

AGENDA

**Regional Transportation Council
Thursday, February 9, 2017
North Central Texas Council of Governments**

11:30 am Workshop on Modern Day "People Mover" and Arlington Transit Concepts Resulting from High-Speed Rail

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

1:00 – 1:05 1. Approval of January 12, 2017, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Ron Jensen, RTC Chair
Item Summary: Approval of the January 12, 2017, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A

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

2.1. Unified Planning Work Program Modifications
Presenter: Dan Kessler, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2016 and FY2017 Unified Planning Work Program (UPWP) will be requested.
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017. Amendments to this document are being proposed to reflect new projects, a funding adjustment, and text updates to clarify project funding sources. The proposed amendments have been presented to the public through the December 2016 public input opportunity and are also included as [Reference Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#). The Surface Transportation Technical Committee has recommended RTC approval.

2.2. TEXRail Contingency Loan Not Needed
Presenter: Michael Morris, NCTCOG
Item Summary: The Regional Transportation Council (RTC) will be asked to remove funding from the short-term contingency loan to the Fort Worth Transportation Authority (FWTA) for construction of the TEXRail project.
Background: In May 2016, the RTC approved a short-term \$80 million

cash flow loan to FWTA for the TEXRail project while a Full Funding Grant Agreement (FFGA) was pending approval by the Federal Transit Administration (FTA). On December 15, 2016, FWTA signed the FFGA with FTA. Therefore, the loan option extended to FWTA by the RTC is no longer needed, and staff proposes to remove the funds through the next Transportation Improvement Program modification cycle.

1:05 – 1:20

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

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

1. Texas Department of Transportation Presentation Recognition
2. Regional Transportation Council Transit Call for Projects ([Electronic Item 3.1](#))
 - Funding to increase job access for low-income individuals
 - Funding to increase mobility options for seniors and individuals with disabilities
3. Access North Texas Fact Sheet ([Electronic Item 3.2](#))
4. Deadline for Metropolitan Transportation Policy Bundle Survey, Final Submittal: March 3, 2017
5. Quarterly East/West Equity Report ([Electronic Item 3.3](#))
6. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.4](#))
7. Dallas-Fort Worth Clean Cities Annual Reports Due March 1: Reminder ([Electronic Item 3.5](#))
8. City of Euless Featured in Fuel Fix Magazine for Idle Reduction Efforts ([Electronic Item 3.6](#))
9. Budget Freeze for Environmental Protection Agency Items
10. Recent Correspondence ([Electronic Item 3.7](#))
11. Recent News Articles ([Electronic Item 3.8](#))
12. Transportation Partners Progress Reports

1:20 – 1:30

4. **Additional Information on Naming Rights for SH 360 South of IH 20**

Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG

Item Summary: Selected Regional Transportation Council (RTC) members inquired about the process of naming a roadway in the region, specifically SH 360. They requested the appropriateness of the RTC to take action.

Background: The RTC is partnering to construct SH 360 as a toll road south of Sublett Road. The partners are cities along the corridor, the county, the Texas Department of Transportation, and the North Texas Tollway Authority (NTTA). Some local governments are interested in naming the roadway for Senator Chris Harris, an avid advocate for the facility for several decades. North Central Texas Council of Governments staff will discuss two approaches for the roadway to be named. One approach is that the roadway be named by NTTA and the other by the Texas Legislature. Senate Bill (SB) 558 has been introduced by Senator Kelly

Hancock to name the facility Senator Chris Harris Memorial Highway. [Electronic Item 4](#) contains a copy of SB 558.

- 1:30 – 1:40** 5. **Support Letters to the United States Secretary of Transportation: Opportunity for Partnership and Request for High-Speed Rail Funding**
 Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG
Item Summary: The Regional Transportation Council (RTC) is advancing two initiatives. The first initiative welcomes the United States (US) Secretary of Transportation and outlines regional areas of success to potentially assist the nation. The second advances funding for high-speed rail in the Fort Worth/Arlington/Dallas corridor. Staff will request approval of letters to the US Secretary of Transportation.
Background: As presented at the January 12, 2017, RTC meeting, the first of the top five policy initiatives for 2017 was to introduce the region and its success to the US Secretary of Transportation. The second item, RTC emphasis area three, is to request high-speed rail federal discretionary funds for the high-speed rail section between Fort Worth, Arlington, and Dallas. [Reference Item 5.1](#) and [Reference Item 5.2](#) contain proposed letters of support.
- 1:40 – 1:50** 6. **Federal and State Legislative Update**
 Action Possible Action Information Minutes: 10
Presenter: Amanda Wilson, NCTCOG
Item Summary: The Regional Transportation Council (RTC) will receive an update on federal and State legislative actions.
Background: The first session of the 115th United States (US) Congress convened on January 3, 2017, and the Texas Legislature convened on January 10, 2017. Transportation issues will be a focus for both the US Congress and Texas Legislature. This item will allow staff to provide updates on key positions of the RTC and allow any additional positions to be taken, if necessary.
- 1:50 – 2:00** 7. **Follow Up from the Workshop on Modern Day "People Mover" and Arlington Transit Concepts Resulting from High-Speed Rail**
 Action Possible Action Information Minutes: 10
Presenters: Michael Morris and Kevin Feldt, NCTCOG
Item Summary: An overview of the Workshop held prior to the Regional Transportation Council (RTC) meeting will be presented.
Background: Last month, the RTC discussed the role the City of Arlington will play in high-speed rail. This item will be discussed in a broader conversation on modern day "people mover" systems.
- 2:00 – 2:10** 8. **Regional 10-Year Plan: Technical Analysis for the IH 30/IH 635 Interchange**
 Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG
Item Summary: North Central Texas Council of Governments (NCTCOG) staff will provide the Regional Transportation Council (RTC) with an

update regarding the technical analysis requested at the December 2016 RTC meeting regarding the IH 635/IH 30 Interchange.

Background: In response to a comment regarding the Regional 10-Year Plan at the December 2016 RTC meeting, NCTCOG staff committed to work with the Texas Department of Transportation (TxDOT) to provide a technical analysis on the IH 635/IH 30 Interchange. The purpose of this analysis is to determine whether a full reconstruction of the interchange is required immediately to meet the transportation needs of the area, or if another option will suffice. Staff will provide an update on the analysis. [Electronic Item 8](#) contains additional comments NCTCOG staff presented at the January 31, 2017, TxDOT public hearing on IH 635. NCTCOG will outline the process to maximize revenue for all of IH 30.

2:10 – 2:20

9. **December 2016 Texas Mobility Summit Overview, February 2017 Automated Vehicle Demonstration and Roundtable, and Region Named Automated Vehicle Proving Ground**

Action Possible Action Information Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will provide an update on vehicle technology initiatives in the Dallas-Fort Worth region.

Background: The Texas Mobility Summit in early December 2016 was an opportunity for teams from Texas metropolitan areas to work through transportation challenges and share their proposed solutions with their peers, the Texas Department of Transportation, and representatives from the private sector. The region fielded two teams that submitted presentations: 1) Team Arlington, which focused on creative ways to improve mobility in that city, and 2) Team DFW, which focused on improvements to the IH 30 corridor between Dallas and Fort Worth. The participants in the Mobility Summit then worked together on a statewide application for United States Department of Transportation (USDOT) designation of a Texas network of automated proving grounds. USDOT accepted the application—one of ten in the US out of over 60 submissions. The Texas proving grounds include: 1) the University of Texas Arlington campus for low-speed; 2) Arlington streets for medium-speed; and 3) the IH 30 corridor for high-speed deployments. On February 2, 2017, the North Central Texas Council of Governments cohosted with Arlington a demonstration on an automated vehicle by the Alliance for Transportation Innovation. The event was open to the public, received extensive media coverage, and attracted much public interest.

2:20 – 2:30 10.

Fiscal Year 2017 Federal Highway Administration 10 Year Preliminary Engineering Audit

Action Possible Action Information Minutes: 10
Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will update the Council on the latest developments in regards to projects subject to the Fiscal Year (FY) 2017 Federal Highway Administration (FHWA) Preliminary Engineering (PE) Audit.

Background: The Texas Department of Transportation (TxDOT) District staff has begun coordination efforts with the North Central Texas Council of Governments (NCTCOG) and local implementing agencies on the FY2017 FHWA PE Audit. The purpose of this audit is to review all projects that have been funded with federal funds for engineering, but have not moved on to the next phase of implementation. If a project has not moved on to the next phase by the tenth year, the State (or implementing agency) will have to repay the engineering funds. A list of all current projects subject to the FHWA PE Audit is included in [Electronic Item 10](#). Additional information regarding the audit and timeline will be presented at the meeting.

11. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 11.1](#))
- STTC Attendance and Minutes ([Electronic Item 11.2](#))
- Local Motion ([Electronic Item 11.3](#))

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

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

14. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, March 9, 2017, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
January 12, 2017**

The Regional Transportation Council (RTC) met on Thursday, January 12, 2017, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Sara Bagheri, Loyl Bussell (representing Brian Barth), Carol Bush, Mike Cantrell, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Brian Loughmiller, David Magness, Scott Mahaffey, Maher Maso, B. Adam McGough, Ann Zadeh (representing Cary Moon), Stan Pickett, Mark Riley, Mohamed "Mo" Bur (representing Kelly Selman), Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., Oscar Ward, Bernice J. Washington, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, Erik Wilson, and W. B. "Zim" Zimmerman.

Others present at the meeting were: Vickie Alexander, David S. Arbuckle, Sia Ardekani, John Baker, Melissa Baker, Berrien Barks, Carli Baylor, Bryan Beck, Adam Beckom, George Behmanesh, Chris Bergeron, Kenny Bergstrom, Natalie Bettger, Brandi Bird, David Boski, Sheri Boyd, Kristina Brevard, Bob Brown, Jesse Brown, Ron Brown, Pamela Burns, Kevin Butler, David Cain, Marrk Callier, Byron Campbell, Jack Carr, Angie Carson, Dixie Cawthorne, Sarah Chadderdon, Mike Coleman, Michael Copeland, Mike Curtis, Clarence Daugherty, Shelley Davis, Brian Dell, Kim Diederich, Jerry Dittman, David Dryden, Mike Eastland, Chad Edwards, Kevin Feldt, Keineth Fuller, Bob Golden, Martin Gonzalez, Mark Goode, Christie Gotti, Wade Haffey, Fola Hammones, Ron Hartline, Tony Hartzel, Rebecca Hernandez, Jesse Herrera, Axel Herrmann, Mark Hilderbrand, Jim Hinderaker, Jodi Hodges, Mark Holliday, David Hosseiny, Ann-Claire Karalyos, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Ruben Landa, Sonya Landrum, Harry LaRosiliere, April Leger, Karina Maldonado, Barbara Maley, Mickey Marlow, Curtistene McCowan, Jeni McGarry, Keith Melton, Cliff Miller, Mindy Mize, Cesar Molina, Erin Moore, Michael Morris, Sterling Naron, Mark K. Nelson, Markus Neubauer, Kristi Padon, Nick Page, James C. Paris, Ricardo Pezo, David Plutowski, John Polster, James Powell, Fred Pratt, Vercie Pruitt-Jenkins, Chris Reed, Molly Rendon, Bill Riley, Christina Roach, Tito Rodriguez, Carrie Rogers, Kyle Roy, Greg Royster, Moosa Saghian, Steve Sanders, Ed Shackelford, Samuel Simmons, Randy Skinner, Gerald Sturdivant, Vic Suhm, Chris Tolar, Lauren Trimble, Lisa Walzl, Sandy Wesch, Greg White, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Ed Wueste, and Abulkhair Zobayed.

1. **Approval of December 8, 2016, Minutes:** The minutes of the December 8, 2016, meeting were approved as submitted in Reference Item 1. Rob Franke (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A motion was made to approve revisions to the 2017-2020 Transportation Improvement Program provided in Reference Item 2.1.

Oscar Ward (M); Lissa Smith (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris presented items on the Director of Transportation Report. A video celebrating the Texas Department of Transportation's 100 year anniversary was shown. A kickoff celebration will be held at the Texas Transportation Forum in Austin on February 6-7, 2017. Loyl Bussell and Mohamed Bur spoke briefly about the agency. Mr. Morris noted that an Automated Vehicle Roundtable and Demonstration will be held at the Arlington Convention Center on February 2, 2017. Members were encouraged to attend. The Fort Worth Transportation Authority was congratulated for its receipt of the full funding grant agreement for the TEXRail project. Regional Transportation Council members were provided legislative packets for use during the upcoming Legislative Session. Members interested in providing assistance for legislative efforts were asked to contact North Central Texas Council of Governments staff. Current air quality funding opportunities for vehicles were provided in Electronic Item 3.1, and December online public input opportunity minutes were provided in Electronic Item 3.2. Recent correspondence was provided in Electronic Item 3.3, recent new articles in Electronic Item 3.4, and recent press releases in Electronic Item 3.5. Transportation partner progress reports were distributed at the meeting.

