drivers, but officials in cities such as Austin want to ensure that their more comprehensive bans aren't superseded by state law — a major reason why the proposed 2015 bill specified that a statewide texting ban wouldn't preempt stricter city ordinances.

Austin has banned the use of electronic devices while driving since 2015 after discovering that a previous texting-only ban was unenforceable because motorists could say they were checking GPS, looking up a number or performing any other nontexting action.

Austin police issued 5,122 tickets in 2015 and almost 3,500 in the first seven months of this year.

DART officials' answers unclear on whether two transit projects are seeking the same funds

By Brandon Formby Follow @brandonformby bformby@dallasnews.com

Transportation Writer

Published: 22 August 2016 12:13 PM

Updated: 22 August 2016 05:13 PM

Dallas Area Rapid Transit officials gave conflicting answers Monday about whether two downtown transit projects will be seeking the same pot of federal funds for construction.

DART rail planning vice president Steve Salin told Dallas City Council members the agency hasn't yet decided which grant program to pursue for a downtown streetcar extension. But that statement came both before and after DART president and executive director Gary Thomas said the agency plans to tap different grant programs for the streetcar extension and a second light-rail alignment through downtown.

DART and the city are pursuing two major transit projects in the city's central business district. One is extending the downtown-Oak Cliff streetcar line through the central business district and up to the M-Line trolley that runs through Uptown. The other project is a second downtown light-rail route, a project dubbed D2.

If the two pull from one source of funds, though, they could conceivably be competing against each other. When asked about the conflicting statements after Monday's meeting, DART spokesman Morgan Lyons said the city still hasn't determined what it wants to do with the streetcar project.

"We want to find the best approach to advance the project, but first it needs more definition," he said. "Ultimately we'll work to find the best fit between project and federal funding tool."

The council and DART last year chose their preferred route for D2. But after DART said that path may not be feasible, the council last week began coalescing around an idea that residents and landowners have been pushing for months: Make D2 a subway.

On Monday, The Real Estate Council threw its support behind putting D2 beneath the city.

"An underground alignment will enable our city to attract new economic development opportunities by promoting a quality of life that will retain and expand a well-trained workforce and further develop downtown's vibrant urban core," said Linda McMahon, president and CEO of the influential group of developers and urban planning professionals.

Whether there will be a new D2 alignment is still up in the air as DART officials explore how burying the line will impact the timeline and cost of the project. Where and how D2 runs through downtown will undoubtedly impact the streetcar project.

Coalition for a New Dallas, a political action committee that advocates for new urbanism approaches to infrastructure project, wants the D2 route to be chosen before the streetcar line. Council member Sandy Greyson does, too.

"It seems to me this is so premature," she told DART officials during a discussion on the streetcar alignment today.

The streetcar route being pitched runs east-west along Main Street. Economic development group Downtown Dallas Inc. agrees that the streetcar should run through the heart of the central business district. But in what's being dubbed "Alternative 4", DDI supports streetcars using Commerce Street to run east and Elm street to run them west.

"Such an alignment would cause significant sacrifice to all modes of transportation and the quality and safety of the pedestrian environment," the group says in a statement. "Furthermore, the construction timeframe has the potential to be devastating to successful businesses that we have spent over a decade nurturing on Main Street. These are trade-offs we deem not worthy on one of Downtown's most successfully revitalized streets."

City Council member Philip Kingston, whose district includes parts of downtown and Uptown. He said he was in meetings earlier this year with DART, civic leaders and residents that focused on connecting the downtown and Uptown streetcar lines and extending the Uptown portion to Knox Street. Kingston said at that time, DART was planning to use separate grants for the two projects.

Kingston also said that he wants his council colleagues to push for a streetcar project that includes extending the M-Line up McKinney Avenue to Knox Street.

In an interview, Kingston said he's also concerned about comments DART officials made to him about how the streetcar project is proceeding. Kingston said when he inquired about DART not submitting the streetcar extension in a small starts grant application that's do next month, he was told that city staffers wanted to slow down on that project.

"I can't find anyone in City Hall who remembers that," Kingston said.

The council member said he was then told that the deadline for applications was moved up by several weeks, hindering the attempt at submitting the streetcar project this fiscal year.

"It's two explanations when one would do," Kingston said.

Lyons, meanwhile, said at least part of the delay is because the city and DART employees decided to add the fourth option that DDI supports.

"That will take time and money," Lyons said.

On Twitter:

@brandonformby

EPA says quakes likely linked to disposal wells

The federal agency expresses concern about the impact of earthquakes on public health and recommends “close monitoring of injection activity” by the Texas Railroad Commission.

BY JIM MALEWITZ The Texas Tribune

Federal regulators believe “there is a significant possibility” that recent earthquakes in North Texas are linked to oil and gas activity, even if state regulators won’t say so.

That’s according to the U.S. Environmental Protection Agency’s annual evaluation of how the Texas Railroad Commission oversees thousands of injection and disposal wells that dot state oilfields — underground resting places for millions of gallons of toxic waste from fracking and other drilling activities.

“In light of findings from several researchers, its own analysis of some cases and the fact that earthquakes diminished in some areas following shut-in or reduced injection volume of targeted wells,” the Aug. 15 report states, “EPA believes there is a significant possibility that North Texas earthquake activity is associated with disposal wells.”

Scientists have known for decades that injecting fluid deep underground could trigger earthquakes, and a growing body of research has linked disposal wells to seismicity in Texas and other states, which has grown more frequent.

Jim Bradbury, a Fort Worth-based oil and gas attorney who has closely followed the earthquake saga, said he could not recall the EPA explicitly tying Texas earthquakes to industry activity.

“It’s a big deal they said that,” he said.

Texas, home to thousands of such wells, is the third most at-risk state for man-made earthquakes, according to the U.S. Geological Survey — behind only Oklahoma and Kansas.

Several Texas drilling regions have recently felt more earthquakes, most of them small. But temblors in the Dallas-Fort Worth area have drawn the most attention, particularly those that struck in the past two years.

“EPA is concerned with the level of seismic activity during 2015 in the Dallas/Ft. Worth area because of the potential to impact public health and the environment, including underground sources of drinking water,” the agency wrote.

The shaking has created political challenges for the Texas Railroad Commission, which oversees the powerful oil and gas industry.

Since 2014, the agency has added a staff seismologist and approved regulations requiring disposal well operators to submit more geographical information. But the agency, which has conducted its own investigations, has not publicly tied any of the shaking to industry activity — even as regulators in other petroleum states acknowledge a connection. The Railroad Commission has pushed back against conclusions of some outside studies.

Responding to the EPA report Monday, the commission told the Texas Tribune that it “takes the issue of induced seismicity very seriously and has in place some of the most stringent rules on disposal wells.”

Since approving those 2014 rules, the commission has received 56 disposal well applications in historically seismic areas, spokeswoman Gaye McElwain said in an email. Of those, the agency has issued 28 permits with “special conditions” — those related to injection volumes and pressures, for instance. Eleven applications were withdrawn or returned, while three were protested and sent to hearings. “Ten permits were issued without special conditions, and four applications are pending,” McElwain said.

In its assessment, the EPA commended the Railroad Commission for establishing new regulations on disposal wells and clarifying its authority to shut down certain operations it ties to earthquakes. But the federal agency recognized that its own findings about North Texas seismicity run counter to what the Railroad Commission has publicly stated.

Earthquakes are generated by slipping faults, or fractures. Experts say that injecting fluids at high pressures can relieve pressure in some faults, causing them to slip.

Luke Metzger, director of the advocacy group Environment Texas, suggested the EPA was simply “stating the obvious” about the cause of the quakes.

“EPA should insist the [Railroad Commission] accept the scientific evidence and take action to protect Texans from earthquakes,” he said.

But Bradbury, the North Texas attorney, found something more remarkable in the federal agency's message to the Railroad Commission — particularly because the EPA had previously said little publicly about quakes in Texas.

"It is obvious to everyone that [the Railroad Commission] is intentionally avoiding the reality that the larger scientific community has embraced and is working on," Bradbury said in an email. "I think it reveals that EPA is troubled by that reality."

In its report, the EPA recommended "close monitoring of injection activity" going forward, coupled with "appropriate data analysis methods, in a coordinated effort to detect possible correspondence with seismic activity."

County adds transportation bonds to November ballot

- By Brad Kellar Herald-Banner Staff
- 3 hrs ago

Hunt County could help the Texas Department of Transportation (TxDOT) proceed with multiple road improvement projects, if local voters approve a measure which will be on the election ballot this fall.

The Hunt County Commissioners Court voted unanimously Monday to place a proposition calling for a \$24.5 million bond election on the Nov. 8 ballot.

The Hunt County Transportation Steering Committee had requested the item to be included.

The bonds would be used to support TxDOT funding on a variety of transportation projects.

The Hunt County money would go toward acquiring rights of way, planning, permitting, environmental clearance and design for prioritized projects, with the bulk of the cost of actual construction and improvements coming from TxDOT.

The proposed projects include the widening of FM 1570 from Interstate 30 to State Highway 34, the widening of State Highway 34 from FM 1903 to FM 1570 and the construction of an underpass/overpass for pedestrian traffic on State Highway 24 in Commerce for students of Texas A&M University - Commerce.

A majority of the funding for these projects, as much as \$162.4 million, is intended to come from TxDOT through statewide propositions in 2014 and 2015.

If approved by voters, the proposition would increase taxes for residents by 1.5 cents per \$100 valuation. The committee estimated it would impact add just under \$15 to the annual property tax bill of an average homeowner in the county.

Downtown subway supporters swamp DART board room after officials spent hours wrestling over priorities

By Brandon Formby

Transportation Writer

Published: 23 August 2016 09:12 PM

Updated: 23 August 2016 09:12 PM

More than 200 people showed up to a Dallas Area Rapid Transit meeting Tuesday to persuade transit officials to build a new downtown light-rail line as a subway instead of at street level.

It was one of the largest turnouts in several years as the crowd of residents, business owners and civic leaders made clear that they would not be divided by the various surface lines DART staff members have developed.

“This is bigger than all of us,” said Matt Tranchin, executive director of Coalition for a New Dallas. “We reject any surface line that would cut through the city's urban core.”

The new downtown rail line, which is dubbed D2, was not on Tuesday's agenda, so no action was taken. But DART is currently wrestling with how to move forward with that and other projects that will individually and collectively impact how North Texans move around the region -- and how downtown's resurgence continues taking shape.

“It's going to extend into many generations so we're asking you guys to get this right,” Rachel Triska, president of the Deep Ellum Community Association, said Tuesday night.

The crowd's unwavering and unanimous support for a subway also came less than a week after several Dallas City Council members indicated they may no longer support a surface-level route. Yet it also followed a series of DART committee meetings

which hinted at a brewing battle between agency board members over several of the agency's financial, political and operational initiatives.

Board members earlier in the day peppered agency staffers about a litany of issues related to D2, the Cotton Belt corridor that could connect D/FW Airport to Plano and the effectiveness of the agency's bus service.

Making D2 a subway could increase its cost and delay its construction. And it could require DART to choose between which to build first, that or the Cotton Belt. DART will need to borrow almost \$1 billion for the Cotton Belt. It's seeking federal grants for D2, but the exact amount is largely up in the air until it and Dallas decide whether to make that a street-level or subway route.

How D2 is built could also impact the route and financing for a downtown streetcar extension that aims to connect Uptown and the Bishop Arts District.

Board member Michele Wong Krause, a Dallas appointee, said she's beginning to change her mind about building the Cotton Belt and D2 projects at the same time. She told rail planning vice president Steve Salin she wants information at a future meeting about whether building the Cotton Belt just from the airport to Addison could save enough money to make a downtown subway doable.

Meanwhile, Addison officials have hinted that they could call an election to pull out of DART if the agency doesn't get rail service on the Cotton Belt before 2035. That city has paid more than \$254 million into DART since 1984, but still lacks rail service.

The board is trying to get its long-range priorities in place by the end of September, though amendments can be made after that. Also, an entirely new long-range plan can be developed for the next fiscal year.

DART board member Bill Velasco said that Tuesday night's turnout was the largest he's ever seen in 15 years as a board member.

"What was really interesting was to see the passion and the excitement," he said.

On Twitter:

@brandonformby

Finally, TEX Rail project underway from Fort Worth to Grapevine and DFW

By Gordon Dickson

GRAPEVINE

Ceremoniously riding in a train pulled by a 1953 vintage diesel engine, leaders from Fort Worth, Grapevine and North Richland Hills on Wednesday celebrated 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.”

Wednesday marked the official kickoff of the \$1.034 billion 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 30 minutes during peak workday periods and about every hour during nonpeak periods.

The project isn’t fully funded, but Fort Worth Transportation Authority officials say they have enough money and permission from the federal government to get started on construction. The project includes nine train stations along a 27-mile route from downtown Fort Worth to North Richland Hills, Grapevine and DFW Airport’s Terminal B.

Scott Mahaffey, the transportation authority’s chairman, promised an audience of about 300 people in Grapevine that TEX Rail will offer the ultimate in modern comfort and convenience.

“It will be premier service. It will not be just transit,” Mahaffey told the crowd. “There will be USB ports. We will have quiet cars. That’s an area you can go in ... and work and sleep and do other things.”

After the dignitaries’ remarks in Grapevine, several dozen attendees boarded the Grapevine Vintage Railroad train for a ride to North Richland Hills and downtown Fort Worth, where similar groundbreaking ceremonies were to be held. The ceremonial ride was held in the same corridor that will be used for TEX Rail, although many of the railroad tracks and ties will need to be replaced before the modern rail cars roll on them.

Where the rail goes, the communities flourish. Where it passes them by, they whither and die.

Grapevine Mayor William D. Tate

Rebuilding the corridor and installing nine passenger platforms is an admittedly ambitious plan but can be done, said Bob Baulsir, the transportation authority’s vice president of rail and

procurement. At first, residents will see mostly prep work along the rail lines, but stations will be built in the coming months, too.

Also, a maintenance facility will be built in north Fort Worth, not far from a station in the city's Mercantile area.

More than \$400 million for TEX Rail has already been raised, mostly from local sources including sales taxes in Fort Worth and Grapevine.

North Richland Hills has committed to paying the equivalent of a 3/8 -cent sales tax for two TEX Rail stations beginning in 2022 and continuing through 2035. That works out to about \$2 million to \$3 million a year, one official said. However, that city won't dedicate a sales tax to the rail project and instead will look for a special taxing arrangement with developers interested in building around the stations, said Clayton Comstock, the city's planning manager.

Self-propelled rail cars made by Swiss-based Stadler, which is opening a factory in Salt Lake City, have already been ordered for TEX Rail and should arrive by January 2018, officials said.

About 8,000 riders per day are expected to use TEX Rail during its first year. The number could increase to 13,000 daily riders by 2035.

Wednesday's ceremony in Grapevine was attended by more than 100 students from The Novus Academy, a private school in Grapevine.

Eighth-grader Chris McMahon, 13, said he looks forward to a future with more transportation options.

"Riding in cars can get boring but riding in trains is more enjoyable," he said. "If it's going to be from Fort Worth to here, I could probably take it to school."

Fellow eighth-grader Lucas Brothers acknowledged that he doesn't share the enthusiasm for trains with many of the railroad buffs who attended Wednesday's ceremony, but he sees the attraction of public transportation.

"I don't really like them very much, but it gets me where I want to go, so I guess it's better than car driving," Brothers said.

Then he quipped: "It's better than Uber."

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Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article97566092.html#storylink=cpy>

Knox Street to go from four lanes to three, to the chagrin of some mainstays

[Robert Wilonsky, City Columnist](#)

The man who makes what is arguably Dallas' most celebrated grilled-cheese sandwich is upset that the street in front of his business is about to go on a road diet.

Sonny Williams, owner of the 104-year-old Highland Park Soda Fountain on Knox Street, went to Dallas City Hall Wednesday to try and stop the city council from shrinking Knox from four lanes to three. As far as he's concerned, the reduction in lanes from McKinney Avenue to Travis Street -- intended to fix a terrifying parking experience and render narrow sidewalks more walkable - will do more harm than good.

"It's a feel-good proposal in my opinion for a group that does not care about Dallas' past or history," Williams told the City Council before it voted to make Knox a so-called Complete Street. "We were there serving Dallas during the tough years."

But now Knox is rife with development: Multi-story and multi-use projects are filling in empty spaces along Knox, between North Central Expressway and the Katy Trail. Council member Philip Kingston said there are some 1,000 residential units alone under construction, and calming traffic along Knox is crucial to building a neighborhood as opposed to a retail strip center.

"It's critical we find a way to move people around," he said, "and encourage them to get out of their cars."

Williams brought back-up, including Blake Weir, whose grandfather J. Ray Weir opened the family's furniture store in 1948, and Diane Nabholtz, who owns the block that includes Chuy's and Mattress Firm. Weir said his business comes not just from Dallas but all over the state, and fears turning four lanes into two with a middle turn lane -- what he called a "suicide lane" - - could cut off easy access to his furniture store.

"The lifeblood of our business is customers being able to access our neighborhood from all around," he said. The road diet could starve his business, he said.

But the opposition from the old guard wasn't enough to kill [a proposal that's been in the works at City Hall for close to four years](#), [included a Better Block pilot project that briefly added bike lanes and a beer garden](#), and has involved many meetings between Kingston and property owners along and near Knox.

"This has been one of the most amazing jobs of public-input gathering I've seen from staff," Kingston said, citing numerous delays due, in part, to traffic engineering studies and even more meetings. "The amount of consensus-building is something that should be replicated where we're trying to do thoroughfare amendments."

The makeover will cost around \$734,700 and come from 2012 bond funds. It's expected to begin within a year, and take about 12 to 18 months to complete.

Construction and what comes after will "likely be a disruption to the corridor," Weir said after the council meeting. "We were hoping to find a solution that would be less invasive."

Council member Scott Griggs called the redo a win for economic development and quality of life, especially given the influx of residential units around Knox and Henderson Ave. across N. Central Expressway. And council member Jennifer Staubach Gates hailed the parking alterations, which will angle what's now 90-degree head-in parking.

Right now, she said, "you close your eyes and start backing up slowly and hope no one backs into you."

The longtime business owners don't disagree: Parking needs to be fixed. But they're concerned the price will be too high.

"It's gonna clog things, especially coming off 75 and coming toward Weir's and our place," Williams said. "It's gonna be horrible. They're not in the real world. I am really disappointed."

Road deaths continue to surge in 2016

BY JOAN LOWY The Associated Press

WASHINGTON

Traffic fatalities were up 9 percent in the first six months of this year compared with the same period last year, continuing a surge in deaths that began two years ago as the economy improved and travel picked up, according to preliminary estimates released Tuesday by the National Safety Council.

An estimated 19,100 people were killed on U.S. roads from January through June, said the council, a congressionally chartered nonprofit that gets its data from state authorities. That's 18 percent more than two years ago at the six-month mark. About 2.2 million people were also seriously injured in the first half of this year.

The council estimates the cost of these deaths and injuries at \$205 billion.

At that rate, annual deaths could exceed 40,000 fatalities this year for the first time in nine years, the council said. More than 35,000 people were killed on U.S. roads last year, the deadliest driving year since 2008, when more than 37,000 were killed.

"Our complacency is killing us," said Deborah A.P. Hersman, the safety council's president and CEO. "Americans should demand change to prioritize safety actions and protect ourselves from one of the leading causes of preventable death."

The size of the increase in fatalities since 2014 "is really getting to the crisis level," said Jonathan Adkins, executive director of the Governors Highway Safety Association, which represents state highway safety offices.

It has been assumed that technological advances like more automated safety features in cars – and ultimately self-driving cars – would go a long way toward solving the problem of traffic fatalities since driver errors are responsible for 94 percent of all deaths, Adkins said.

"But we are still a long way away from fully autonomous vehicles and need to really home in on the unsafe driver behaviors that are still so pervasive, including distraction, drowsy and drunk driving, speeding, and failure to buckle up," he said.

U.S. drivers have also put in a record 1.58 trillion miles on the road in the first half of this year, a 3.3 percent increase over the same period in 2015.

Sure feels like DART's going to make Dallas choose between streetcar and second downtown rail line

By Robert Wilonsky Follow @RobertWilonsky rwilonsky@dallasnews.com

City Columnist

Published: 23 August 2016 12:57 PM

Updated: 23 August 2016 01:58 PM

I survived a Deep Ellum subway rally at the Bomb Factory last week, and all I got was this lousy T-shirt.