4. **Endorsement of High-Speed Rail Environmental Backstop:** Michael Morris presented a recommendation for the endorsement of a high-speed rail environmental backstop. The High-Speed Rail Environmental Impact Study (EIS) is being conducted for high-speed rail between Dallas and Fort Worth by the Texas Department of Transportation (TxDOT) using American Recovery and Reinvestment Act (ARRA) funds. These funds expire September 30, 2017, but the EIS may not be completed by the time funds expire. Staff proposed the Regional Transportation Council (RTC) approve using \$3 million in federal funds to backstop the ARRA funds for TxDOT to continue the study even if ARRA funds expire. It is possible as little as \$1 million may be needed, or Congress may extend the deadline for the use of ARRA funds. If the deadline is extended, the financial backstop may not be necessary. A commitment to backstop the ARRA funding was needed immediately so staff transmitted a letter to TxDOT committing to use \$3 million in Surface Transportation Program funds, provided in Reference Item 4. If approved, RTC officers would sign the letter certifying the RTC's action to endorse staff's commitment. Lee M. Kleinman noted his concern that the current three-station plan does not have a requirement that cities in the plan are transit cities. He added, he would support the item but noted many cities have been paying into a transit system for many years and he believed it would benefit the Council to consider whether membership with a transit agency is an important factor regarding where a high-speed rail station will be planned. Rob Franke, RTC Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Chair noted this is a good topic that should be addressed at the Subcommittee level. Jeff Williams noted the City of Arlington has formed a Transportation Advisory Committee to explore the future of public transportation in the city. He added, the City of Arlington has promoted tourism that benefits all of the region and desires to be partners in regional efforts. Michael Morris noted he has been invited to speak to the City of Arlington Transportation Advisory Committee. If a high-speed rail station is located in Arlington, the RTC's position is that north-south rail connections to the Centerport Station and into the Dallas/Fort Worth International Airport will be necessary. The Subcommittee-level policy discussion should be whether the RTC will reaffirm its position that to have a high-speed rail station, there must be an ability to unload passengers with a technology that will take the passengers to their final destination and a financial mechanism and institutional structure to ensure its implementation. Sandy Greyson asked if there is a target date for completion of the City of Arlington's Transportation Advisory Committee's discussions. Mr. Williams noted the effort is expected to be completed in September 2017, with recommendations possibly in the interim. Bernice J. Washington discussed the importance

of working together regardless of the past to produce greater outcomes for everyone in the future. She encouraged members to remain open minded. A motion was made to endorse North Central Texas Council of Governments staff's commitment to use \$3 million in Surface Transportation Program funds to backstop the American Recovery and Reinvestment Act funds, if needed, for completion of the High-Speed Rail Environmental Impact Study for high-speed rail between Dallas and Fort Worth as detailed in Reference Item 4. Rob Franke (M); Mike Cantrell (S). The motion passed unanimously.

5. **Partnership with Workforce Development Agencies in Training for Drivers Replaced by Advanced Technology:** Michael Morris discussed a potential partnership with workforce development agencies to address drivers that could be replaced by the advance of transportation-related technology. This topic was requested by Regional Transportation Council (RTC) member Lee M. Kleinman. As technology advances in the region, drivers may be replaced with less qualified drivers due to the technology. If approved, this item will permit staff to engage the North Central Texas Council of Governments, Tarrant County, and Dallas County workforce development boards and technology staffs to prepare for the transition of technology in transportation. A similar study was completed with the aviation industry in which staff quantified the turnover of air traffic controllers, the lack of jet engine mechanics, and the lack of future pilots. In the aviation analysis, there was significant staffing shortfalls and since that time entities have focused on grassroot efforts to encourage youth's interest in aviation careers through science, technology, engineering, and math. Approval would permit RTC staff to contact the technology entities and workforce development boards, work for 90-120 days to develop a work plan, and bring the results back to the RTC to determine what role, if any, the RTC will play in identifying or quantifying the need and/or communicating possible resolutions. Lee M. Kleinman noted that although the issue is workforce related, it is caused by advances in transportation technologies and efforts may be necessary to see a continuation of jobs for people who may be replaced by those future technologies. A motion was made for the Regional Transportation Council to recommend that North Central Texas Council of Governments staff and local workforce development boards begin to look into and plan for the transition of drivers replaced by advanced technology to alternate jobs in the future so that the region does not disenfranchise a large group of the community that has provided service as drivers for the last century. Lee M. Kleinman (M); Erik Wilson (S). The motion passed unanimously.
6. **High-Speed Rail Status Report:** Kevin Feldt provided a status report on high-speed rail initiatives in the region. In December 2016, a Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting was held. At the meeting, Texas Central Partners presented an update on the Houston to Dallas high-speed rail project. A change in the entity's upper management was discussed. This change signals a transition to the construction phase of the project. Texas Central Partners is in the process of conducting a voluntary land option purchase program to identify land owners who are willing to sell their property. The focus is on high-confidence sections in which the proposed alignment is not expected to deviate. In addition, the Environmental Impact Statement (EIS) for the Houston to Dallas project is underway and Texas Central Partners is coordinating efforts on the state and federal level, as well as with local agencies. The draft EIS is expected to be completed during the first quarter of 2017, with the final EIS completed in late 2017 and a Record of Decision in early 2018. Artist renderings of the potential facility around the IH 20/IH 45 Interchange area were shown. Mr. Feldt also provided an overview of current North Central Texas Council of Government (NCTCOG) efforts regarding the Dallas-Fort Worth (DFW) Core Express Service project. Efforts are focused on learning from the Request for Information (RFI) responses and working with the Texas Department of

Transportation (TxDOT) to advance the EIS for the project. In addition, Requests for Proposals were issued in the fall for three station area planning studies. A total of 25 proposals were received. Gateway Planning has been selected as the consultant for the Fort Worth planning study; WSP|Parsons Brinkerhoff has been selected for the Arlington planning study; and Lockwood, Andrews, and Newnam has been selected for the Dallas planning study. WSP|Parsons Brinkerhoff is also working on the EIS for the DFW Core Express Service project with TxDOT, and staff has ensured the EIS and the station area planning study are independent from one another. The results of the three studies will inform the DFW Core Express Service Environmental Impact Statement in order to more precisely determine the preferred station locations and ensure regional connectivity. NCTCOG's role is identifying the best alignment between Dallas and Fort Worth and coordinating with consultants regarding the best station location for each of the three cities. The next steps will include coordination with local governments, completion of the alignment study, and formation of a study review committee for each project. Two study review committee meetings have been scheduled: January 25 in Fort Worth and January 26 in Arlington. The three projects are anticipated to be completed in July 2017. Mr. Feldt also discussed the recent Request for Information. The purpose of the RFI was to inform the region regarding best practices as identified in other parts of the world and to gauge project implementation interest. A total of 16 respondents with a variety of expertise expressed interest. As part of the next steps, responses will continue to be reviewed. Staff will continue to learn about the high-speed rail implementation process, develop a DFW implementation strategy, and request federal funding to construct the system. Michael Morris provided an observation from the recent Transportation Research Board meeting. It appears the incoming Administration would like to advance infrastructure in the country, and there is possible interest in the projects submitted in 2014 to the Secretary of Transportation. In the fall, staff discussed with the Congressional Delegation the advancement of capitol gap funding for the Dallas-to-Fort Worth high-speed rail section. He added, the region is working on all options to advance consensus on building high-speed rail between Dallas and Fort Worth, with eventual connection to Houston and to Austin/San Antonio. Nothing is being left on the table. High-speed rail is expected to be an important item of discussion within the Legislative Delegation and staff will keep the RTC updated. Erik Wilson discussed the importance of integrating all forms of transportation modes at the high-speed rail station locations. Mr. Feldt noted two components of the station area planning studies: 1) access to stations and 2) economic development opportunities surrounding the stations. The two components will help guide the recommended station locations.

7. **Top Five Regional Transportation Council Policy Initiatives for 2017:** Michael Morris summarized the top five Regional Transportation Council (RTC) policy initiatives for 2017 as presented at the January 2017 joint meeting of the Dallas Regional Mobility Coalition and Tarrant Regional Transportation Coalition. The first item is the possibility of a new federal initiative on transportation. It is anticipated that the incoming Administration is interested in advancing transportation infrastructure. The region has projects that are ready for implementation in the event that funding becomes available. The second initiative is the RTC's partnership with the Texas Department of Transportation (TxDOT). The partnership is visible through the receipt of the \$6.9 billion in funding that was formula allocated from the Texas Transportation Commission. Bill Hale, TxDOT Chief Engineer, has asked the local districts and North Central Texas Council of Governments (NCTCOG) staff to meet in January to discuss the TxDOT/RTC partnership so that other areas in the state can learn about the benefits of an integrated team. In addition, coordination is ongoing as staff gains consensus on the \$6.9 billion in projects. Selection is not the end of the process; projects must proceed to implementation. The third initiative is high-speed rail, the details of which

were presented earlier in the agenda. This is an opportunity to connect the fourth and fifth largest regions of the United States through a high-speed rail corridor. The fourth initiative is the 85th Texas Legislature. The final initiative is related to efforts on the TEXRail project, the Cotton Belt, how Coppell and the Dallas/Fort Worth International Airport can participate in the funding partnership to make the connection from the AB Station to Richardson/Plano, and a potential integrated new transit technology guideway. New options for seamless connections will be introduced, such as advancing the rail system to the next generation. The region has done a good job integrating passenger rail on freight corridors, light rail is primarily on its own corridor, and people-mover systems are primarily in their own corridor. The question is whether technology can provide options to create a people-mover system that could be a driverless vehicle that does not operate in a guideway but in a corridor and potentially move commodities in the same corridor. A meeting of the people-mover committee previously requested by Kathryn Wilemon, will be requested to begin focusing on cost effective next generation corridors. Staff requested that members provide guidance on the items discussed. Bernice J. Washington asked how much of the region's strategy will be shared. Mr. Morris noted that TxDOT partnerships with all regions of the state are beneficial to everyone. The strategies shared will allow other metropolitan planning organizations to learn the importance of partnerships with TxDOT.

8. **Introduction of New Institutional Needs:** Michael Morris introduced new institutional needs for the region to be discussed as partnerships and potential legislative options are being contemplated for the 85th Texas Legislature. He highlighted examples such as the potential creation of a local government corporation to implement high-speed rail within the region and the idea of a metropolitan planning organization (MPO) public sector credit union bank as discussed in 2008. Mr. Morris reviewed a slide regarding federal and State legislative balance. The federal government is interested in expanding National Infrastructure Banks, Transportation Infrastructure Finance and Innovation Act (TIFIA) loans, and other innovative ways to build and cash flow projects. Efforts will likely include a mixture of instruments such as tools and tolls, as well as pay-as-you go. Efforts in State government have moved in the direction of pay-as-you go. Proposition 1 and Proposition 7, as well as other potential funds, cannot be used for tolled projects. In addition, tools and tolls may not be available to the State since many of those options expire in 2017. These examples demonstrate how the federal and State government seem to be moving in opposite directions. Mr. Morris also discussed core principles for the MPO referred to as the 7 Ps: 1) partnerships that help with communication, 2) policies, 3) programs, 4) projects, 5) plans, 6) performance, and 7) public outreach. Issues do not always have to be solved with a project, but can potentially be solved through policies, plans, or public outreach. He noted that he believes institutional structures may be a topic of discussion in both the State and federal government. For example, managed lanes are about getting projects funded, having a guaranteed speed, and the place for early deployments of advanced technology of vehicles. To accomplish this, perhaps a State process should be developed where State revenues are focused on non-tolled projects. Through the federal process, funds could be provided to the Texas Department of Transportation (TxDOT) who will potentially seek direction from the MPO on whether a tolled option should be considered. Other regions of the state may not be interested. However, if the federal government is going to offer access to a portion of the discretionary funding or to participate in implementation, the region will want to have the tools to do so. Similar to what is happening in high-speed rail, for which the high-speed rail project is not considered TxDOT's main focus, there may be an opportunity to delegate a project to local MPOs to determine their interest in a project. The presented structure permits this option to exist which leads back to the MPO as the potential broker of a public sector credit union bank. In order for the region to avoid losing opportunities from

the State or federal government, the RTC must work on potentially new State and/or federal processes should the opportunity occur. Mr. Morris requested that members think about potential options. Staff will work on options to maximize the institutional structure with focus on outcomes and provide details at a future RTC meeting. He added that a copy of the presentation will be provided to RTC members following the meeting.

9. **Clean Cities Annual Report and Fleet Recognition:** Mindy Mize provided an overview of the Dallas-Fort Worth Clean Cities (DFWCC) Annual Report and the Clean Fleet Policy. The North Central Texas Council of Governments (NCTCOG) has been the host organization for DFWCC since 1994. The program was started by the United States Department of Energy (DOE) to increase energy security and reduce petroleum consumption in the transportation sector. Clean Cities coalitions are required to complete reports to the DOE annually. In order to achieve better response rates from local fleets, NCTCOG and DFWCC linked the annual report to the Clean Fleet Policy and also created the Outstanding Fleet Recognition Program. Through the Metropolitan Transportation Plan Policy Bundle, a list of voluntary policies are available and three of the policies focus on air quality items. One of those policies is the Clean Fleet Policy. Adoption of the Clean Fleet Policy provides a framework for reducing emissions, increasing fuel economy, partnering with NCTCOG and DFWCC on activities, and training staff. Providing annual reports also makes entities eligible for air quality funding and potential recognition as an outstanding fleet through the recognition program. A map was highlighted that showed current fleets that have adopted the Clean Fleet Policy. Once the policy is adopted, entities are included in the Clean Cities annual report. The report addresses and helps meet the minimum goals of the Clean Cities program to save 2.5 billion gallons of petroleum per year by 2020. In addition, the DOE challenges each coalition to increase petroleum reduction by 15 percent every year. The annual reporting and Clean Fleet Policy are a combined effort. The report is due March 1 annually. The Clean Cities program is on track to meet the 2.5 billion reduction by 2020. As of 2014, the reduction was at 1 billion and trending upwards. A graph highlighting the 2015 petroleum reduction from the annual Clean Cities report was shown. Once 2016 data is received, there is expected to be a 23 billion gallons reduction. The goals of the Clean Fleet Policy help staff to develop the fleet recognition criteria of emissions reduction, fuel reduction, partnership, and familiarity with air quality and petroleum reduction goals. Outstanding fleets can be recognized as gold, silver, or bronze fleets. Examples of effort promoted through the recognition are anti-idling policies for fleets, workshop and training attendance, and annual reporting. At the December 2016 annual meeting, the Cities of Euless, Carrollton, and the Town of Addison received the silver award; and the Cities of Coppell, Fort Worth, Grapevine, Richardson, Rockwall, Southlake, Town of Flower Mound, Dallas Area Rapid Transit, and Denton Independent School District received the bronze award. Details were provided in Electronic Item 9.
10. **TEXpress Lanes Education Campaign:** Amanda Wilson provided an update on the TEXpress Lanes Education Campaign, an ongoing effort in 2016 with regional transportation partners throughout the Dallas-Fort Worth region. North Central Texas Council of Governments (NCTCOG) staff has coordinated with the Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), and operators of the managed lane facilities. Efforts began in January 2016 following a workshop requested by former Regional Transportation Council (RTC) Chair Judge Mark Riley, Parker County during which members identified messaging and communication needs to help the public better understand managed lanes. Meetings were held with transportation agency public information officers throughout 2016 and a communication plan focused on messaging was developed. In addition, collateral material is being produced and staff hopes to have this