Actually, the T-shirt's pretty nice. Rich shade of fern-green. Groovy connect-the-dot skyline design. Catchy hashtagged slogan: "#CanYouDigIt." Soft, too. Got home and threw it in the to-wear drawer, where it joins the faded, too-tight "86/345" tee advocating the razing of the overpass separating downtown from Deep Ellum. You ain't a transpo movement in this town till there's a well-designed T-shirt.

I assume someone's working on a "Save the Streetcar" tee. Because I guarantee you that tussle's coming around the bend sooner or later. If you don't hear it, you're not listening closely enough. Dallas Area Rapid Transit's honcho has hinted loudly to the City Council in recent days it might have to chose between burying that long-planned second downtown rail line, the D2, or extending the North Oak Cliff streetcar through downtown to Uptown.

The reason's simple enough — money. As in: how much both projects will cost, how much DART has to spend and how much if any the feds are willing to pony up for both. All mighty big question marks whose answers are largely dependent upon whether the council can agree on priorities and alignments and, more important, how giving the feds feel on any given day.

"I'd rather not look at it as either/or but as: This is what I think we need to tackle first and this is what I think we need to tackle second," DART's president and executive

director Gary Thomas said yesterday, after his second meeting with the City Council in two weeks.

I asked him which he thinks ought to come first, D2 or the streetcar. To which he responded, after a brief pause, "I don't know right now."

Maybe D2, he said. Except they haven't hit the long-ago agreed-to ridership figures that trigger a second downtown line (and won't till 2040, or close to). So ... maybe the streetcar, he said, which is one day expected to tie into the McKinney Avenue trolley and link Knox-Henderson with Bishop Arts.

"I can argue both sides," Thomas said.

On the surface (get it?!), the streetcar probably makes the most sense, right? Goes farther than a Dak Prescott deep pass; it's more attractive to casual riders looking to ditch their cars; and "it's so much cheaper than light rail and so much faster to construct," downtown council member Philip Kingston said Monday afternoon.

(Kingston, it should be noted, said Dallas needs the streetcar *and* the D2. Period. "I don't think I need to choose between the two," he said.)

Right now, the price tag's somewhere around \$92 million, but that's just from Union Station to the Omni Hotel to McKinney Avenue Transit's so-called Urban Circulator Loop near Klyde Warren Park. Thomas said Monday that an all-in streetcar to Knox-Henderson could cost around \$240 million. Maybe more. Probably more.

Meanwhile, the D2's price tag is around \$600 million — if it doesn't burrow underground. Which it very well could — and should — at this late date.

Downtown property owners faced with having their property vanished by eminent domain want D2 buried. So, too, do the Deep Ellumites who apparently just found out about the D2 and the subway choice, which has very publicly been on DART's to-do list since 2007 and an option since 1990, when DART and the city signed the interlocal agreement that said the transit agency would live up to its commitment "concerning timing and funding for the future construction of the Central Business District subway."

And last week we found out a likely majority of the Dallas City Council wants D2 to go underground, despite the fact the council last year approved an at-grade alignment, but oh, well.

So everyone digs an underground D2 — well, except for DART honchos who've been planning for a street-level expansion for close to a decade and insist burying the thing could cost somewhere between \$1.2 billion and you don't even want to know. Thomas told me Monday the sudden push for a subway hasn't exactly caught him "off-guard." But, he said, "it is something we have to deal with" that he didn't before.

"We need to work out the cost impacts to our financial plan," he said, about a month before DART's board votes on its coming fiscal year's budget and a 20-year financial plan. "Is it something we can fit into the plan? The challenge is we think this is what the additional cost *might* be based on some very rough orders."

DART's going to the feds for both projects, while it's in the process of planning a third: lengthening the oldest Red and Blue Line platforms so DART can add a third car, and more capacity, to existing routes. Planning's under way for that project, which will cost around \$124 million.

The Federal Transit Authority doles out around \$2.3 billion in federal grants every year divvied up in three categories: New Starts, Small Starts and Core Capacity. The first two are for projects costing less than \$300 million where the local ask is less than \$100 million (which means streetcar and platform extensions). But ostensibly, it's all the same stash of cash. And Dallas is only going to get so much.

DART rushed the council to pick that D2 alignment last year because it wanted to be first in line for some of that Core Capacity money. A subway means the city goes to the back of the line and crosses its fingers the feds like the idea.

Streetcar's not even in line. Thomas told council last week it should have already turned in that Small Starts application due Sept. 2. But it didn't because there's still no preferred alignment to the hook-up with McKinney Avenue Transit Authority's trolleys. Well, that makes sense, because we don't even know where the D2's going.

But DART's also saying there hasn't been a study for a proposed Elm-Commerce alignment for the streetcar, one of four proposed routes. Thomas told me that Downtown Dallas Inc., the nonprofit advocacy group, called for a last-minute look-see at Elm and Commerce rather than Main, which is downtown's liveliest street. But that's not entirely true: John Crawford, DDI's chairman, sent Thomas a letter in August of last year requesting a look-see at the Elm-Commerce alignment.

It's not clear why it was never studied. So here we are. Stuck, as always, in traffic, hoping for a ride.

Back in December 2010, Downtown Dallas Inc. unveiled its vision for the city center — the 360 plan — with a standing-room-only meeting in a convention center ballroom. High on the plan's to-do list: a second downtown light-rail line, streetcars stretching across downtown and people crowding wide walkways fronted by ground-level retailers topped out with sky-scraping offices and residences.

Crawford, and A.C. Gonzalez, who was then the assistant city manager over economic development, were standing outside the ballroom before the meeting. I asked them which would be easier: implementing the entirety of the 360 plan or just building a time machine to 1951, when streetcars carted the hustling, bustling throng of downtown dwellers through streets swamped with cars and pedestrians and two-wheeled traffic.

Crawford, grinning, said time machine, no question. I think he was joking.

On Twitter:

@RobertWilonsky

Streetcar will link downtown to Bishop Arts District starting Monday

By Elizabeth Djinis and Brandon Formby Follow @djinisinabottle edjinis@dallasnews.com

Breaking News Reporter

Published: 27 August 2016 05:03 PM

Updated: 27 August 2016 06:03 PM

What once was old is new again as Dallas' streetcar line makes its long-awaited trek through Oak Cliff to the Bishop Arts District this week.

On Saturday, Dallas Area Rapid Transit and the city celebrated with a preview of the much-talked-about extension and a block party that was truly a family affair. Children jumped in a bounce house set up on the fringes, while their watchful parents mingled nearby.

Delana Carter came to the party with her husband and children to test out the neighborhood's newest amenity. She was pleasantly surprised.

Raised in Oak Cliff, Carter now works there, at Methodist Dallas Medical Center, which has a streetcar stop of its own.

"I hope this makes people realize how nice this area is," Carter said.

In many ways, the extension is a homecoming the neighborhood has waited 60 years to see. Streetcars were a major mode of transportation in Oak Cliff from the late 1880s until 1956, when Dallas replaced its electric streetcars with motorized buses.

At one point, Oak Cliff was home to 20 miles of streetcar tracks.

Saturday's celebration stems from a grassroots movement that's waited about 10 years to see streetcars rolling to the Bishop Arts District again. The line was not jump-started by DART or the city, but by local urban activists.

Jason Roberts and other neighborhood residents in 2006 formed the Oak Cliff Transit Authority, an attempt to bring streetcars back to the area as it was enjoying an enviable renaissance drawing people from all over the region.

The free streetcars will run every 20 minutes from 9:30 a.m. to midnight, seven days a week between Bishop Arts and downtown's Union Station. The extension adds two stops at Sixth Street and Bishop Arts.

The extension means that DART's free D-Link bus route, centered around downtown, will no longer run into Oak Cliff or around Bishop Arts. Instead, D-Link will remain focused on the central business district.

A new Route 723 shuttle will serve as a circulator around Bishop Arts, while also connecting to the streetcar's terminus. But unlike D-Link or the streetcar, Route 723 will require bus fare.

For some Dallas residents, the streetcar's main appeal lies in its access to high-traffic areas.

Brian and Kathy Davies live near Kiest Park and came to the block party because they were curious about the new stops. They said the extended line should make it easier to get into Bishop Arts when parking is at a premium.

"I think it's great," Kathy Davies, 73, said Saturday. "Parking is our biggest problem every Friday night. If you can't park, what are you going to do?"

The stop by Union Station was crowded Saturday morning as residents jockeyed to catch a ride. DART police Officer Bridget Broadneax greeted people as they stepped on board, cooling off in the air-conditioned streetcar.

"I have seen a whole lot more people since it's been running today," said Broadneax, who had been stationed in the car since around 9 a.m. "The first trip was full."

The car has about 30 seats and, including standing room, can hold 50 to 60 people. Broadneax said she'd seen a range of people boarding the car, including a group of cyclists coming from Bishop Arts. They disembarked with their bicycles, she said.

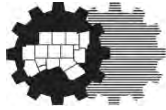
The block party was held near the streetcar's southernmost stop, at the corner of Zang Boulevard and West Davis Street. But Bishop Arts is not the end of the line for the city's streetcar vision.

DART and the city want to eventually extend the northern end of the streetcar line deeper into downtown and connect it to the M-Line trolley that runs into Uptown. Planners have yet to pick a route for that project, however.

Staff writers Elizabeth Djinis and Brandon Formby contributed to this report.

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@djinishinabottle



North Central Texas
Council of Governments

★
L O O K O U T
T E X A N S

B I K E
W A L K
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S A F E L Y
★

PRESS RELEASE

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North Texans Must Look Out for Students Heading Back to School

State Farm videos highlight how to keep area roads safe for bicycling, walking

Aug. 30, 2016 (Arlington, Texas) – With the start of the new school year and the return of cooler weather, North Texans will soon see students bicycling and walking to and from school. Look Out Texans, a regional public education and outreach campaign, is sharing 21 tips to encourage communities to help make the region’s roads safer for everyone, especially students.

The campaign is highlighting the tips in a new series of videos and public service announcements in time for the new school year. The videos feature North Texans and were made possible with a grant from State Farm.

“Safety is a top priority for State Farm,” said Lori Manning, State Farm director of philanthropy. “We have thousands of employees and agents living and working in North Texas who understand the importance of education and outreach. Pedestrian safety is more than a mobility issue, it is a quality of life issue we’re committed to addressing through support of campaigns like Look Out Texans.”

In addition to the videos, Look Out Texans is using billboards, transit ads, radio ads, online and print advertising, social media and newsletters to reach students, parents, teachers and their neighbors across multiple platforms this fall in advance of Walk to School Day on Oct. 5.