material available within the next few weeks for distribution to members. Comments from the workshop and agencies suggested the efforts be explicit about the benefits of the TEXpress lanes and connect directly with the users as individuals. Other key points were the use of real world testimonials and educational components such as how to use lanes and why the lanes were created. Many people travel on the same corridor everyday so there is interest to know specifics about the lane an individual will primarily use. Analogies and humor were other points discussed by RTC members in an effort for the message to resonate with users. Staff has developed eight key talking points: 1) options for drivers who want a more reliable commute, 2) a reliable choice with a predictable travel experience, 3) lowers the stress of commuting, 4) produces far-reaching benefits, 5) easy to use, 6) TollTag, TxTag, or EZ Tag customers and carpoolers get the lowest toll rates, 7) payment is easy, and 8) corridors with TEXpress lanes have been improved or completely rebuilt. Ms. Wilson noted an expanded version of the talking points will be provided to all RTC members. In addition, she highlighted materials that have been produced. Products focused on the stakeholder include a presentation with a script, a pocket card highlighting the campaign, a white paper focusing on the benefits of the lanes, and a list of myths and facts. Staff continues to work on economic development indicators. For the general public, real world testimonials, social media messages, short articles, humorous videos, and other educational elements have been developed. All of the material leads back to a regional website: www.TEXpresslanes.com. A real world testimonial video was shown at the meeting. She encouraged those interested in providing additional testimonials to contact staff. Focus will turn to next steps and include finalizing communications plan elements, providing RTC members with an online toolkit for presentations and meetings with stakeholders, working with partners to distribute general public elements, and proactively scheduling opportunities to distribute the information to the community.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 11.1, Surface Transportation Technical Committee attendance meeting 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, February 9, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:05 pm.



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

TO: Regional Transportation Council

DATE: February 2, 2017

FROM: Dan Kessler
Assistant Director of Transportation

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

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

Listed below, and in the following attachment, are proposed modifications to the FY2016 and FY2017 UPWP. Included in these amendments are new initiatives, a funding adjustment, and text updates to clarify project funding sources. The proposed modifications were presented to the public through the December 2016 online public input opportunity. No public comments were received. The Surface Transportation Technical Committee approved the modifications at their January 27, 2017, meeting.

Funding Source Modifications

Various Projects in Tasks 2, 3, and 5 – Update text in various projects to include additional sources of project funding as outlined in the table below:

Subtask	Subtask Title	Proposed Funding Source Adjustments
2.01	Travel Forecasting Support – Development of a Regional Dynamic Traffic Assignment (DTA) Model	Add local funds as a source of matching funds
2.01	Travel Forecasting Support – Regional Traffic and Travel Data Collection Airport Passenger Survey Transit Travel Survey External Travel Survey Toll Road User Survey Speed Data Traffic Count Data	Add local funds as a source of matching funds

Subtask	Subtask Title	Proposed Funding Source Adjustments
3.03	Air Quality Management and Operations – Enforcement Activities	Add Regional Transportation Council Local funds as a source of matching funds
3.04	Transportation and Air Quality Communications – Clean Cities Program	Add Regional Transportation Council Local funds as an additional funding source
3.06	Transit Operations – FTA Urban Funding Grant Administration	Add Congestion Mitigation and Air Quality Improvement Program funds as an additional funding source
5.03	Land-use/Transportation Initiatives – Sustainable Development (2009-2010 infrastructure and planning projects)	Add Transportation Development Credits as a source of funding match for staff oversight activities
5.03	Land-use/Transportation Initiatives - Bicycle and Pedestrian Planning (Bicycle/ Pedestrian Sustainable Development Initiatives)	Add Transportation Development Credits as a source of funding match
5.03	Land-use/Transportation Initiatives – Bicycle and Pedestrian Planning (Bicycle/ Pedestrian infrastructure projects)	Replace Regional Transportation Council Local funds as the funding source for staff oversight with Surface Transportation Program – Metropolitan Mobility funds and Transportation Development Credits
5.05	Congestion Management and Operations – Value Pricing Pilot Program	Add Regional Transportation Council Local funds as a source of matching funds
5.05	Congestion Management and Operations - Freeway Incident Management (FIM) Training	Add local funds as an additional funding source
5.05	Congestion Management and Operations – Regional Traffic Signal Retiming Project	Add Texas Department of Transportation funds as a source of funding match

Other Modifications That Have Received Previous Regional Transportation Council Approval Action (e.g., via the Transportation Improvement Program [TIP])

- 1.04 Program Administration – Computer System Administration and Application Coordination – 2017 Aerial Photography Data Collection (New initiative – add project and program \$724,000 STBG and \$181,000 TxDOT funds to support 2017 aerial photography data collection)
- 5.03 Land-use/Transportation Initiatives – Fort Worth Active Transportation Plan (New initiative – add project and program \$27,000 RTC Local and \$23,000 local funds for FY2017 to support the development of a citywide Active Transportation Plan)

- 5.03 Land-use/Transportation Initiatives – DART Red and Blue Lines TOD Planning Study (New initiative – add project and program \$40,000 FTA, \$8,500 RTC Local and \$1,500 local funds for FY2017 to support Transit Oriented Development planning around 28 DART Red and Blue Line Light Rail Stations)
- 5.05 Congestion Management Planning and Operations – TxDOT Partnership for Congestion Management (Program the remaining \$2,604,000 CMAQ and \$651,000 TxDOT funds to support the Dallas County Traffic Patrol Program as a strategy to improve the efficiency of the transportation system)

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

jh
Attachments

AMENDMENT #5 TO THE FY2015 AND FY2017 UNIFIED PLANNING WORK PROGRAM

1.04 Computer System Administration and Application Coordination

The overall goal of this subtask is to provide NCTCOG staff with the tools and technical support needed to complete work tasks in an efficient and timely manner.

Regional Aerial Photography – This project will produce high-resolution color digital orthophotography for areas of North Central Texas. Data will be collected using a high-resolution aerial mapping camera and a high-accuracy Global Positioning System. Digital orthophotos will be created using industry-accepted procedures and standards, and image accuracy will be ensured through ground control and surface integration. The resulting photos will be used for a wide variety of planning purposes, including improvements to travel demand modeling, corridor alignment planning, outer loop planning, and population/employment change tracking. In addition, there may be some enhanced aerial photography needs specifically for aviation planning purposes. This work will be supported through Surface Transportation Block Grant program funds and Texas Department of Transportation funds. Anticipated products include:

- Digital orthophotos for use in a wide variety of planning purposes.

2.01 Travel Forecasting Support

Development of a Regional Dynamic Traffic Assignment (DTA) Model

Other Funding Sources

Dynamic Traffic Assignment represents a further improvement upon the existing time-of-day static assignment as it seeks to provide a more detailed means to represent the interaction between travel choices, traffic flows, and time and cost measures in a temporally coherent manner. Specifically, dynamic traffic assignment models aim to describe such time-varying network and demand interaction using a behaviorally sound approach. The foundations for a DTA will be set and its implementation will start using available software applications in the industry. This activity will include the collection of detailed operational data, such as traffic counts by time of day. Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- A DTA model and software integrated in the regional travel model.

Regional Traffic and Travel Data Collection

Other Funding Sources

This element is ongoing throughout FY2016 and FY2017 and includes traffic and travel data collection and surveys. Specific survey initiatives include household, airport, toll road user and external surveys. Data collection initiatives include traffic speed and counts on major roadways. These efforts will result in the creation of several travel databases that will be used in the development of new travel forecasting tools. Major projects in this area are described below:

- Household Travel Survey – NCTCOG, in collaboration with TxDOT, has joined the FHWA-managed National Household Travel Survey (NHTS) 2015 project, which utilizes consultant assistance. Data collection will begin in the fall 2015 and continue in 2016. The estimated overall household samples in the 12-county MPA is expected to be around

7,500. The final survey results will be available in FY2018. NCTCOG staff will also analyze and summarize previous household surveys. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility and local funds, as well as Transportation Development Credits. Anticipated products during FY2016 and FY2017 include:

- Intermediate progress reports; and
 - Various databases.
- Airport Passenger Survey – The NCTCOG airport passenger survey program will continue in FY2016. This program started in FY2014 with a Dallas Love Field survey and continued with two more surveys in FY2015 at Dallas/Fort Worth International Airport (DFWIA) and Dallas Love Field. Love Field was surveyed twice to capture the effect of lifting the Wright Amendment in October 2014. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Consultant assistance will be utilized. Anticipated products include:
 - Intermediate progress reports and a final report; and
 - Various databases.
- Transit Travel Survey – NCTCOG, in participation with DART, The T, and DCTA, conducted a regional transit onboard survey in FY2014 and FY2015. This survey will be heavily used in updating the travel demand model and in the creation of the alternative transit ridership model. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Anticipated products in FY2016 include:
 - Intermediate progress reports; and
 - Various databases which will be available in FY2016.
- External Travel Survey – In cooperation with the Texas Department of Transportation and the Texas Transportation Institute, an external travel survey is planned for FY2016. This survey will include innovative approaches in data collection, such as cellphone location data, Global Positioning System (GPS) data, and the deployment of Bluetooth reader devices in the region. Staff activities in this project will include coordination of the technical process, analysis of data, development of sampling and weighting procedure, and analyzing the data products. Final survey results are expected in FY2018. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Consultant assistance will be utilized. Anticipated products during FY2016 and FY2017 include:
 - Intermediate progress reports; and
 - Various databases.
- Toll Road User Survey – In cooperation with the North Texas Tollway Authority (NTTA), NCTCOG will conduct a survey of toll and non-toll users in several corridors related to the socio-economic characteristics of the travelers and to their trip behavior and their willingness to pay for use of the tolled facilities. This study will also be used in an evaluation of environmental justice related to building the tolled facilities. Final survey results are expected in FY2018. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Consultant assistance will be utilized. Anticipated products during FY2016 and FY2017 include:

- Intermediate progress reports; and
 - Various databases.
- Speed Data – Since 2013, FHWA has provided speed data, collected by HERE, to Metropolitan Planning Organizations. The coverage of this data encompasses the entire NCTCOG region and is delivered on a monthly basis, for five-minute intervals on most roadways. Staff will continue to develop databases for maintenance and use of this massive data. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Anticipated products include:
 - Database of speed on all roadway segments that are part of the National Highway System within the MPA; and
 - Geographical database of the speed data.
- Traffic Count Data – NCTCOG has been acquiring and archiving traffic count data in the region for more than 10 years. This effort will continue in the next two fiscal years. The source of most of these counts is the TxDOT Saturation Count program managed by TxDOT headquarters in Austin. There are significant count data collection projects in the region, managed by TxDOT districts and local governments that can add value to the NCTCOG archive count database. The efforts in this activity are focused on creating cooperative relationships with the local entities, mostly TxDOT districts and cities that collect counts in a way that can be transferred to NCTCOG. The success in this task can be measured through the sustainable flow of data from various entities to NCTCOG. For the duration of this document, staff will focus on obtaining the data from TxDOT districts in the region, cities and NTTA. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Anticipated products include:
 - Set of data files of the traffic counts, which will be used to create final products for general public and data analysts.

3.03 Air Quality Management and Operations

Enforcement Activities

Other Funding Sources

Enforcement is a critical component to ensuring adherence to established policies. Various initiatives are designed to specifically target vehicles producing excessive emissions and not in compliance with automobile emissions standards. Through these efforts, counties will continue to be encouraged to enhance Regional Emissions Enforcement Programs to include other enforcement-related projects, including truck-lane restrictions and idling restrictions. In addition, staff will continue to expand and improve various information systems, and continue to provide training and support to local law enforcement agencies.

Staff will also continue administering the Regional Smoking Vehicle Program (RSVP). Enforcement efforts will be supported by CMAQ funds, STP-MM funds, **Regional Transportation Council local funds**, and Transportation Development Credits. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- Emissions enforcement database enhancements;
- Continued partnerships with law enforcement, State and federal agencies, and other I/M interested parties;
- Periodic meetings and training classes regarding emissions enforcement issues;
- Education and training for both law enforcement and the general public regarding impacts of an integrated single sticker for both vehicle registration and inspection;
- Evaluation of RSVP enhancements; and
- Correspondence and follow-up with vehicle owners regarding RSVP.

3.04 Transportation and Air Quality Communications

Clean Cities Program

Other Funding Sources

The Dallas-Fort Worth (DFW) Clean Cities Program will continue to serve as 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. The program consists of facilitating the deployment of alternative fuel vehicles (AFVs); supporting installation of alternative fuel refueling infrastructure throughout the North Texas region; increasing the use of fuel blends (i.e., diesel/biodiesel and ethanol/gasoline); accelerating sales of hybrid electric vehicles; promoting informed consumer choice on fuel economy; and encouraging the use of idle reduction technologies and strategies. This work element will be supported through CMAQ funds, STP-MM funds, US Department of Energy funds, **Regional Transportation Council Local funds**, Transportation Development Credits, and other funding sources. Consultant assistance may be utilized. NCTCOG will also participate as a subcontractor in the development of curriculum for alternative fuel vehicle training. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- Education, outreach, events, technical guidance, fleet recognition, video/online media, interactive Web site (including hosting and maintenance) and other initiatives;
- Purchase of electronic equipment and devices, and computers for the purpose of outreach, technical guidance, and video production;
- Barrier reduction initiatives, including, but not limited to, AFV Preferential Parking, to address alternative fuel adoption;
- Workshops and training regarding all aspects of acquiring, operating, and maintaining AFVs and advanced technology vehicles and infrastructure;
- Sub-awardee contract monitoring;

- Meetings and conference calls regarding Clean Cities initiatives; and
- Regular DFW Clean Cities Coalition meetings and subcommittee meetings as needed.

3.06 Transit Operations

FTA Urban Funding Grant Administration

Other Funding Sources

This implementation activity is ongoing throughout FY2016 and FY2017, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality (CMAQ) Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, Job Access/Reverse Commute Program, New Freedom Program and the Urbanized Area Formula Program. Federal Transit Administration funds, **Congestion Mitigation and Air Quality Improvement Program funds**, Regional Transportation Council Local funds, local funds, and Transportation Development Credits will support these activities. Consultant assistance will be used. Anticipated products include:

- FY2016 and FY2017 funding allocations;
- Calls for Projects;
- Grant and agreement management;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Implementation of a vehicle lease program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

5.03 Land-use/Transportation Initiatives

Sustainable Development Initiatives

The Regional Transportation Council (RTC) selected a series of infrastructure/construction, planning, and land banking projects during three Sustainable Development Calls for Projects (SDCFP) in 2001, 2005-2006, and 2009-2010. Efforts in overseeing pass-through construction dollars will be conducted in conjunction with local governments to better coordinate transportation investments and land use. This program of projects was originally funded by Surface Transportation Program – Metropolitan Mobility (STP-MM) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and was established in 2001, when the RTC selected the first Land-use/Transportation Joint Venture projects. Additional RTC Local funds

were programmed to fund these projects through the 2005-2006 Sustainable Development Call for Projects (SDCFP). Regional Toll Revenue (RTR), STP-MM, and local funds were allocated to the program with the 2009-2010 Sustainable Development Call for Projects. In addition to the projects selected through the three Calls for Projects, three other projects have been identified: 1) SH183 Corridor Master Plan – through the Planning Livable Military Communities (PLMC) effort, River Oaks Boulevard (SH183) was identified as a vital regional transportation facility to conduct a corridor master plan to identify costs and constraints associated with implementing community vision; 2) Northwest Highway and Preston Center Area Plan – in response to a request from the City of Dallas, NCTCOG identified the need to develop an Area Plan at Northwest Highway and Preston Road in Dallas to address various land-use transportation issues in the area to guide future land development policy and transportation investment and 3) a regional parking analysis that will provide for innovation in technology, design, access, and interface with parking and multi-modal facilities such as rail, people movers, and high capacity corridors in relation to various land uses. Exhibit VI-1 contains the listing of the sustainable development projects still underway. The funds are used to provide:

- Infrastructure projects such as road construction, sidewalks, pedestrian amenities, bike trails, etc.;
- Planning reports developed by consultants;
- Land purchases; and
- Parking analysis.

EXHIBIT VI-1

SUSTAINABLE DEVELOPMENT PROJECTS

Project Name	Type	Funding Source
Plano Transit Village	Infrastructure	STP-MM/CMAQ/RTC Local
Fort Worth Ridglea Village (Westridge)	Infrastructure	CMAQ/RTC Local
Irving Northwest Corridor	Infrastructure	CMAQ/RTC Local
Fort Worth West Berry Streetscape - Grandmarc Development	Infrastructure	RTC Local
Fort Worth West Rosedale Improvements- Magnolia Green	Infrastructure	RTC Local
Fort Worth US 287 Berry Vaughn	Infrastructure	RTC Local
Dallas Mockingbird Plaza & Midtown/Central/University	Infrastructure	RTC Local
Rowlett Downtown Mixed-Use Development	Infrastructure	RTC Local
Carrollton TOD Catalyst Infrastructure Project	Infrastructure	RTR/STP-MM
Dallas Routh Street Underpass	Infrastructure	RTR/STP-MM
Dallas Zang Triangle	Infrastructure	RTR/STP-MM
Dallas Project Paseo	Infrastructure	RTR/STP-MM
Dallas Continental Mixed-Use Development	Infrastructure	RTR/STP-MM
Dallas La Reunion Town Center - The Orleans & The Courtyards	Infrastructure	RTR/STP-MM

Project Name	Type	Funding Source
Dallas Lake Highlands TOD Multimodal Connectivity Project	Infrastructure	RTR/STP-MM
Farmers Branch Station Area Sidewalks	Infrastructure	RTR/STP-MM
Lewisville Old Town Transit Oriented Development	Infrastructure	RTR/STP-MM
Lewisville Old Town Plaza	Infrastructure	RTR/STP-MM
McKinney Historic Flour Mill Catalyst TOD Project	Infrastructure	RTR/STP-MM
Mesquite Thomasson Square	Infrastructure	RTR/STP-MM
Addison Vitruvian Park Trail Infrastructure Project	Infrastructure	RTR/STP-MM
Colleyville Pleasant Run Pathway Connection	Infrastructure	RTR/STP-MM
Fort Worth Polytechnic/TWU Streetscape Enhancements	Infrastructure	RTR/STP-MM
Fort Worth South Main Urban Village	Infrastructure	RTR/STP-MM
Fort Worth Summer Creek Station TOD	Infrastructure	RTR/STP-MM
Connecting Kennedale: Revitalizing the City Center	Infrastructure	RTR/STP-MM
North Richland Hills Snider Street Extension Project	Infrastructure	RTR/STP-MM
Grapevine Hudgins Street Corridor Roadway & Pedestrian Improvements	Infrastructure	Local/STP-MM
Hurst Bellaire	Infrastructure	STP-MM
Joshua Station TOD Infrastructure Project	Infrastructure	STP-MM
Fort Worth Texas Christian University/Berry Station Area Transit Oriented Development Plan	Planning	RTC Local/STP-MM
Preston Center – Northwest Highway	Planning	RTC Local/STP-MM
SH 183 Corridor Planning Project	Planning	RTC Local/Local/STP-MM
Regional Parking Analysis	Planning	RTC Local/STP-MM

The 2001 projects are coordinated directly between the implementing agencies and the Texas Department of Transportation. Utilizing RTC Local funds, NCTCOG staff will provide oversight for the implementation of the 2005-2006 infrastructure, landbanking, and planning studies. Utilizing STP-MM funds **and Transportation Development Credits**, staff will oversee the implementation of the 2009-2010 infrastructure and planning projects and other planning projects that may be assigned that are project/corridor specific. Consultant assistance will be utilized to implement planning projects. Anticipated products include:

- Implementation and tracking of infrastructure projects;
- Project tracking and technical assistance to local governments developing sustainable development projects;
- An approved acquisition plan for funded Sustainable Development Landbanking Projects which involve parcel assembly for redevelopment and future use;

- Work scopes for plan procurements; and
- Consultant selection.

Bicycle and Pedestrian Planning

Other Funding Sources

Staff will also oversee the implementation of the Regional Bicycle/Pedestrian Sustainable Development Initiatives projects which utilize pass-through Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Transportation Development Credits available to local governments for the implementation of various bicycle and pedestrian projects, and may include, but not be limited to: spot improvements, safety countermeasures, innovative facilities, street reconstruction and rehabilitation as part of bicycle and pedestrian accommodation projects, multi-use trails, signage, pavement markings, traffic signals, and other supportive infrastructure. Staff oversight activities will be supported by STP-MM and local funds, **and Transportation Development Credits.** ~~and a~~ Anticipated products include:

- Identification of funding needs and project scopes.

Utilizing ~~RTC Local~~ **STP-MM funds and Transportation Development Credits**, staff will oversee the Local Air Quality (LAQ) Call for Projects: Bicycle/Pedestrian Infrastructure program which includes construction projects funded in the 2005-2006 Local Air Quality Call for Projects with pass-through dollars that are implemented by local agencies and funded with RTC Local funds. Exhibit VI-2 provides an inventory of these projects remaining for complete implementation.

EXHIBIT VI-2

BICYCLE AND PEDESTRIAN INFRASTRUCTURE PROJECTS

Project Name	Type	Funding Source
Richardson Sidewalks to DART Rail Stations	Infrastructure	RTC Local
Plano Park Blvd. Pedestrian Bridge/Trail	Infrastructure	RTC Local

Anticipated products include:

- Implementation plan for construction projects; and
- Invoice review and project tracking.

Fort Worth Active Transportation Plan

Other Funding Sources

Staff will oversee the development of a citywide Active Transportation Plan for the City of Fort Worth focused on a seamless network of on- and off-street bicycle and pedestrian facilities integrated with the public transportation and thoroughfare networks. The Plan will include stakeholder involvement and the analysis of the existing and planned

walking/bicycling/public transportation infrastructure network, including gaps in the network and crash data. RTC Local funds and other local funds will be used to support planning activities, and existing Surface Transportation Program – Metropolitan Mobility funds will be used for staff oversight activities. Anticipated products include:

- Updated citywide bicycle network plan;
- Network analysis including appropriate corridors in the citywide network as low-stress routes for bicyclists of “All Ages and Abilities (AAA)”;
- Recommended policies and programs;
- Project prioritization, implementation plan, and funding strategies; and
- Performance measures.

DART Red and Blue Lines TOD Planning Study

Other Funding Sources

The Transit Oriented Development (TOD) Planning Pilot Grant was awarded to NCTCOG in October 2016 to support TOD planning around 28 DART Red and Blue Line Light Rail Stations. The planning work will be coordinated with DART and the Cities of Dallas, Garland, Plano, and Richardson, with NCTCOG administering the grant and leading planning activities. Staff will coordinate with these project partners by hosting meetings, preparing draft scopes of work, and taking part in planning work and data collection as needed. The planning work has three elements: a pedestrian and bicycle last-mile infrastructure study, a parking utilization study, and a survey of TOD residents and employers. Federal Transit Administration, Regional Transportation Council Local, and other local funds will be used to support work activities. Consultant assistance will be utilized. Anticipated products include:

- An implementation plan for prioritizing and understanding cost to improve last-mile pedestrian and bicycle connections to these rail stations;
- Data collection of parking utilization at specific sites around a sample of the 28 stations and comprehensive policy recommendation related to analysis of that data;
- Survey data collection and analysis of residents and/or employers in the station areas focused on their travel behavior, demographics, and preferences related to TOD; and
- Strategic recommendations for policy adjustment based on data collected and a process for replicating similar data collection and study across the region.

5.05 Congestion Management Planning and Operations

Value Pricing Pilot Program

Other Funding Sources

The Value Pricing Pilot Program will establish local programs and gather information about the role that various types of value pricing methods can play in improving the efficiency of transportation systems and in dealing with congestion, pollution, energy, and other problems related to automobile use in congested areas. This pilot program will be implemented on the IH 30 test corridor, which is the region's permanent test corridor. This project will utilize funding from the Federal Highway Administration, **Regional Transportation Council Local funds**, and contributions from local partners. Consultant assistance will be utilized. Anticipated products include:

- Implementation of a pilot to develop incentives to change travel behavior such as mode and time of travel;
- Evaluation of the effectiveness of several types of incentives encouraging drivers to seek alternatives to driving alone or during the peak periods;
- Use of technology to collect actual travel patterns to determine how managed lanes impact all users, including low-income populations; and
- Coordination with partner agencies.

Freeway Incident Management (FIM) Training

Other Funding Sources

This program is ongoing throughout FY2016 and FY2017, providing training for agencies responsible for managing and clearing traffic incidents. This training has been demonstrated to improve responder and motorist safety, and to significantly reduce the length and size of roadway closures. The Dallas-Fort Worth area was the first area in the nation to formalize the training process to reach out to all responders and generate improvements in the management of traffic incidents. The goal of NCTCOG FIM training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. By implementing best practices techniques throughout the region, clearance times can be reduced by as much as 40 percent. Such an improvement will reduce the impact of congestion, improve regional air quality, and improve the safety and efficiency of travel for all residents and visitors in the area. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Regional Transportation Council (RTC) Local funds, **local funds**, and Transportation Development Credits support this program, and consultant services will be utilized. Anticipated products include:

- FIM First Responder and Manager's Courses and FIM Executive Level Courses;
- Basic and Advanced Photogrammetry Training workshops;
- Commercial Vehicle Enforcement Training and Equipment;
- Incident Management Equipment Replacement Call for Projects; and

- Support of general training and educational projects that promote the implementation of strategies that mitigate traffic incidents.