These efforts complement outreach to local school districts to promote bicycle and pedestrian safety education for elementary and middle school students. In the coming year, several North Texas school districts will begin using Look Out Texans materials to help educators and parents teach safe bicycling and walking behaviors.

Parents and caregivers can begin by modeling behavior for children, who must be taught to stay alert and visible when they are near the road. Both children and adults should always cross streets at crosswalks and intersections where they can gauge traffic and be seen. Before crossing, people bicycling and walking should make eye contact with drivers. Crossing at unmarked areas, between parked cars or between vehicles stopped at a traffic signal is not safe.

For children to get to school safely, everyone must observe traffic laws, including the speed limit. School zone speed limits are especially important since children’s small size and unpredictable movements can make them difficult to spot. Drivers should be aware of all children on or near the street regardless of whether they have adult supervision. Parents should

supervise their children and teach them street safety, but it is up to everyone to help make our communities safe by looking out for children playing near or crossing the street.

The North Central Texas Council of Governments is coordinating Look Out Texans for cities and transportation partners across the region. The campaign was selected for funding by the Regional Transportation Council as part of the Texas Department of Transportation Enhancement Program. It comes at a time when motor vehicle crashes that involve people bicycling and walking are increasing in North Texas. Between 2010 and 2014, there were more than 8,200 such crashes reported, resulting in more than 500 fatalities, according to TxDOT. Consequently, the Federal Highway Administration has designated both Dallas and Fort Worth as two of its 35 Pedestrian-Bicycle Focus Cities, which are selected based on high rates of crash fatalities.

Look Out Texans prominently features 21 safety tips to help people bicycling, walking and driving understand how they should interact together to improve safety on area roads. Campaign efforts enhance the work of local, state and federal transportation partners who are focused on improving safety for all road users through roadway design solutions and greater awareness of how people can bike, walk and drive safely.

To see the videos and learn more about the Look Out Texans campaign, visit www.LookOutTexans.org. Follow the campaign on Facebook, Twitter and Instagram using #LookOutTexans.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

###



Hemphill/Lamar Connection Funding Proposal

Project Phase	Tarrant County	STP-MM (Federal only)	State Match to STP-MM Funds	Fort Worth Local Funds	Total Funding	Total Cost
Preliminary Engineering				\$2,079,000	\$2,079,000	\$2,079,000
Right-of-Way Aquisition/ Utility Relocation				\$11,409,000	\$11,409,000	\$11,409,000
Construction	\$3,000,000	\$15,784,755	\$3,946,189	\$12,979,575	\$35,710,519	\$35,710,519
Direct State Oversight Costs (off system only)		\$898,431		\$224,608	\$1,123,039	\$1,123,039
Total	\$3,000,000	\$16,683,186	\$3,946,189	\$26,692,183	\$50,321,558	\$50,321,558

Note:

The proposed STP-MM funds are subject to RTC approval.

Approximately 40 percent of the project is on-system and 60 percent of the project is off-system.

TxDOT is waiving the direct state oversight costs for the on system components of the project.

HEMPHILL/LAMAR CONNECTOR

Pictures of Project Area – August 31st/September 1st, 2016

Hemphill @ Vickery (looking north)



IH 30 Bridge Deck (looking north)



Lamar @ Lancaster (looking south)





Proposed Additional Funding Allocation

Program Areas and Objectives	10 Year Additional Funding (\$ Billion)
Safety / Preserve Existing Assets	\$ 6.9
- Safety	1.3
- Maintenance	2.6
- Bridges	0.5
- Energy Sector	2.1
- District Discretionary	0.4
Congestion/Urban Mobility	\$ 21.2 (Minimum ?)
- MPO Partnerships	11.2 ✓ Formula
- Connectivity Corridor Congestion (TxDOT District Selection)	5.0 ✓ Formula
- Strategic Congestion Initiative	5.0
Regional Connectivity Corridors	\$ 6.2
<i>Interstates (Existing and Future), Trunk System, Border, Super 2-Lane</i>	
Additional Strategic Priorities	\$ 4.0
Total	\$ 38.3

Source: Texas Department of Transportation, June 29, 2016






STRUCTURE OF FUTURE PROJECT SELECTION

	STATEWIDE CONNECTIVITY		URBAN CONGESTION	
	TOLLED	NON-TOLLED	TOLLED	NON-TOLLED
CATEGORY 2 MPO	✓	✓	✓	✓
CATEGORY 4 TxDOT	?	✓	✗	✗
CATEGORY 12 COMMISSION	?	?	?	✓



RTC Priorities from 2004, 2008, 2010, and 2012

Current Status as of August 2016

DRAFT

-  Completed or Under Construction
-  Future Need - TxDOT/RTC Responsibility*
-  Future Need - CDA/NTTA Responsibility*
-  Fully Funded
-  Partially Funded

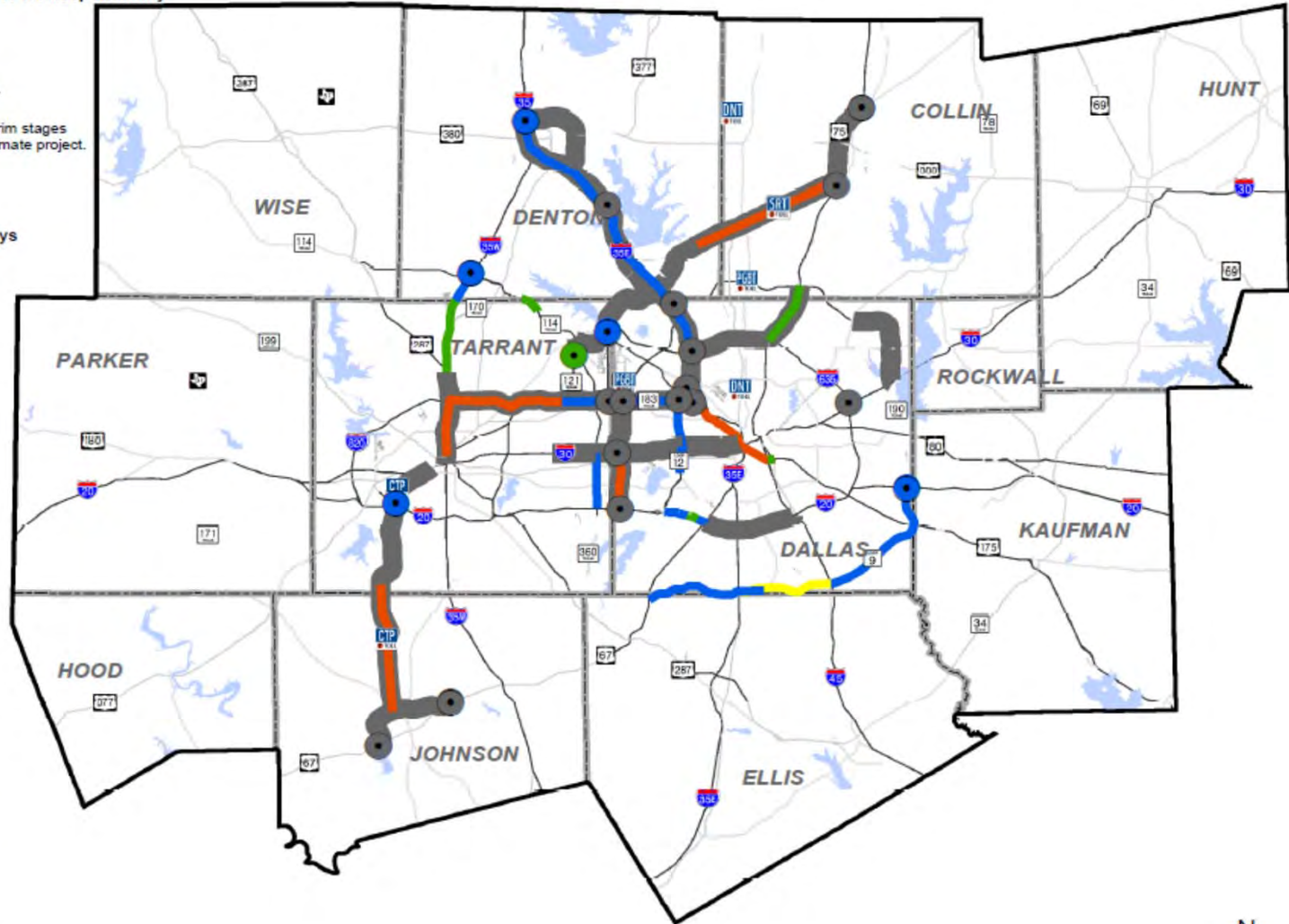
* If on the same roadway as a completed or under construction project, the completed/under construction portion refers to the interim stages and the future need portion refers to the ultimate project.

- Legend**
-  Freeways
 -  Other Highways / Roadways
 -  County Boundary
 -  Metropolitan Planning Area Boundary