Regional Traffic Signal Retiming Project

Other Funding Sources

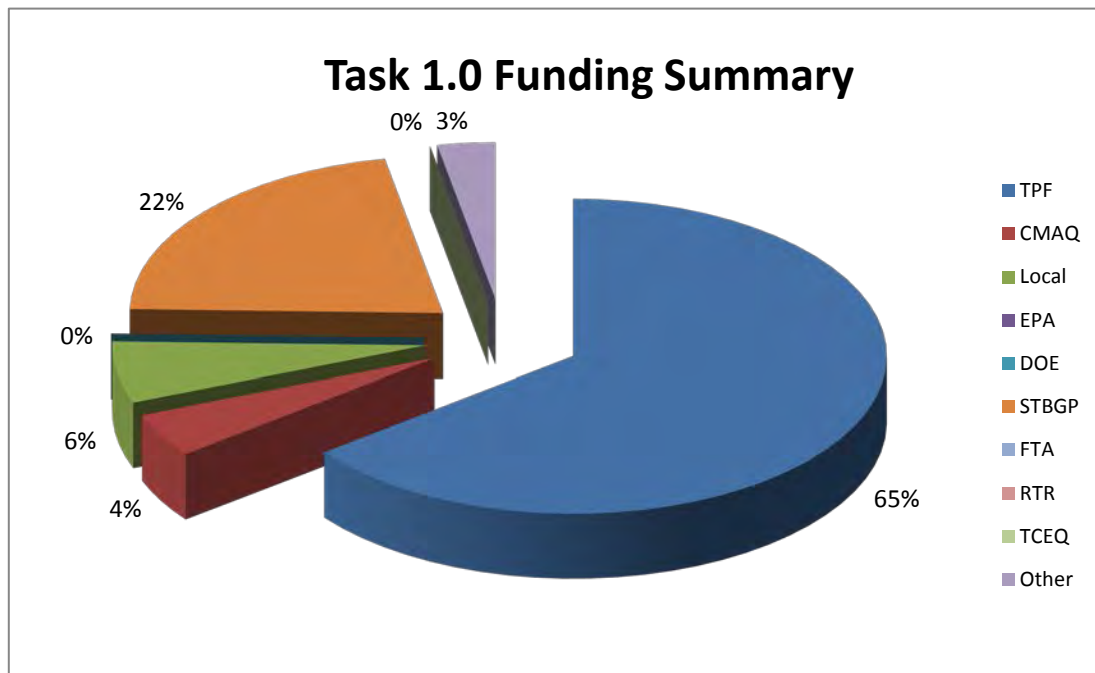
This project is ongoing throughout FY2016 and FY2017. Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ), **Texas Department of Transportation (TxDOT) funds**, Regional Transportation Council (RTC) Local funds, other local funds, and Transportation Development Credits will be utilized. The Regional Traffic Signal Retiming Project targets the improvement of the arterial transportation system, including frontage roads, in the Dallas-Fort Worth region. NCTCOG has two consultants to implement the Regional Traffic Signal Retiming Project (RTSRP). Staff worked with public sector partners to select corridors to include in this project. The corridors were selected based on several factors, including but not limited to, high volumes, regional distribution, and previously funded and unfunded projects. NCTCOG staff will continue implementation of the project through coordination with public-sector partners to select additional corridors for signal retiming improvement. This project also includes the installation of minor intersection equipment. Staff will work with partner agencies to identify where these improvements are needed. NCTCOG staff will provide oversight of this project. Anticipated products include:

- A baseline analysis;
- Recommendation and implementation of low-cost capital improvements;
- Implementation of signal retiming plans;
- Identification and support for the implementation of major and minor improvements;
- An analysis of improved conditions;
- Monthly progress meetings with consultants and TxDOT, as well as meetings with cities and consultants as appropriate; and
- Review of corridor reports, project summary reports, consultant invoices and progress reports.

E. FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$1,943,000	\$4,000	NCTCOG Local	
Subtotal				\$1,947,000
1.02	\$4,260,000	\$153,000 \$190,000 \$212,500	NCTCOG Local Local STBGP	
Subtotal				\$4,815,500
1.03		\$20,000 \$1,655,000 \$549,000	NCTCOG Local STBGP Local	
Subtotal				\$2,224,000
1.04	\$1,541,000	\$724,000 \$181,000	STBGP TxDOT	
Subtotal				\$2,446,000
1.05		\$543,000 \$15,265	CMAQ Local	
Subtotal				\$558,265
Total	\$7,744,000	\$4,246,765		\$11,990,765

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



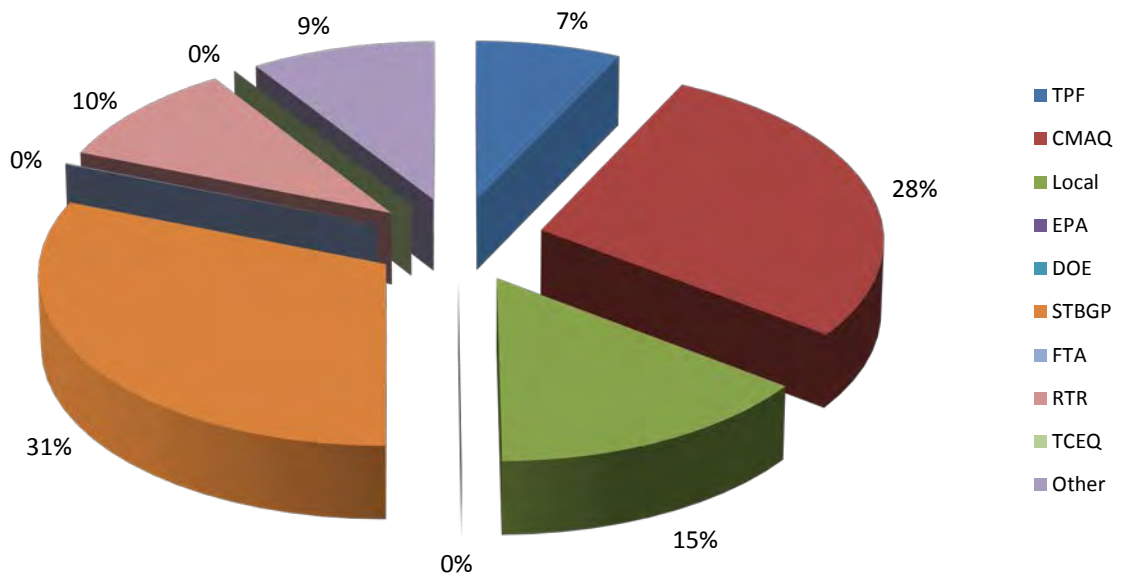
E. FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$709,000			
		\$45,000	Local	
		\$41,000	NTTA	
		\$4,465,000	RTR	
		\$3,334,500	STBGP	
		\$559,000	TxDOT	
Subtotal				\$9,153,500
5.02	\$935,000			
		\$229,000	RTR	
Subtotal				\$1,164,000
5.03	\$474,000			
		\$354,000	CMAQ	
		\$638,700	FHWA	
		\$40,000	FTA	
		\$4,828,400	Local	
		\$1,923,000	STBGP	
Subtotal				\$8,258,100
5.04	\$280,000			
		\$78,000	Local	
		\$435,000	STBGP	
		\$32,000	TXDOT	
Subtotal				\$825,000
5.05	\$782,000			
		\$15,198,000	CMAQ	
		\$526,000	FHWA	
		\$2,596,292	Local	
		\$665,000	RTR	
		\$8,503,960	STBGP	
		\$1,829,240	TXDOT	
Subtotal				\$30,100,492
5.06				
		\$126,000	Local	
		\$1,408,000	STBGP	
		\$226,000	TxDOT	
Subtotal				\$1,760,000

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.07	\$66,000			
Subtotal				\$66,000
5.08	\$394,000			
		\$48,000	Local	
		\$164,000	STBGP	
Subtotal				\$606,000
5.09	\$126,000			
		\$195,000	FAA	
		\$229,000	Local	
		\$40,000	STBGP	
Subtotal				\$590,000
5.10				
		\$440,000	DOD	
		\$127,000	Local	
Subtotal				\$567,000
5.11				
		\$13,400	Local	
		\$1,428,600	STBGP	
		\$75,000	RTR	
		\$610,835	TXDOT	
Subtotal				\$2,127,835
5.12	\$250,000			
Subtotal				\$250,000
Total	\$4,016,000	\$51,451,927		\$55,467,927

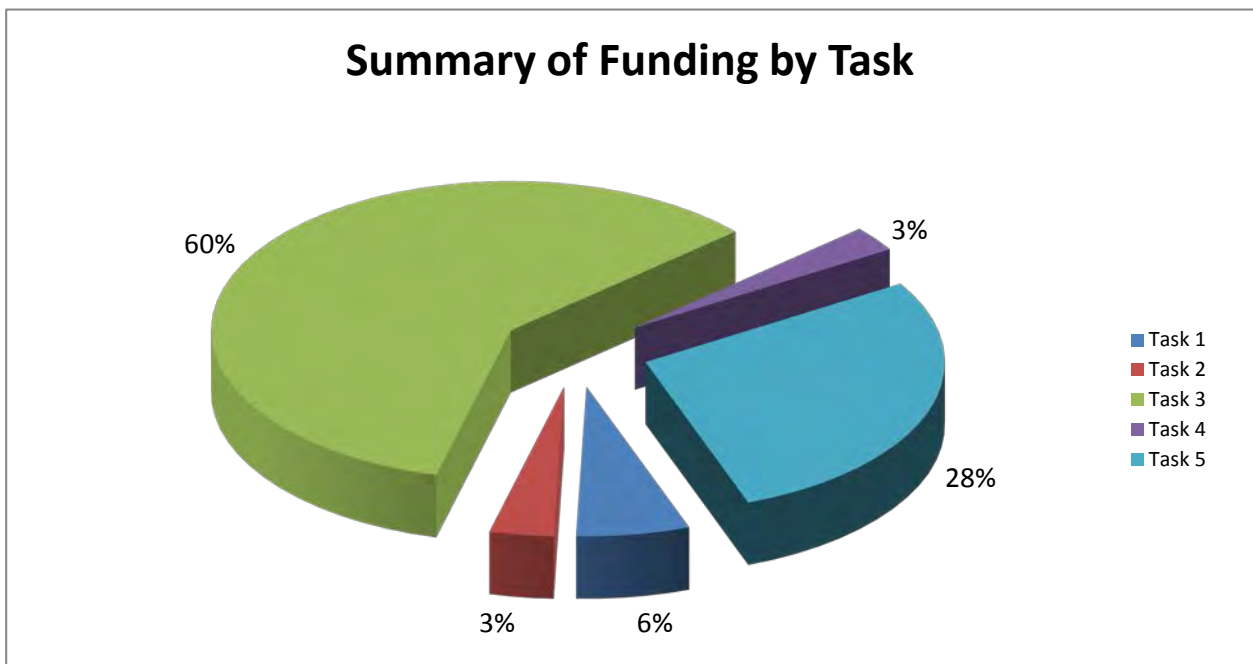
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding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

Task 5.0 Funding Summary

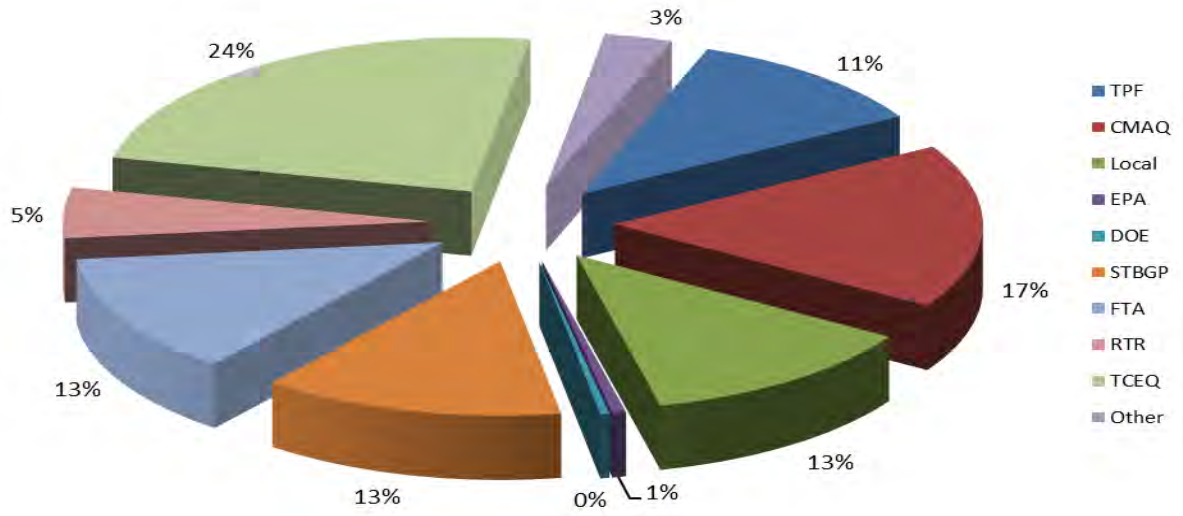


**EXHIBIT VIII-3
FY2016 AND FY2017 UPWP FUNDING SUMMARY**

Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00	44.23.01	44.23.02	
			44.25.00		44.24.00	
					44.22.00	
					44.27.00	
TPF	\$7,744,000	\$3,237,000	\$4,355,000	\$2,349,000	\$4,016,000	\$21,701,000
CMAQ	\$543,000	\$0	\$17,786,000	\$0	\$15,552,000	\$33,881,000
DOD	\$0	\$0	\$0	\$0	\$440,000	\$440,000
DOE	\$0	\$0	\$781,800	\$0	\$0	\$781,800
EPA	\$0	\$0	\$1,185,000	\$0	\$0	\$1,185,000
FAA	\$0	\$0	\$0	\$0	\$195,000	\$195,000
FHWA	\$0	\$96,000	\$0	\$324,200	\$1,164,700	\$1,584,900
FTA	\$0	\$239,000	\$24,558,000	\$0	\$40,000	\$24,837,000
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$754,265	\$637,000	\$14,610,442	\$411,009	\$8,091,092	\$24,503,808
NCTCOG Local	\$177,000	\$0	\$0	\$0	\$0	\$177,000
NTTA	\$0	\$0	\$0	\$0	\$41,000	\$41,000
RTR	\$0	\$0	\$2,723,000	\$2,226,500	\$5,434,000	\$10,383,500
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBGP	\$2,591,500	\$2,559,000	\$3,661,000	\$0	\$17,237,060	\$26,048,560
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$47,136,613	\$0	\$0	\$47,136,613
TxDOT	\$181,000	\$0	\$8,000	\$0	\$3,257,075	\$3,446,075
Subtotal	\$11,990,765	\$6,768,000	\$116,804,855	\$5,310,709	\$55,467,927	\$196,342,256