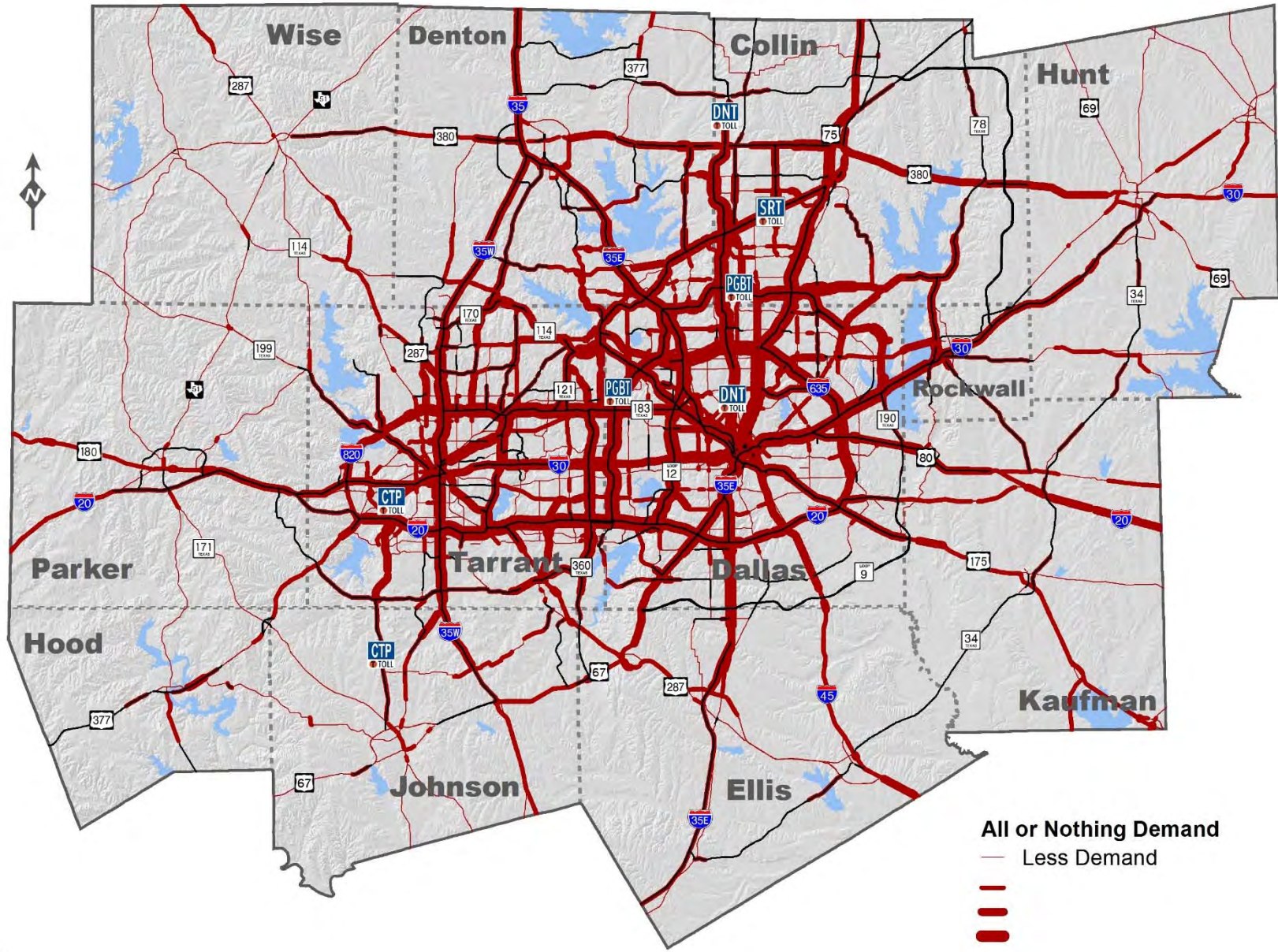
Fort Worth CBD



Dallas CBD



2040 All-or-Nothing Weekday Demand



All or Nothing Demand

— Less Demand



— More Demand

— Mobility 2040 Recommendations



North Central Texas
Council of Governments

**Regional Transportation Council Attendance Roster
September 2015 - August 2016**

RTC MEMBER	Entity	9/10/15	10/8/15	11/12/15	12/10/15	1/14/16	1/20/16	2/11/16	3/10/16	4/14/16	5/12/16	6/16/16	7/14/16	8/11/16
Monica R. Alonzo (07/15)	Dallas	P	P	P	P	P	E	P	P	P	P	P	E	P
Bruce Arfsten (08/15)	Addison	P	E(R)	P	P	P	P	P	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	P	P	P	P	A	P	E(R)	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	E(R)	P	P	P	P	P	P	P	E(R)	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	E	P	A	A	P	A	P	P	P	P	P	E	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	E(R)	E	P	P	P	P	P	A	P
David L. Cook (05/16)	Mansfield	--	--	--	--	--	--	--	--	--	E	P	E	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	E	P	P	E(R)	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	A	P	P	P	P	P	A(R)	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	E(R)	E	P	P	P	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	E(R)	P	P	P	P	P	P	P	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	P	P	P	P	P	E	P	E	P	P	P	E(R)	P
Mojoy Haddad (10/14)	NTTA	P	P	A	A	P	A	P	P	P	A	P	P	A
Roger Harmon (1/02)	Johnson Cnty	P	E	P	P	P	P	P	P	P	P	P	P	A
Clay Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	P	P	A	P	P	P	E	A
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	E(R)	P	P	P	A(R)	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P	P
Lee Kleinman (09/13)	Dallas	P	P	E	E(R)	E	P	E	P	P	P	P	P	P
Brian Loughmiller (04/15)	McKinney	P	A(R)	P	P	P	A	A	P	P	P	P	P	E(R)
David Magness (06/13)	Rockwall Cnty	P	A	P	P	E(R)	A	P	P	A	P	P	A(R)	P
Scott Mahaffey (03/13)	FWTA	P	P	E(R)	E(R)	P	E(R)	P	P	E(R)	P	P	P	P
Matthew Marchant (07/08)	Carrollton	P	P	P	P	P	A	P	P	E	P	P	A	P
Maher Maso (10/08)	Frisco	E(R)	P	P	E(R)	P	E	E(R)	P	E(R)	E(R)	P	P	P
B. Adam McGough (07/16)	Dallas	--	--	--	--	--	--	--	--	--	--	--	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	P	E(R)	P	P	E(R)	P	P	E
Stan Pickett (06/15)	Mesquite	P	E(R)	P	P	P	A	P	E	A	P	P	A	P
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	P	P	P	P	P	P	E(R)	P
Kevin Roden (6/14)	Denton	P	P	E	P	P	E(R)	P	E	P	P	E	P	E
Kelly Selman (02/15)	TxDOT, Dallas	P	P	E(R)	P	P	P	P	P	E(R)	P	P	P	P
Gary Slagel (11/15)	DART	--	--	P	P	P	P	P	P	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	P	P	P	P	P	A	P	P	P	P	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	E	P	P	P	P	P	P	P	P	P	P	P	P
Casey Thomas II (07/16)	Dallas	--	--	--	--	--	--	--	--	--	--	--	E	A
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	P	A(R)	P	E	P	P
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
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E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

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Bernice J. Washington (4/09)	DFW Airport	P	P	P	P	P	E	P	P	P	P	E	P	P
Duncan Webb (6/11)	Collin Cnty	P	E(R)	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E	P	E(R)	P	E(R)	P	P	E	E	P	E	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	--	P	P	A	P	E(R)	P	E(R)	E(R)	E(R)	P	E	E
Erik Wilson (07/15)	Dallas	P	P	P	P	P	E	A	P	P	P	P	E	P
W.B. "Zim" Zimmerman (9/12)	Fort Worth	P	A(R)	P	P	A(R)	A(R)	P	P	P	P	E	E(R)	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
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jury duty, business necessity, or fulfillment
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Surface Transportation Technical Committee Attendance Roster

July 2015 - July 2016

STTC MEMBERS	Entity	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16
Antoinette Bacchus	Dallas County	P	P	P	P	P	P	P	P	P	A	P	P
Micah Baker	Dallas County	--	--	--	--	--	--	--	--	--	--	P	A
Bryan Beck	Fort Worth	A	P	P	P	P	P	A	P	P	A	P	P
Marc Bentley	Farmers Branch	--	--	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	--	--	--	--	--	--	--	--	--	--	P	A
Kristina Brevard	DCTA	P	P	P	P	R	P	R	P	P	P	R	P
Keith Brooks	Arlington	P	P	P	P	P	R	P	A	P	P	P	P
John Brunk	Dallas	P	A	P	P	P	P	A	P	P	P	A	P
Mohammed Bur	TxDOT, Dallas	P	P	A	A	A	A	P	A	A	A	P	P
Loyl Bussell	TxDOT, FW	P	P	P	A	P	P	P	P	P	P	A	P
Dave Carter	Richardson	P	P	P	P	A	P	P	A	P	P	P	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	A	P	P	P	P
Hal Cranor	Eules	P	P	P	P	P	P	P	A	P	A	P	P
Clarence Daugherty	Collin County	R	P	P	P	R	A	P	P	P	A	P	P
Chad Davis	Wise County	P	P	P	A	P	A	P	P	P	P	P	A
Greg Dickens	Hurst	R	R	R	R	R	R	R	A	R	R	R	R
David Disheroon	Johnson County	--	--	P	P	P	P	A	A	A	P	P	P
Massoud Ebrahim	Greenville	P	P	R	R	P	P	P	A	A	P	P	P
Chad Edwards	DART	P	P	A	P	A	P	P	P	P	P	A	A
Claud Elsom	Rockwall County	A	P	P	P	P	P	P	A	P	P	P	P
Keith Fisher	Keller	R	P	R	A	P	P	R	A	P	P	P	R
Eric Fladager	Fort Worth	P	A	P	A	P	P	P	A	A	P	A	A
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	R	P
Ann Foss	Arlington	--	--	--	--	--	--	--	--	--	--	P	P
Gary Graham	McKinney	P	P	P	P	R	P	R	R	P	R	P	R
Tom Hammons	City of Carrollton	A	A	A	A	A	A	A	P	A	A	A	A
Ron Hartline	The Colony	--	--	--	--	--	--	--	--	--	--	--	R
Michael Hasler	Duncanville	--	A	P	P	P	P	A	P	P	P	P	P
Curvie Hawkins	FWTA	A	P	P	P	P	P	A	P	A	A	A	P
Mark Hines	McKinney	--	--	--	--	--	--	--	--	--	--	P	A
Chris Holsted	Wylie	A	P	A	A	P	P	A	A	P	P	P	A
Matthew Hotelling	Flower Mound	P	P	P	A	P	P	P	A	P	P	P	P
Kirk Houser	Dallas	P	P	P	P	A	P	P	P	P	P	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	A	P	P	P	P
Jeremy Hutt	Colleyville	P	A	P	A	A	R	P	A	R	A	P	P
Thuan Huynh	Garland	--	--	--	--	--	--	P	P	A	P	P	P
Paul Iwuchukwu	Arlington	P	P	P	A	P	A	P	A	P	A	P	P
Joseph Jackson	Ellis County	--	P	P	P	P	P	P	A	A	P	A	P
Tim James	Mesquite	P	A	A	P	A	A	P	P	A	A	P	A
David Jodray	Fort Worth	P	P	P	A	A	A	P	A	R	P	P	A
Kelly Johnson	NTTA	A	A	P	P	A	A	A	A	A	A	A	A
Tom Johnson	DeSoto	P	P	P	P	P	P	P	A	A	P	P	A

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Surface Transportation Technical Committee Attendance Roster