Summary of Total Funding



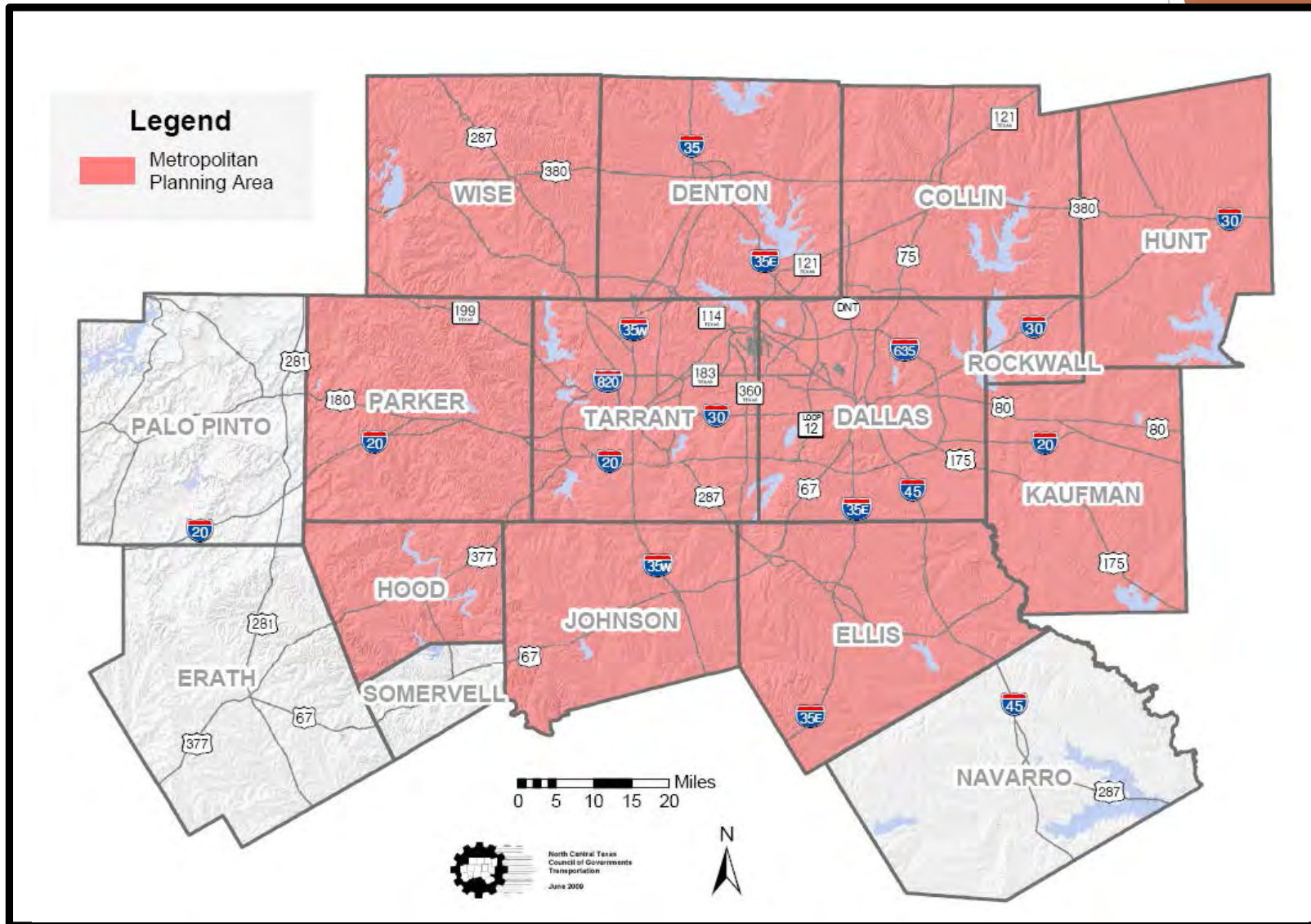
Modifications to the FY2016 and FY2017 Unified Planning Work Program

**Regional Transportation Council
February 9, 2017**

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



Dallas-Fort Worth Metropolitan Planning Area



Unified Planning Work Program for Regional Transportation Planning

Task 1 – Administration and Management

**Task 2 – Transportation Data Development and
Maintenance**

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

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations

New Initiatives – Other Funding Sources

Project	Financial Action	Description
Program Administration - Computer System Administration and Application Coordination – 2017 Aerial Photography Data Collection (1.04)	\$724,000 STBG* \$181,000 TxDOT	Add project and funding to support 2017 aerial photography data collection
Land-use/Transportation Initiatives – DART Red and Blue Lines TOD Planning Study (5.03)	\$ 40,000 FTA \$ 8,500 RTC Local \$ 1,500 Local	Add project and funding to reflect award of FTA Transit-Oriented Development (TOD) Planning Pilot Grant to support TOD planning around 28 DART Red and Blue Line Light Rail Stations
Land-use/Transportation Initiatives – Fort Worth Active Transportation Plan (5.03)	\$ 27,000 RTC Local \$ 23,000 Local	Add project and funding to support the development of a citywide Active Transportation Plan

*Surface Transportation Block Grant program (formerly known as Surface Transportation Program – Metropolitan Mobility [STP-MM])

Adjustments to Existing Projects – Other Funding Sources

Project	Financial Action	Description
Congestion Management Planning and Operations – TxDOT Partnership for Congestion Management (5.05)	\$2,604,000 CMAQ \$ 651,000 TxDOT	Program remaining funds to support the implementation of strategies to improve the efficiency of the transportation system
Various Projects in Tasks 2, 3, and 5	None	Update text in various projects to include sources of programmed funds (see supplemental information for specific projects)

Unified Planning Work Program Project/Funding Modifications – Funding Adjustments (non TPF)

Funding Source	Amount	UPWP Task(s)
Local	\$ 24,500	5.03
CMAQ	\$2,604,000	5.05
FTA	\$ 40,000	5.03
RTC Local	\$ 35,500	5.03
STBG*	\$ 724,000	1.04
TxDOT	\$ 832,000	1.04, 5.05

*Surface Transportation Block Grant program (formerly known as Surface Transportation Program – Metropolitan Mobility [STP-MM])

Modification Schedule

- | | |
|--------------------|--|
| December 13 | Initiation of Public Input Opportunity |
| January 27 | Action by Surface Transportation Technical Committee |
| February 9 | Action by Regional Transportation Council |
| February 23 | Action by NCTCOG Executive Board |
| February 24 | Submittal to Texas Department of Transportation |

Requested RTC Action

Approve the proposed modifications to the FY2016 and FY2017 UPWP

and

Direct staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications.

Unified Planning Work Program Modifications

Comments or Questions:

Dan Kessler

Assistant Director of Transportation

Phone: 817/695-9248

E-mail: dkessler@nctcog.org

Vickie Alexander

Administrative Program Supervisor

Phone: 817/695-9242

E-mail: valexander@nctcog.org

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

Coming Soon: Funding Available to Expand Public Transit Options

Proposals accepted
February 27-April 7, 2017

Enhanced Mobility of Seniors and Individuals with Disabilities Program

...provides funds to specialized transportation projects designed to enhance the mobility of seniors and persons with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Job Access/Reverse Commute Projects (through the Urbanized Area Formula Program)

...provides funds to support projects that transport individuals with low-incomes to and from employment activities, including funds to support these individuals' transportation to suburban employment opportunities.

Visit www.nctcog.org/ftafunding for more information about the programs, project requirements, and eligibility.

Approximately \$5.5 million is available for the North Central Texas Council of Governments to competitively award through two federal funding programs. Projects must be focused on the Dallas-Fort Worth-Arlington and/or Denton-Lewisville Urbanized area.

Two pre-proposal workshops will be conducted and will include an overview of:

- Federal Transit Administration (FTA) programs
- Funding Availability
- Eligibility Requirements
- Application Process
- Project Selection Criteria
- Timeline for Award

Each workshop will also include a question and answer session. Attendance to at least one workshop is recommended.

To obtain additional information about the call for projects, please contact Leah Brown, Transportation Planner, at 817-695-9295 or lbrown2@nctcog.org.

Pre-Proposal Workshops:

Wednesday, March 8, 2017

1:30 pm - 3:00 pm

Denton City Hall
215 East McKinney Street
Denton, TX 76201

Friday, March 10, 2017

10:00 am - 11:30 am

North Central Texas Council of Governments
Centerpoint II Building
Transportation Council Room
616 Six Flags Drive
Arlington, Texas 76011

A video recording of the March 10th meeting will be online at www.nctcog.org/ftafunding

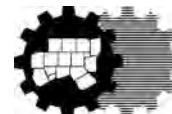
Please RSVP by March 6th to Therese Bergeon at 817-695-9267 or tbergeon@nctcog.org



[facebook.com/nctcogtrans](https://www.facebook.com/nctcogtrans)



twitter.com/nctcogtrans



North Central Texas
Council of Governments

www.nctcog.org/ftafunding

Quick Take

What:

Access North Texas: The short-term regional public transportation coordination plan for the 16-county North Central Texas region. The plan is updated every four years.

Significance:

This plan is in the process of being updated to allow transportation providers to improve public transportation, particularly for older adults, people with disabilities, low-income individuals and others that rely on transit. It is being developed through a comprehensive process that includes local residents, social service agencies, employers, transit providers, human service providers, medical facilities and local governments. All these entities will collaborate to identify the transportation challenges faced in the 16-county region.

By the Numbers:

7,058,290

Population of the 16-county region in 2016, according to NCTCOG estimates.

- 16 counties
- 3 Transit Authorities (DART, FWTA, DCTA)
- 12 small/medium transit providers
- Hundreds of non-profit, private, non-emergency medical and social service transportation providers

Access North Texas Plans for Transportation Link to Local Residents in Need



In every community, people struggle to find transportation options that connect them to doctors, jobs, grocery stores, social services, churches and more. Access North Texas includes prioritized strategies that guide the region as partners work together to

make the most of existing public transit services, increase the efficiency of existing services and expand services where necessary.

The plan is being updated to allow North Texas to continue meeting the transit needs of its residents. As more people move to North Texas, additional schools, hospitals and other community assets open to accommodate the additional residents. Updating Access North Texas in four-year increments helps ensure assets are accessible to those who need them most.

The final product, expected to be approved in fall 2017, will help regional public transportation providers and human services transportation providers balance limited funding opportunities and facilitate transit improvements.

Interactive outreach meetings will be held across the 16-county North Central Texas Council of Governments region to provide stakeholders an opportunity to provide feedback on public transportation needs in their communities.



Photo: Getty Images

Community input will help NCTCOG enhance Access North Texas to provide better transportation services for those in need throughout the 16-county region.

FACTSheet

Types of Strategies Across Our Region

Access North Texas includes many types of strategies to address the different transportation needs throughout the region, in both the rural and urban areas. Below are some common themes for the region:

- Improve public awareness of existing public transportation services
- Improve access to jobs in large employment centers from outlying areas
- Improve coordination and connectivity between service providers
- Improve access to Veterans Affairs (VA) services

Why You Should Participate

It is challenging to develop a plan that includes all of the public transportation needs for the 16-county region and it is not something one agency can accomplish alone. In 2017, there are opportunities for stakeholders to collaborate to identify transportation challenges faced by

older adults, individuals with disabilities and low-income North Texans. Your feedback directly impacts future projects that will improve transit services for these groups and others throughout the region.

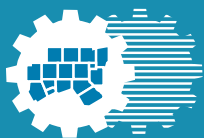
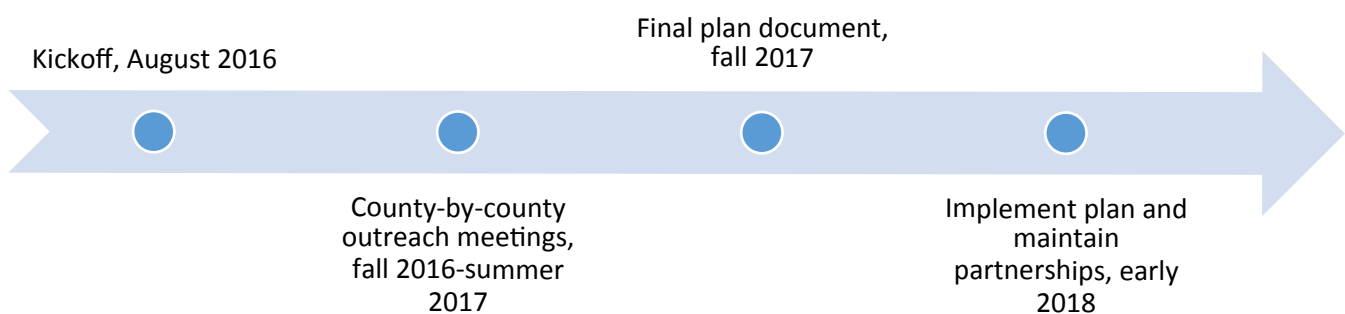
Get Involved

There are many ways you can provide input on potential changes to Access North Texas. You can:

1. Attend a meeting in your area
2. Fill out our online survey (www.accessnorthtexas.org/survey)
3. Spread the word about the online survey
4. Provide feedback directly to NCTCOG staff

Presentations from previous meetings are posted online at AccessNorthTexas.org. Please contact Kelli Schlicher, transportation planner, at **817-695-9287** or kschlicher@nctcog.org with any questions or to discuss how to become involved in efforts to update the plan.