July 2015 - July 2016

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Sholeh Karimi	Grand Prairie	P	P	A	P	P	P	A	P	P	P	A	P
Paul Knippel	Frisco	--	--	--	--	--	--	--	--	--	--	P	R
Chiamin Korngiebel	Dallas	A	A	P	P	P	P	P	P	A	A	A	A
Richard Larkins	Grapevine	P	A	A	P	A	P	P	A	P	A	A	A
Paul Luedtke	Garland	P	A	P	P	P	P	P	A	P	A	P	P
Stanford Lynch	Hunt County	P	P	P	P	R	A	P	P	P	P	P	R
Rick Mackey	TxDOT, Paris	P	P	P	A	P	P	P	P	A	P	P	P
Srini Mandayam	Mesquite	P	P	R	R	P	R	P	A	P	A	R	R
George Marshall	Coppell	P	P	A	P	P	P	P	R	P	P	P	P
Laura Melton	Burleson	A	A	A	A	A	P	A	A	P	A	A	P
Brian Moen	Frisco	P	A	A	A	A	P	A	P	R	A	A	A
Cesar Molina, Jr.	Carrollton	P	P	A	P	R	P	P	A	A	A	P	P
Lloyd Neal	Plano	A	P	P	A	P	P	P	A	A	P	P	P
Mark Nelson	Denton	P	P	R	P	P	A	P	P	P	P	R	P
Jim O'Connor	Irving	P	P	P	P	P	A	P	P	P	P	P	P
Kenneth Overstreet	Bedford	--	--	--	--	--	A	A	A	P	A	A	A
Kevin Overton	Dallas	P	P	P	P	P	P	P	P	P	P	A	P
Dipak Patel	Lancaster	P	A	P	P	P	A	P	A	P	P	P	P
Todd Plesko	DART	P	P	A	P	A	P	A	A	A	A	P	A
John Polster	Denton County	P	P	P	P	P	P	P	A	P	P	P	P
Daniel Prendergast	Plano	--	--	--	--	--	--	--	--	--	P	P	A
Lisa Pyles	Addison	A	P	A	P	A	A	P	P	A	A	A	A
William Riley	Tarrant County	P	P	P	P	P	P	P	P	P	A	P	P
Greg Royster	DFW Int. Airport	P	A	P	A	P	A	P	P	A	P	A	A
Moosa Saghian	Kaufman County	P	P	A	P	P	P	P	P	P	A	P	A
David Salmon	Lewisville	P	P	P	R	A	P	P	P	P	P	P	P
Elias Sassoon	Cedar Hill	P	R	P	P	P	R	R	P	E	P	P	P
Lori Shelton	NTTA	P	P	P	A	P	P	A	A	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	P
Randy Skinner	Tarrant County	A	P	P	P	P	A	P	A	A	P	A	P
Angela Smith	FWTA	P	P	A	P	P	P	P	A	P	P	P	A
Caleb Thornhill	Plano	A	P	P	A	A	P	P	P	P	P	A	P
Mark Titus	Richardson	P	P	P	R	A	P	P	P	P	P	P	P
Timothy Tumulty	Rockwall	P	P	A	A	P	P	P	P	A	P	P	A
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	A	P	P	R	P
Daniel Vedral	Irving	P	A	A	A	A	P	A	A	A	P	A	P
Caroline Waggoner	North Richland Hills	P	R	P	P	P	P	P	A	P	P	P	P
Jared White	Dallas	P	P	P	P	P	P	A	P	P	P	P	P
Bill Wimberley	Hood County	P	P	P	P	P	R	P	P	R	A	P	A
Mykol Woodruff	TxDOT, Dallas	A	P	P	P	A	A	P	P	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 July 22, 2016

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, July 22, 2016, 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, Kristina Brevard, Keith Brooks, John Brunk, Mohammed Bur, Loyl Bussell, Dave Carter, John Cordary Jr., Hal Cranor, Clarence Daugherty, Jim Juneau (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Claud Elsom, Chad Bartee (representing Keith Fisher), Chris Flanigan, Ann Foss, Robyn Root (representing Gary Graham), Brian McNulty (representing Ron Hartline), Michael Hasler, Curvie Hawkins, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Thuan Huynh, Paul Iwuchukwu, Joseph Jackson, Sholeh Karimi, Paul Knippel, Paul Luedtke, Alan Hendrix (representing Stanford Lynch), Ricky Mackey, Yang Jin (representing Srin Mandayam), George Marshall, Laura Melton, Cesar J. Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, John Polster, William Riley, David Salmon, Elias Sassoon, Lori Shelton, Walter Shumac III, Randy Skinner, Caleb Thornhill, Mark Titus, Gregory Van Nieuwenhuize, Dan Vedral, Caroline Waggoner, and Jared White.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Carli Baylor, Emily Beckham, Jesse Brown, Ron Brown, Ken Bunkley, Lori Clark, Bill Compton, Ruben Delgado, Brian Dell, Kevin Feldt, Joe Garcia, Christie Gotti, Wade Haffey, Jill Hall, Heather Haney, Jeff Hathcock, Edgar Hernandez, Rebekah Hernandez, Amy Hodges, Chris Hoff, Mohammed Howlader, Jonah Katz, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Sonny Loper, Chad McKeown, Mindy Mize, Jenny Narvaez, Jeff Neal, Anthony Ragland, Chris Reed, Christina Roach, Rylea Roderick, Kyle Roy, Kathryn Rush, Russell Schaffner, Miftah Semane, Samuel Simmons, Daniel Snyder, Jahnae Stout, Neil Strassman, Gerald Sturdivant, Madhu Venugopal, Mitzi Ward, and Amanda Wilson.

1. **Approval of June 24, 2016, Minutes and Recognition of Members:** The minutes of the June 24, 2016, meeting were approved as submitted in Reference Item 1. Michael Hasler (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Disadvantaged Business Enterprise Goal Update for Fiscal Years 2017-2019:** Emily Beckham provided an overview of the proposed Disadvantaged Business Enterprise (DBE) Participation Goal for FY2017-FY2019 for United States Department of Transportation (US DOT) contracting opportunities. The North Central Texas Council of Governments' (NCTCOG) policy is to award a fair share of contracts to DBEs, and is accomplished by establishing an overall DBE goal for the three-year program. Proposers responding to requests for proposals are asked to demonstrate good faith efforts to meet the goal and NCTCOG follows the Texas Uniform Certification Plan requirements for DBE eligibility. Ms. Beckham noted that the current DBE goal for FY2014-FY2016 is 25 percent, and reviewed the analyses used to determine the proposed overall DBE goal for FY2017-FY2019. Staff reviews the types of contracting opportunities that the Transportation Department historically completes for US DOT funded projects. The analyses included a review of ready, willing, and able non-DBE firms in the State of Texas using Census Bureau data and the DBE availability in each market sector of anticipated contracting opportunities

in the Dallas-Fort Worth Area. Over the three-year program, staff anticipates awarding approximately \$13 million in contracts using US DOT funds. Calculations are weighted and are compared to historical performance to determine if any adjustments needed to be made. As a result, the proposed overall DBE goal for FY2017-FY2019 is 25 percent. As part of goal development, staff also reviews the amount of DBE participation that would be achieved through DBE contract goals (race conscious) versus DBE participation that would be achieved without establishing DBE contract goals or that exceed the goal (race neutral). For the 2014-FY2016 DBE program, the ratio of race conscious versus race neutral participation is 56/44. This ratio shows that NCTCOG is nearing race neutral means of DBE participation. Based on this data, staff proposes to maintain an overall DBE goal of 25 percent by meeting the goal through 14 percent race conscious means and 11 percent race neutral means. Additional details were provided in Reference Item 3 and at www.nctcog.org/trans/programs/DBEProgram.asp. Ms. Beckham noted that the public comment period for the FY2017-FY2019 DBE Participation Goal ended July 21, 2016. If approved, the proposed goal will be presented to the Regional Transportation Council and NCTCOG Executive Board for action in August, with the final goal update submitted to the Federal Transit Administration at the end of August. A motion was made to recommend Regional Transportation Council approval of the 25 percent Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2017-2019 for United States Department of Transportation contracting opportunities. John Polster (M); Kristina Brevard (S). The motion passed unanimously.

4. **Transportation Rulemaking Update:** This item was presented after Item 6. Rebekah Hernandez provided a summary of the Metropolitan Transportation Planning Final Rule and also provided information about two notices of proposed rulemaking (NPRM) and proposed draft comments. The final rule for Statewide and Metropolitan Transportation Planning became effective June 27, 2016. This was a proposed rulemaking based on Moving Ahead for Progress in the 21st Century (MAP-21), and it incorporates minor changes from the Fixing America's Surface Transportation (FAST) Act. The rule finalizes that state department of transportations and metropolitan planning organizations (MPOs) have a more performance-based planning approach. Two Notices of Proposed Rulemaking are out for public comment. The first is a Notice of Proposed Rulemaking for National Performance Management Measures. The proposed rule is a result of MAP-21 that laid out national goals to develop performance measures in 12 key areas, and states and MPOs will be required to develop targets to meet those performance measures. Covered in the NPRM are Subparts E-H that address the performance measures for the national highway system, freight movement, and the Congestion Mitigation and Air Quality Improvement (CMAQ) program for both traffic congestion and on-road mobile source emissions. Subpart E addresses how state departments of transportation and MPOs establish targets for travel time reliability and peak-hour travel time. Proposed performance measures include the percentages of interstate system and non-interstate system reliable travel times and peak travel-time expectations. Subpart F establishes performance measures related to freight movement on the Interstate System related to truck-time reliability and uncongested mileage, and will measure the percent of mileage proving for reliable truck travel times and what percent of the interstate mileage is uncongested. Subparts G and H address traffic congestion and on-road mobile source emissions and is focused on projects that are funded with CMAQ program funds. Proposed measures include annual hours of excessive delay and the total emission reductions being reduced by selected projects. Ms. Hernandez reviewed draft comments proposed to be included in a formal letter from the RTC. Related to target setting, proposed comment acknowledges the magnitude of coordination that will be necessary between the State and MPOs and that various areas of the state may have different

measures or targets. Flexibility to MPOs and states for setting their own targets and measures is important. In addition, MPOs may not have the ability to significantly influence targets in areas where the majority of project selection is handled by states. Finally, options are necessary for defining expected travel times. One section of the proposed rulemaking specifically requests comments on whether or not to establish Greenhouse Gas performance measures. Staff's recommendation is not to establish this performance measures but instead look at more comprehensive air quality strategies that are more appropriate. For on-road mobile source emissions, comment is for consistency in reporting areas to be consistent between CMAQ congestion and on-road mobile source emissions to make reporting simpler. Related to implementation, comment is to develop a web-based user interface to maximize successful implementation. In response to assessing congestion with all modes, comment is to consider the mobility of travelers using all surface modes of transportation and to incorporate shareable transit data. Finally, acknowledging that a travel demand model should be used as a reliable estimation when available. The second Notice of Proposed Rulemaking is for Metropolitan Planning Organization Coordination and Planning Area Reform. This rule has minimal impact to the Dallas-Fort Worth region, but addresses areas where there are multiple MPOs within one urbanized area. The proposed rule calls for metropolitan planning coordination related to metropolitan planning areas and development of single planning documents for areas with multiple MPOs. The second element in the proposed rule is MPO/state department of transportation coordination for consistent data, assumptions and other analytical material, as well as a process for resolving differences. Draft comment includes support for broad and large planning areas for greater public understanding, flexibility for states and regions to make decisions on their boundaries, and MPO/state department of transportation coordination. Ms. Hernandez noted that action regarding proposed RTC comments would be requested at the August 11, 2016, RTC meeting and encouraged Committee members to provide comments to staff.

5. **Update on Proposed Volkswagen Settlement Agreement:** Jenny Narvaez highlighted the latest activity related to ongoing federal and State lawsuits and proposed settlements against Volkswagen AG and related entities for their use of emission “defeat devices” installed in diesel automobiles. In September 2015, the Environmental Protection Agency (EPA) issued a notice of violation of the Clean Air Act to Volkswagen for installing defeat devices that circumvent EPA emission standards on certain 2 liter diesel engines. On June 28, 2016, Volkswagen reached a settlement agreement with the United States Department of Justice, California, the Federal Trade Commission and consolidated consumer class action claims. The State of Texas and numerous Texas counties have also filed suit against Volkswagen. A total of \$14.7 billion has been proposed for the partial settlement for federal and class action claims related to 2 liter diesel engines. For consumers, the proposed settlement is approximately \$10 billion for both owners and lessees. Owners can choose to either have the vehicle bought back or repaired. Lessees can choose lease termination or repair. Restitution is available to both groups. A recall rate of greater than or equal to 85 percent of affected vehicles must be achieved by June 2019 or Volkswagen may face penalties of \$100 million for every percentage point below 85 percent. If penalized, the additional funds would be placed into an environmental mitigation fund. The next proposed settlement is \$2.7 billion in environmental mitigation funding for air quality programs to fully remediate the nitrogen oxide emission from the 2 liter engines, and the final proposed settlement is \$2 billion to promote the use of zero-emission vehicles. In March 2016, the Regional Transportation Council sent correspondence to the Department of Justice requesting a portion of any financial settlement awarded to implement air quality projects and programs effected by the vehicles in the lawsuit. State cases are proceeding and the Texas Attorney General has entered into a consumer settlement with

Volkswagen for \$50 million in civil penalties to the State. The Texas Clean Air Act suit is pending and the Texas Attorney General and individual counties continue to litigate. A preliminary court hearing is scheduled for July 26 and roll-out of the settlement program is expected in the fall. Staff will continue to monitor ongoing settlements and provide updates to the Committee.

6. **Update Regarding Proposed Regional Transportation Council Resolution to the Texas Transportation Commissioner Requesting Changes to the Draft Unified**

Transportation Program: Item 6 was presented prior to Item 4. Michael Morris presented information related to the Texas Department of Transportation's (TxDOT's) draft Unified Transportation Program (UTP). He noted, for the record, that he and TxDOT Committee members have had no discussion regarding the meeting presentation. He discussed how the region works to build systems, Mobility 2040, and various transportation revenue sources. Specifically, he discussed revenues proposed for the next 10 years in the draft UTP. At the July 14, 2016, RTC meeting, a staff position was presented regarding changes to the draft UTP, the item was tabled, and staff was instructed to communicate comments from the meeting at the July 21 public meeting. Comments were provided in writing in the form of questions and were provided at the meeting in Reference Item 6.1. Mr. Morris discussed the structure of future project selection. Urban congestion is the typical way projects are funded in the region. These projects could be tolled or non-tolled. Statewide connectivity is funding within the urban region that is for statewide routes that may be within the Dallas-Fort Worth region such as IH 30, IH 20, IH 10, etc. Projects could be tolled or non-tolled. Types of funding include Category 2 funds designated to metropolitan planning organizations (MPOs). With the exception of Proposition 1 revenues that were placed in the Category 2 account, there has not been freeway money in Category 2 for 12-13 years. Category 4 includes two components: 1) rural and 2) urban connectivity. Positive partnerships were created for IH 35E and SH 183 and clarity is needed on the potential limitations for this type of funding. Category 12 is at the discretion of the Texas Transportation Commission and where the funding resides from the Governor's Congestion Relief program. Comments on the 2017 UTP were submitted on behalf of the North Central Texas Council of Governments and were reviewed at the meeting. To begin, staff requested from TxDOT what form in which comments should be provided in order to be most constructive. Related to Category 12, the following questions were asked: 1) Is the \$5 billion amount going to urban areas only or is it available statewide, 2) If it goes to urban areas, is there a "fair share" allocation, 3) The Commission currently does not initiate tolled projects, but endorses projects from MPOs; are we to assume that none of these funds can go to tolled projects as was implemented in the first wave of congestion relief projects, and 4) Would the Commission entertain pooling revenues across categories to create a system of larger congestion relief projects? The next set of questions is related to the new program, Category 4: 1) The UTP proposes \$5 billion for Urban Connectivity projects. Is there a "fair share" allocation to urban regions, 2) If there is a "fair share," would TxDOT entertain pooling revenues to create a larger system of connectivity and congestion relief projects, 3) If there is not a "fair share" allocation, how does this program meet the TxDOT partnership program in Minute Order #109370, 4) TxDOT currently does not initiate tolled projects, are we to assume that none of these funds can go to tolled projects, and 5) Finally, has TxDOT worked out a process for Category 1, 4 and 12 to be selecting major roadway projects in urban areas all at the same time? John Polster highlighted discussions that occurred at the July 14 RTC meeting. He noted that it seems as though some staff in Austin do not remember the efforts of the region over the last 10 years to bridge the gap when funding was not available and the partnership with TxDOT during difficult times. He added, that if answers to the proposed questions are not received in a manner that is conducive to

what the proposed RTC resolution was trying to accomplish by reminding the Texas Transportation Commission of the past and of the partnership, that it will have a significant impact on the region's ability to implement projects over the next 10 years. He noted the importance of city/county staff communicating to their elected officials the impact to projects if this issue is not resolved. He noted that comments were due by August 22 and that Denton County would be providing comments. Loyl Bussell clarified that the reference in the final question in Reference Item 6.1 should be Category 2 instead of Category 1.

- Regional 10-Year Plan/Priorities:** Christie Gotti presented information regarding the next increment of regional priorities covering FY2017-FY2027 and the Dallas-Fort Worth region's response to the House Bill 20 10-year planning requirement. Category 2 funds were last received in 2004 and at that time, the funds were allocated through 2020. In 2004, the Regional Transportation Council (RTC) programmed Category 2 funds through the Partnership Program 1 and developed a 10-year map. The map identified all projects the RTC wished to implement from that timeframe through the next 10 years. Staff proposes to follow a similar process for selecting the next round of Category 2 funded projects. As discussed, the Texas Transportation Commission is proposing to allocate new Category 2 funds in FY2017-FY2027 through the 2017 Unified Transportation Program. Ms. Gotti noted that Proposition 1 funds have been previously placed into Category 2 and future Proposition 1 and Proposition 7 funds will also be placed into Category 2. At the same time, House Bill 20 requires that regions develop a 10-year plan identifying major projects to be implemented over that time span and it should include performance-based criteria. Given the availability of funds in FY2017-FY2027 and the fact that the transportation conformity of Mobility 2040 identifies projects to be implemented in the 2017-2027 network, staff proposes to establish a 10-year timeframe starting in FY2017 and ending in FY2027. Ms. Gotti reviewed the proposed 10-year plan development process. First, staff will inventory and reassess projects from the previous 10-year planning efforts. A map of those previous efforts was provided in Electronic Item 7. Staff has been coordinating with the Texas Department of Transportation (TxDOT) districts in the region to assess the timing and estimated construction cost of projects. In addition, staff will review the 2027 network year of Mobility 2040 to identify the next set of candidate priority projects. Staff will continue to review and refine performance measures used to develop Mobility 2040 in this effort. Next steps will include developing a new draft map and project listing that will be financially constrained and solicitation of public review and comment.

Dan Lamers highlighted the map that is a compilation of the previous 10-year plan effort developed originally in 2004 and revised in 2008, 2010, and 2012. Regional high-priority projects were noted, along with their various stages of progress. The map will be used as a starting point in development of the next 10-year planning effort. This data-driven approach and performance measures were developed in response to MAP-21 national goals. Staff proposes to use similar performance measures as used in the development of Mobility 2040 to prioritize improvements in response to the HB 20 10-year plan requirements. Staff will introduce the 10-year plan process to the RTC for information in August, as well as provide draft map/project listings to the Committee in the coming months. Final project listings will be presented to the RTC in October. John Polster asked if there is a process over the 10-year period for this to be reviewed and modified. Christie Gotti noted that efforts are a combination of initiating HB 20 and Category 2 funds together. Category 2 funds, in theory, will be added each year. The plan will be updated every year as projects are implemented and could be described as a rolling 10-year plan. Discussion continued about performance measures and criteria that will be used.

8. **Fast Facts:** April Leger noted that the Regional Transportation Council recently requested a copy of Senator Nichols' presentation on tax roads versus toll roads and that a copy of the presentation was provided to Surface Transportation Technical Committee (STTC) members in Electronic Item 8.1.

Carli Baylor noted that public meetings were held on June 13-15 and included discussed on the draft Disadvantaged Enterprise Program and participation goal for FY2017-FY2019, as well as data from the regional bicycle and pedestrian traffic monitoring program. A summary of the related presentations and public comments was provided in Electronic Item 8.2.

Amy Hodges highlighted current air quality funding opportunities for vehicles. She provided additional details about the Texas Natural Gas Vehicle Grant program and the Texas Clean School Bus program. Additional details were provided in Electronic Item 8.3.

Jody Loza provided an ozone season update. She noted that the region has experienced nine exceedances days to date and that the current design value was 80 parts per billion. Details were provided in Electronic Item 8.4.