Project Timeline



North Central Texas Council of Governments

Phone: 817-695-9240 Fax: 817-640-3028
Email: transinfo@nctcog.org
NCTCOG.org/trans
[Facebook.com/nctcogtrans](https://www.facebook.com/nctcogtrans)

[Twitter.com/nctcogtrans](https://twitter.com/nctcogtrans)
[YouTube.com/nctcogtrans](https://www.youtube.com/nctcogtrans)
[Instagram.com/nctcogtrans](https://www.instagram.com/nctcogtrans)
[Vimeo.com/nctcogtrans](https://www.vimeo.com/nctcogtrans)

Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$ 100.00	\$ (100.00)	\$ 100.00	\$ (100.00)
Updated FAST Act Equity Share as of December 2016		\$ 100.00	\$ (100.00)	100.00%	0.00%

East-West Equity Share (SAFETEA-LU, MAP-21, and FAST Act)	Cumulative Total	
	West	East
SAFETEA-LU East-West Equity Total	\$ 649.76	\$ 1,558.48
MAP-21 East-West Equity Total	\$ 320.98	\$ 847.62
FAST Act East-West Equity Total	\$ 100.00	\$ (100.00)
Cumulative Total	\$ 1,070.74	\$ 2,306.10
Percentage Shares	31.71%	68.29%

Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

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

NOTES:

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

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

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

No change since last presented in October 2016

- [Air Quality Home](#)
- [Air Quality Programs](#)
- [Air Quality Committees](#)
- [Air Quality Policy and Regulations](#)
- [Car Care Clinics 2016](#)
- [Clean Vehicle Information](#)
- [Major Air Pollutants](#)
- [Funding Opportunities](#)
- [Ozone Information](#)
- [State Implementation Plan \(SIP\)](#)
- [Transportation Conformity](#)
- [Transportation Home](#)

Air Quality Funding Opportunities for Vehicles

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

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

Current Vehicle Grant Funding Opportunities

[Select Language](#) ? ?

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

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

DFW Clean Cities Annual Report

Created with Highcharts 4.1.4
Gallons of Petroleum Reduced
2013 2014 2015 20M 5M 10M 15M 20M 25M



DFWCC has a goal of increasing its petroleum reduction by 15 percent every year. The annual survey allows us to help track that progress. The coalition is often called upon to provide data on the number and type of alternative fuels and clean technology vehicles in the Metroplex to help provide validity to air quality commitments in the State's air quality plan.

Below, you'll find our 2016 DFW Clean Cities Annual Report Template.

This is the excel document you'll download, fill out all required fields, and send back to us at cleancities@nctcog.org. Don't forget, the "start" tab is the data we collect for our Annual Fleet Recognition. Want cool stickers to put on your fleet vehicles? Fill out the report in it's entirety and you'll greatly increase your odds of being one of our outstanding fleets.

[2016 Annual Report Template](#)

EULESS USES LESS WITH IDLE REDUCTION



When attending the multiple weekly training sessions at their remote training facility, the City of Euleless Fire Department was forced to keep their vehicles idling onsite to sustain power and temperature regulation for medicines, computers and equipment for immediate use, resulting in many avoidable costs such as wasted fuel and excessive emissions.

In 2008 and 2010, two electrification poles were installed to provide wayside power for ambulances and fire trucks when parked at this remote training facility to negate the need to idle when attending training sessions. When in use, each pole allows for multiple vehicles to be plugged in at once and sustains temperature and power regulation, all while the engines remain off. With each vehicle utilizing the poles on average of 15-18 hours a week, the city estimates approximately 20,301 hours of idle reduction for the Fire Department since their initial

installation. As a relatively inexpensive technology to install, for \$3,772 and \$6,040 respectively, this idle reduction strategy has proven its success with the monetary benefits of reduced fuel use from idling, allowing for a quick return on investment.

The City of Euleless has been a long-time Dallas-Fort Worth Clean Cities (DFWCC) stakeholder. Due to their commitment to reducing petroleum consumption through this and other projects, the city has been recognized by DFWCC as a Silver Level Outstanding Fleet.



This page: Several ambulances are plugged into the electrification poles. Opposite page, top: the line-up of emergency response vehicles for Euleless in their staging area; bottom, one of the electrification poles with its numerous plug-in receptacles.



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January 20, 2017

Mr. Marc Dixon
 South Central Regional Manager
 Federal Railroad Administration
 Office of Railroad Policy and Development
 1200 New Jersey Ave. SE
 Washington, D.C. 20590

Dear Mr. Dixon:

In response to your email dated December 19, 2016, this letter is our formal response indicating the Texas Department of Transportation's (TxDOT) commitment to complete the Dallas Fort Worth Core Express Service project. The North Central Texas Council of Governments (NCTCOG) has agreed to fund the project to completion of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). The attached letter from the NCTCOG indicates the approval of their Transportation Policy Board to provide \$3,000,000 to fund completion of the project using Sustainable Transportation Planning Grant funding. TxDOT will enter into an Advanced Funding Agreement with the NCTCOG to formalize this commitment of funding for the project.

Understanding that TxDOT has not yet been provided with a copy of the Alternative Analysis (AA) report, we are committed to maintaining the current scope of the project as agreed upon with the FRA and will remain the lead agency going forward. The NCTCOG will be a fully involved stakeholder reviewing documents and providing comments on all work product and deliverables. The region has expressed the desire for a one seat ride from Houston to Fort Worth, and while we understand that this is not an option for this study we feel it is important that the final document not preclude a connection to the Dallas to Houston High Speed Rail project at some point in the future. In addition, we anticipate that some of the alternatives presented in the AA report may not be acceptable to TxDOT or communities along the proposed alignments so it may be necessary that additional alternatives be evaluated as the study progresses. While TxDOT supports local and regional efforts to develop other modes of transportation in the region we must stress that the use of TxDOT right of way for any type of passenger rail service will require the approval of the Texas Transportation Commission.

We estimate \$3.1M of work remaining to finalize a ROD, and about \$500K in expenses related to the alternatives analysis that have not yet been submitted for reimbursement. As discussed, several deliverables will begin with a head start, while others have more work to be accomplished than originally thought. For example, certain portions of the conceptual engineering will be used for the Preliminary Engineering deliverables, yet others, like the basis of design, will need to be revisited to meet the broadened approach in the alternatives analysis. We expect to discuss these in detail before the new work plan is prepared.

Assuming that FRA grants permission for EIS preparation and fieldwork to begin in March, and assuming American Recovery and Reinvestment Act (ARRA) expenses can be claimed for work up to June 30 using an estimated invoice, we expect to spend an additional \$1.6M in ARRA funding

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originally dedicated to the project . This includes invoices currently under review from previous months, making the final reimbursed total about \$1.6M over the \$4,330,298.98 already paid.

The project would then run through late 2018 using approximately \$2M in funds from a TxDOT administered account funded by NCTCOG. We find NCTCOG to be eligible for Cooperative Agency status under CEQ guidelines (part 1508.5) and request that FRA recognize them as such.

TxDOT and FRA would continue with a concurrent review process and we would expect review times similar to those experienced previously on this project. The TxDOT contract with WSP-Parsons Brinckerhoff (PB) has sufficient remaining funds to complete the project, but will need a time extension. With the exception of NCTCOG regional travel demand sub tasks and TxDOT staff support, the PB contract has been used to prepare all deliverables for this project and that will remain the case beyond the ARRA deadline.

The following chart is a list of the deliverables in the detailed work plan and a few other pertinent milestones.

Deliverables and Milestones	Revised Submittal Date
State Review of Draft AA Report	March 2017
Project Team DEIS Kick-Off Meeting	April 2017
Notice to Proceed with DEIS Activities	April 2017
Detailed Work Plan Revision	April 2017
Preliminary Administrative Draft EIS	January 2018
Administrative Draft EIS for Resource Agencies	February 2018
Draft EIS Ready for FRA Signature	June 2018
Administrative Final EIS	February 2019
Final EIS	March 2019
Draft ROD	March 2019
Draft Notice of Availability (NOA)	April 2019
Preliminary Engineering Set	August 2018
• PE Drawings and Specifications	
• Preliminary Cost Estimate	
ROW and Relocation Plans	September 2018
Operations Modeling (Conceptual Level)	March 2017
Operations Modeling (Revised to PE Level)	June 2018
Construction Planning Documentation	November 2018
• Financial Planning	
• Construction Project Implementation Schedule	
• Construction Project Benefits Estimate	
• Project Implementation Plan	

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Mr. Marc Dixon

3

January 20, 2017

We look forward to continuing our partnership with you on this project. Please contact me if you have any questions or concerns.

Sincerely,



Mark Werner, P.E.
Rail Planning Section Director

Attachment

cc: Michael Morris, Director of Transportation, NCTCOG
Kevin Feldt, Program Manager, NCTCOG
Marc D. Williams, P.E., Deputy Executive Director, TxDOT
Peter D. Espy, Rail Division Director, TxDOT

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

(L17-01)

January 6, 2017

Mr. Peter D. Espy
Rail Division Director
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483

Subject: Dallas-Fort Worth Core Express Service Project Environmental Process Funding

Dear Mr. Espy:

The Texas Department of Transportation (TxDOT) and the North Central Texas Council of Governments (NCTCOG), serving as the Metropolitan Planning Organization for the Dallas-Arlington-Fort Worth region, have successfully partnered on many transportation projects including current efforts for the Dallas-Fort Worth (DFW) Core Express Service (CES) high-speed passenger rail project. NCTCOG believes great benefits are realized through our collaborative efforts.

The collaborative DFW CES National Environmental Policy Act (NEPA) efforts are currently funded with federal American Reinvestment and Recovery Act (ARRA) funds. These funds are set to expire on September 30, 2017. This funding availability deadline may not allow for NEPA process completion and receipt of a federal Record of Decision. Should the ARRA funding availability deadline remain as September 30, 2017, NCTCOG proposes to provide funding of approximately \$3,000,000 to complete the NEPA process. This funding backstop strategy is subject to Regional Transportation Council approval at its January 12, 2017, meeting. It is also contingent on NCTCOG's and TxDOT's agreement on a continued, seamless project management structure agreeable to the Federal Railroad Administration. This funding strategy would allow TxDOT staff and their consultants to continue the DFW CES environmental process efforts without interruption.

January 6, 2017

We look forward to continuing our partnership with TxDOT on this important project. Please contact me at 817-695-9241 if you would like to discuss this further.

Sincerely,




Michael Morris, P.E.
Director of Transportation

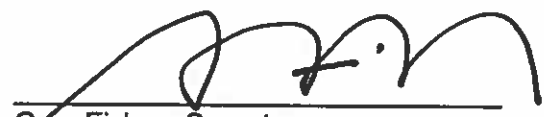
KDF:cmg/al

cc: Mr. Marc Williams, P.E., Deputy Executive Director, Texas Department of Transportation
The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission
Mr. Mark Werner, Rail Planning Section Director, Texas Department of Transportation
Mr. William Meadows, Chairman, Commission for High-Speed Rail in the Dallas/Fort Worth Region

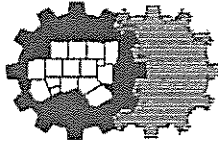
Certification of Regional Transportation Council Approval:

I hereby certify that this commitment was approved by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on January 12, 2017.



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

Gary Fickes, Secretary
Regional Transportation Council
Commissioner, Tarrant County



North Central Texas Council Of Governments

January 18, 2017

COPY

The Honorable Chris Watts
Mayor
City of Denton
215 E. McKinney Street
Denton, TX 76201

Dear Mayor Watts:

The North Central Texas Council of Governments (NCTCOG) recently learned that the City of Denton executed a Memorandum of Agreement (MOA) with the Texas Commission on Environmental Quality (TCEQ) for implementation of locally enforced motor vehicle idling limitations. NCTCOG applauds adoption of an anti-idling ordinance by the City of Denton and appreciates the City's commitment to this air quality initiative, as demonstrated by the efforts taken to enter into an MOA with the TCEQ. NCTCOG resources are being updated to reflect the City of Denton as an adoptee of these idling restrictions.

NCTCOG notes that with the adoption of this MOA, the City of Denton has taken steps to implement or participate in all three of the air quality-related policies recommended by the Regional Transportation Council (RTC) as part of the Mobility 2040 Metropolitan Transportation Plan Policy Bundle initiative. These policies include adoption of the Clean Fleet Policy, demonstration of Clean Construction measures, and adoption of an anti-idling ordinance. In addition to these RTC-recommended measures, NCTCOG notes that the City of Denton is an active participant in Air North Texas and the Dallas-Fort Worth Clean Cities Coalition, two major regional air quality programs.

NCTCOG appreciates the City of Denton's ongoing commitment to improving air quality, as demonstrated through consistent participation in these regional strategies. Throughout 2016, the City also showed leadership through individual efforts, including the substantial commitment to renewable energy made in the Renewable Denton plan, and support for electric vehicles via participation in the Tesla Supercharger ribbon-cutting ceremony.

As the region enters a new year, NCTCOG wishes to thank Denton for consistent engagement, leadership, and initiative. We look forward to continued partnership as we work toward the common goals of improved air quality. If we can ever be of assistance, please do not hesitate to contact me at 817-695-9286 or cklaus@nctcog.org.

Sincerely,

Chris Klaus
Senior Program Manager

LPC:mg

cc: Katherine Barnett, Sustainability and Special Projects Administrator, City of Denton
Stephanie Corley, Sustainability, Environmental Services and Grants Coordinator, City of Denton
Michael Morris, P. E., Director of Transportation, NCTCOG



North Central Texas Council Of Governments

TO: Electrify America

DATE: January 16, 2017

FROM: Chris Klaus
Senior Program Manager

SUBJECT: Proposal to Electrify America for Electric Vehicle Infrastructure Investment

The North Central Texas Council of Governments (NCTCOG) is pleased to submit this proposal to Electrify America. NCTCOG serves as staff to the Regional Transportation Council (RTC), which is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) metropolitan area. A roster of RTC members is enclosed 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 this opportunity in supporting a connected network of roadways where electric vehicle charging infrastructure, otherwise known as electric vehicle supply equipment (EVSE), will facilitate increased adoption of zero-emissions vehicles.

NCTCOG/DFWCC emphasize that the State of Texas should be included as a prominent part of the initial Electrify America investment plan. Texas is the second most populous state, one of the youngest based on median age, and is home to five of the nation's eleven fastest-growing cities. The DFW area, specifically, is home to approximately seven million people, and is forecasted to add a million people each decade, reaching nearly 10.7 million residents by 2040. For these reasons, Texas is a critical piece of the national electric vehicle (EV) and EVSE adoption strategy. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector. To achieve this, it is recommended that Electrify America direct investment dollars to each state through channels such as the state Department of Transportation or Clean Cities Coalitions, who can provide on the ground support for investment efforts.

NCTCOG/DFWCC have actively supported EV adoption in the DFW metropolitan area for many years. The region boasts the fifth largest number of registered EVs in the country, over 300 public EVSE locations, and hosted the largest National Drive Electric Week event outside of California in 2016. Further, NCTCOG and DFWCC coordinate Electric Vehicles North Texas (EVNT), an EV stakeholders group, to provide support, resources, and networking opportunities for individuals and agencies interested in EVs. Texas is a great place to drive electric, and the DFW region takes pride in leading by example.

NCTCOG/DFWCC is submitting input on two of Electrify America's three primary activities:

1. Investing in EV charging infrastructure, and
2. Increasing awareness and fostering education.

Investing in EV charging infrastructure

Despite the successes in Texas' EV adoption, barriers to large-scale EV deployment persist. Infrastructure gaps are significant between major metropolitan areas within Texas as well as along interstate highways connecting Texas to its neighbors. Further, the availability of EVSE at workplaces and at multi-family homes lags behind that of EVSE at retail and community locations. NCTCOG/DFWCC collaborated with other Clean Cities Coalitions around Texas, EVNT stakeholders, local EV drivers, and the Texas Department of Transportation (TxDOT) to develop the following priorities for investment:

1. Statewide deployment of DC Fast Charging EVSE along State and Interstate Highway System
2. Deployment of EVSE at Multi-Family Residential and Workplace Properties within the DFW metropolitan area

Electrify America Goal: Develop a High-Speed, Cross-Country EVSE Network

Proposed Corridors of Focus:

As EVSE within the DFW area is fairly well-established, a primary goal is to add stations at key intervals between DFW and major neighboring urban areas, both within and outside of Texas.

See Attachment 1, Table 1, which details State and Interstate highways identified as important for inter-regional and interstate EV connectivity. Maps illustrating these roadways, along with the locations of existing EVSE, are also attached. Specifically, corridors identified in Table 1 have been identified because they provide substantial connectivity across and between major urban areas through the State of Texas, including all nonattainment areas. This particular network of corridors is recommended based upon its connectivity within 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 and Interstate 45. This is particularly relevant for EVSE, as many NCTCOG/DFWCC stakeholders have cited inter-city EVSE availability as a critical obstacle. Where a lower-order roadway has been identified as a priority, the categorization is based on the need for access by a significant target demographic for EVs that is known for extensive travel across Texas (for example, Texas A&M University in College Station, TX).

The Texas Commission on Environmental Quality recommended to the EPA, on August 3, 2016, counties to be designated as nonattainment for the pollutant ozone under the recently lowered eight-hour ozone standard. 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 included in Table 1. This is illustrated in Attachment 1, Map 1. Within these regions, approximately 16.4 million people – about 80 percent of the total population of Texas – are affected by high

ozone concentrations, and would directly benefit from the build-out of a complete network of EVSE to enable EVs to become a mainstream vehicle option. It should also be noted that the Federal Highway Administration has recognized the significance of many of these corridors by designating them as Electric Vehicle Fuel Corridors under Section 1413 of the Fixing America's Surface Transportation Act.

Proposed Placement:

NCTCOG/DFWCC recommends that new DC Fast Chargers be installed in close proximity to Tesla Superchargers, as well as at TxDOT Safety Rest Areas along all identified corridors.

As illustrated in yellow on Attachment 1, Map 2, the vast majority of existing brand-neutral DC Fast Charging in Texas is limited to locations within specific urban areas. Red indicates Tesla Supercharger sites, which provide an extensive EVSE network available along major Texas Interstate highways, but can only serve Tesla drivers. Stakeholders have indicated that this Tesla supercharger network is well-placed to serve drivers' needs. Tesla EVSE are generally located at 100-120 mile intervals, which appears to be a strategy to maintain an "80 percent charge between stations" target based on the range of the original 60 kilowatt hour Model S, the rate of charge of Tesla chargers, as well as compensation for higher highway speeds, wind, cooler temperatures, and heater/air conditioning use. While the Tesla strategy provides a useful model, the vehicle with the longest all-electric range other than Tesla – the Chevrolet Bolt – charges at a much slower speed (an 80 percent charge takes approximately an hour), even at DC Fast Chargers. It is assumed that other vehicles with a range greater than 200 miles will also charge at this speed. To compensate for this reduced range, NCTCOG proposes that DC Fast Chargers installed using Electrify America funding along the identified Texas corridors be located at more frequent intervals.

Visibility, convenience, and promotion of overall EV awareness are also important factors when determining EVSE location. TxDOT has recently updated the state's Safety Rest Areas, and new facilities are being constructed throughout the state incorporating a variety of features to provide more services and a safer experience for Texas highway travelers. Per TxDOT literature, "The unique, regional character of each facility not only attracts visitors to stop but also serves these facilities as cultural gateways to nearby communities." NCTCOG/DFWCC believes that these rest stops provide an exceptional opportunity to support the Electrify America goals for EVSE installation. While distances between the rest areas vary, the average is approximately 84 miles between locations. Given the added visibility and convenience, locating EVSE installations at these rest areas presents a compelling strategy for providing the needed fast charging at appropriate distances, with the added benefits of high visibility and convenience. NCTCOG/DFWCC recommends that Electrify America work with TxDOT to determine feasibility and implementation process of deploying DC Fast Chargers at these sites.

Electrify America Goal: Multi-Family Residential and Workplace Charging

Significant infrastructure gaps still exist for multi-family residential buildings. Very few of the EVSE in the DFW region are at multi-family residential properties. Approximately 35 percent of the population in the DFW metropolitan area lives in multi-family housing, so this gap is a critical obstacle to large-scale EV adoption. Likewise, major employers have expressed interest in installing EVSE during a Workplace Charging Challenge workshop hosted by NCTCOG/DFWCC in 2014, but have been slow to implement installation. Despite availability of numerous resources to guide workplace charging decisions, financial considerations and a lack of impetus remain as important barriers to widespread adoption.

NCTCOG/DFWCC does not have specific multi-family properties or workplaces identified, as the agency's own competitive processes did not allow for such specific identification based on currently available information or timeframe. However, NCTCOG/DFWCC will work with Electrify America to identify and prioritize workplace and multi-family residential properties best suited to support Electrify America EVSE goals throughout implementation.

Other Considerations:

NCTCOG/DFWCC strongly encourages Electrify America to make charger/vehicle interoperability a priority when determining all project investments. Charging network exclusivity remains a relic of a niche market and is inconsistent with the push for significant adoption and market share that characterizes the goals of Electrify America.

Electrify America may also consider setting aside a portion of available funds to be awarded to state departments of transportation for the purpose of installing Federal Highway Administration-approved signage along corridors to indicate the availability of charging.

The DFW metropolitan area already boasts a significant network of public charging stations (Attachment 1, Map 3) in community and retail locations, and a few new installations in these categories have been identified with stakeholder input based on knowledge of particular demand. These locations, which already have EVSE installed but could benefit from additional or faster chargers, are summarized in Exhibit 1.

Exhibit 1


Entity Name	Proposed Property	Location Benefits
AT&T Stadium	Stadium Visitors Lot	High visibility, high traffic, centrally located
City of Irving	West Irving Library	Centrally located in the DFW metropolitan area; Located off of Highway 161; Currently hosts 2 Level 2 Chargers
Dallas-Fort Worth International Airport	Terminals B and C Employee-specific parking lots	First carbon-neutral airport in the country, serves approximately 143,000 permanent employees
Downtown Dallas	Various Locations	Existing EVSE highly trafficked and point of congestion for charging

Downtown Dallas	Various Locations	Existing EVSE highly trafficked and point of congestion for charging
Downtown Addison	Various Locations	Existing EVSE highly trafficked and point of congestion for charging
Downtown Coppell	Various Locations	Existing EVSE highly trafficked and point of congestion for charging
Simon Outlets	Grapevine Mills Mall	High visibility; existing EVSE highly trafficked and point of congestion for charging

Increasing awareness and fostering education

In addition to the investment needed in EV charging infrastructure, Texas is in need of awareness and education. In many cases, this education is needed not among the general public, but among car dealer sales staff who are ill-equipped or uneducated, or at times seem reluctant, to sell EVs offered by their dealership. NCTCOG/DFWCC staff has first-hand experience in multiple manufacturers trying to steer prospective car buyers away from EVs even after those buyers specifically requested to see an EV model. To respond to this challenge, NCTCOG/DFWCC advises Electrify America to set aside a portion of investment dollars to fund dealer staff trainings. Moreover, it is recommended that these funds be directed through the national network of Clean Cities Coalitions, who can provide the trainings in an avenue that is brand-neutral and unbiased, with the backing of the national Department of Energy program.

Letters of Support for this proposal are provided as Attachment 2. Thank you for the opportunity to submit this proposal. NCTCOG stands in support of the goals of Electrify America, and we look forward to this new partnership as we work together toward EV adoption and cleaner air. If you have any questions, please feel free to contact Lori Clark, Principal Air Quality Planner, at 817-695-9232 or lclark@nctcog.org.



Chris Klaus

RL:mg
Attachments

cc: Lori Clark, Principal Air Quality Planner, NCTCOG

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City of Mesquite

Erik Wilson
Deputy Mayor Pro Tem
City of Dallas

Mark Riley
County Judge
Parker County

W. B. "Zim" Zimmerman
Councilmember
City of Fort Worth

**Table 1: Critical State and Interstate Highways for
Electric Charging Infrastructure Connectivity**

Corridor	Summary	Limits		Metro Connections	Existing EVSE Facilities	Identified Environmental Justice Area
		From	To			
IH 10	The IH 10 Freeway is a major east/west corridor through the entire state	Texas/New Mexico Border	Texas/Louisiana Border	El Paso, San Antonio, Houston and Beaumont	EVSE - 66	Unknown
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	Midland, Abilene, Ft Worth, Dallas and Tyler	EVSE - 20	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	Ft Worth, Dallas and Texarkana	EVSE - 20	Yes
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	Laredo, San Antonio, Austin, Waco, Ft Worth and Dallas	EVSE - 124	Yes
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	Denton and Dallas	EVSE - 25	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	Denton and Ft Worth	EVSE - 5	Yes
IH 37	The IH 37 Freeway is a north/south corridor through the southeastern portion of the state	US 181	IH 35	San Antonio and Corpus Christi	EVSE - 7	Unknown
IH 45	The IH 45 Freeway is a major north/south corridor connecting Houston and DFW	US 75/IH 345	SH 87	Houston and Dallas	EVSE - 59	YES
IH 820	The IH 820 Freeway is a loop freeway that circles Ft Worth	IH 20	IH 20	Ft Worth and Arlington	EVSE - 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	Dallas, Richardson, Garland and Mesquite	EVSE - 19	Yes

Table 1: Critical State and Interstate Highways for Electric Charging Infrastructure Connectivity

Corridor	Summary	Limits		Metro Connections	Existing EVSE Facilities	Identified Environmental Justice Area
		From	To			
US 59/IH69	US 59/IH69 is a north/south corridor through Eastern side of the entire state	US/Mexico Border	Texas/Arkansas Border	Texarkana, Houston and Laredo	EVSE - 47	Unknown
US 67	US 67 is a north/south corridor through the southern portion of the region	Erath/Commanche County Line	IH 35E	Dallas	EVSE - 5	Yes
US 75	US 75 is a north/south corridor through the central portion of the region	IH 45	Collin/Grayson County Line	Dallas and McKinney	EVSE - 25	Yes
US 71	US 71 is a northeast/southwest corridor connecting the Austin area to the coastline	I35 in Austin	SH 35	Austing to South TX and Gulf Coast Region	EVSE - 8	Unknown
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	Waco, Corpus Christi and Brownsville	EVSE - 7	Unknown
US 79	US 79 is a northeast/southwest corridor through the eastern part of the state	IH 35 in Round Rock	Texas/Louisiana Border	Round Rock and Taylor	EVSE - 6	Unknown
US 281	US 281 is a north/south corridor through center of the entire state	US/Mexico Border	Texas/Oklahoma Border	Wichita Falls, Stephenville, San Antonio and Brownville	EVSE - 20	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	Amarillo, Wichita Falls, Fort Worth and Waxahachie	EVSE - 3	Unknown
US 290	US 290 is an east/west corridor through center of the state	IH 10	IH 610	Austin and Houston	EVSE - 42	Unknown
US 380	US 380 is an east/west corridor which runs northern portion of the region	Wise/Jack County Line	IH 30	Decatur, Denton, Frisco, McKinney and Greenville	EVSE - 5	Yes
SH 78	SH 78 is a north/south corridor which runs northeastern portion of the region	IH 30	Collin/Fannin County Line	Dallas, Garland and Wylie	EVSE - 6	Yes

Terms and Definitions

Critical Connecting Corridor: Corridors that provide statewide and national connectivity