Kimberlin To noted that a list of upcoming trainings and events hosted by the Dallas Clean Cities Coalition was provided in Electronic Item 8.5. Specifically, she discussed a Compressed Natural Gas Fuel System Inspector Training scheduled for August 2 and August 3 at the Universal Technical Institute in Irving. In addition, she National Drive Electric Week will be celebrated on September 17 at Grapevine Mills Mall.

Jenny Narvaez noted that staff was awaiting notification from the Federal Highway Administration regarding 2016 Transportation Conformity, and that staff would continue to provide updates to members.

Kathryn Rush highlighted information regarding the Regional School Coordination Task Force meeting scheduled on July 26, 2016, at 2 pm. Prior to the meeting, from 1-2 pm, there will be an introductory webinar on the Smart School Siting Tool. Details were provided in Electronic Item 8.6.

Rylea Roderick provided a reminder that the submittal deadline for November 2016 Transportation Improvement Program/Statewide Transportation Improvement Program modification requests is by close of business the day of the meeting.

Daniel Snyder announced that preceding the August 26 STTC meeting, the North Central Texas Council of Governments will host a one-hour lunch workshop on Thoroughfare Planning and Complete Streets Policy. Presentations will include the Complete Streets Design Manual developed by the City of Dallas, as well as the Complete Streets Policy adopted by the City of Fort Worth.

Ken Bunkley noted that correspondence the Regional Transportation Council sent to the Texas Transportation Commission regarding a potential Transportation Alternatives Program funding lapse was provided in Electronic Item 8.8.

Jeff Neal provided a Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Update. In March the federal government released \$800 million in funding for FASTLANE grants nationwide. The region

submitted two projects as a part of the program, but were not selected for funding. Of the 212 applications totaling \$9.8 billion, a total of 18 projects were selected nationwide.

The current Local Motion was provided in Electronic Item 8.9 and transportation partner progress reports were provided in Electronic Item 8.10.

9. **Other Business (Old and New):** Dan Kessler noted that he was elected to serve as the Deputy Director to the Association of Texas Metropolitan Planning Organizations at its meeting on July 21, 2016. Chris Evilia, Director of the Waco Metropolitan Planning Organization, was elected as Director.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 26, 2016, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.



September 2016

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

Need help with vehicle repair or replacement?

Motorists whose vehicles failed the state-required vehicle emissions test may be eligible for up to \$600 to repair or \$3,500 to replace their automobiles through the AirCheckTexas Drive a Clean Machine Program. Income guidelines and other requirements are available at NCTCOG.org/airchecktexas. To help auto dealerships, repair shops, local governments and nonprofits promote the program, NCTCOG developed a toolkit, available at NCTCOG.org/trans/air/act/toolkit.

Calendar

September 7, 8:30 am
TRTC

Fort Worth Intermodal Transportation Center
1001 Jones St.
Fort Worth, TX 76102

September 8, 1 pm
Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

September 9, 11 am
DRMC

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

September 23, 1:30 pm
Surface Transportation Technical Committee

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011



North Central Texas
Council of Governments

Officials celebrate TEX Rail groundbreaking



FWTA photo

Ground has been broken on TEX Rail, which will debut in 2018.

Construction of the TEX Rail project, one of Tarrant County's most anticipated transportation projects in years, is underway. Ground was broken in August on the \$996 million, 27-mile commuter-rail line that will connect Fort Worth to Dallas/Fort Worth International Airport. It will include stations in North Richland Hills and Grapevine.

On August 24, the Fort-Worth Transportation Authority was joined by public officials from throughout Tarrant County for a series of groundbreaking ceremonies for the service, which will connect many of the county's residents and businesses to the airport via passenger rail.

TEX Rail, which is scheduled to debut in late 2018, will run from the T&P Station in downtown Fort Worth, through North Richland Hills and Grapevine, terminating at Terminal B at DFW Airport. TEX Rail trains are projected to carry 8,000 passengers among nine rail stations daily. By 2035, ridership is expected to grow to 13,000, according to FWTA.

Along with a new transportation option for many, there will be many opportunities for transit-oriented developments around the TEX Rail stations. This project is a top priority laid out in FWTA's master plan, which seeks to connect more people to more places via public transportation.

On the eastern side of the region, Dallas Area Rapid Transit has offered light-rail service to DFW Airport along its Orange Line route since 2014.

For more about TEX Rail, visit TEXRail.com.

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

Dallas streetcar extension to Bishop Arts District opens



DART photo

The Dallas streetcar's Bishop Arts extension opened August 29.

The next phase of the Dallas Streetcar project opened in August, with the extension to the popular Bishop Arts District in Oak Cliff. The total line now boasts six stations, stretching 2.5 miles, from Union Station to the corner of Zang Boulevard and Davis Street, at the east end of the Bishop Arts District. The streetcar, which remains free to ride, is also running more frequently, operating every 20 minutes between 9:30 am and midnight. The 1.6-mile streetcar starter line, between Union Station and Methodist Dallas Medical Center, opened last year with help from a federal grant award from the Transportation Investment Generating Economic Recovery (TIGER) Program. The next development phase of the line is an extension to the Kay Bailey Hutchison Convention Center. Ultimately, transportation officials would like to extend the line to Olive Street, enabling a direct connection to the McKinney Avenue Trolley.

Region's TEXpress Lanes offer efficient alternative

TEXpress Lanes are part of the solution to the long-standing problem of heavy congestion during peak hours in the Dallas-Fort worth area. These lanes allow drivers to choose a reliable, low-stress commute along some area roadways in exchange for a toll. Currently, TEXpress Lanes are open on the DFW Connector, LBJ Express, North Tarrant Express and Interstate Highway 30. The lanes also allow transportation planners and engineers to manage the demand in a way that benefits the entire corridor. The addition of TEXpress Lanes has led to increased capacity in these corridors and reduced congestion in general-purpose lanes.

Data collected from two corridors indicates how well the new lanes are working. With more capacity along the LBJ Express and NTE, speeds have increased from 50 mph before construction began to 60 mph today. Speeds in the TEXpress Lanes range from 65-75 mph throughout the day. The lanes are also popular, enjoying a 71 percent approval rating. During construction of the North Tarrant Express and LBJ Express, many motorists took alternate routes in search of greater reliability. Since these projects were completed, vehicles have returned, exceeding pre-construction levels by 14 percent on LBJ and 36 percent on NTE. TEXpress Lanes are gaining popularity for motorists looking for safe, reliable ways to move through the rapidly growing region. Over 6 million different vehicles have traveled on the LBJ and NTE TEXpress Lanes, with new drivers trying the lanes each day. In fact, 36 percent of users are new each month. Many are using the lanes when they have time-sensitive events and need the reliability managed lanes can provide.

Income seems to be less of a factor in determining whether to use the lanes than conventional wisdom suggests. Although many believe that the lanes are used more frequently by luxury vehicle drivers, the most popular car makers on TEXpress Lanes are Toyota, Ford and Honda.

ELECTRIC VEHICLES

North Texas seeks to set new participation mark

State Rep. Giovanni Capriglione will address electric vehicle enthusiasts during the annual National Drive Electric Week event September 17 at Grapevine Mills mall. Organizers hope the 2016 gathering will be even bigger than last year's record-breaker.

North Texas electric vehicle owners set the Texas mark for most EVs in one place at the same NDEW event last year, and preparations are underway for an even bigger blow out.

The North Central Texas Council of Governments and Dallas-Fort Worth Clean Cities Coalition encourage North Texans to witness another record-breaking gathering and learn about these EVs and EV charging at this year's DFW NDEW event.

North Texans of all ages can get up close and personal with cutting-edge EV technology and participate in fun hands-on activities. Additionally, there will be ride-and-drive opportunities for available EV models, entertainment and a chance win the use of an EV for a day.

Additional information and registration details can be found at www.dfwcleancities.org/ndew.

Improve AQ by walking, biking to school

Walking and bicycling are fun, easy ways for kids to get to school energized and ready to learn. Furthermore, walking and biking equals less traffic congestion and air pollution around your neighborhood school.

Each day, about 1,800 pounds of nitrogen oxide emissions are released from school buses alone. Children are particularly susceptible to this harmful pollution, which is known to trigger asthma attacks.

To encourage more kids to safely walk and bicycle to school, local schools from Denton to Dallas to Fort Worth have started walking school buses, and more than 100 schools have participated in International Walk to School Day held each year in October.

Resources on how to start a walking school bus or host a Walk to School Day event at your school can be found at NCTCOG.org/schools/resources.

To learn useful tips on how you can bike, walk, and drive safely, visit LookOutTexans.org.



Idle-reduction strategies— Your help needed

Idling reduces fuel economy, costs you money and contributes to harmful ozone-forming emissions.

NCTCOG is looking for ways to make regional anti-idling programs more effective, and we need your help.

The short, seven-question survey linked below provides an opportunity for you to tell us what type of vehicles are most important to target, what messages are most effective and areas where idling is most crucial to reduce.

Take the survey at SurveyMonkey.com/r/NCTCOGIdleReduction

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

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

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

13,000

Projected daily ridership of the TEX Rail commuter service by 2035. The 27-mile route is expected to be completed by 2018.

PUBLIC *Involvement*

Input sought on 10-year plan, work program

Residents are encouraged to provide input on a series of transportation topics during public meetings in September. The regional 10-year plan, Unified Planning Work Program modifications for fiscal years 2016 and 2017, fleet-funding opportunities and DFW Connector Pilot Program marketing efforts will be presented at 6:30 pm Sept. 12 in Bedford, 2:30 pm Sept. 14 in Arlington and 6:30 pm Sept. 20 in Dallas.

North Central Texas Council of Governments staff members are working on a 10-year planning effort in coordination with regional partners and the Texas Department of Transportation district offices. A map showing the progress from previous 10-year efforts will be presented for public review and comment. Input will also be sought on projects and priorities for the next 10 years.

NCTCOG is also responsible for the UPWP, a summary of transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Modifications to the UPWP will be provided for review and comment.

Finally, presentations will be given on Fleets for the Future, a regional procurement effort for alternative fuel vehicles; and the DFW Connector Pilot Program, a marketing effort initiated by North Texas Tollway Authority and NCTCOG to encourage TollTag usage in the DFW Connector area.

Modifications to the list of funded projects, National Drive Electric Week and Joining Forces: Aligning Community & Military Missions will also be highlighted. For more information on the meetings or to watch a video recording of the Arlington meeting, visit NCTCOG.org/input.

Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas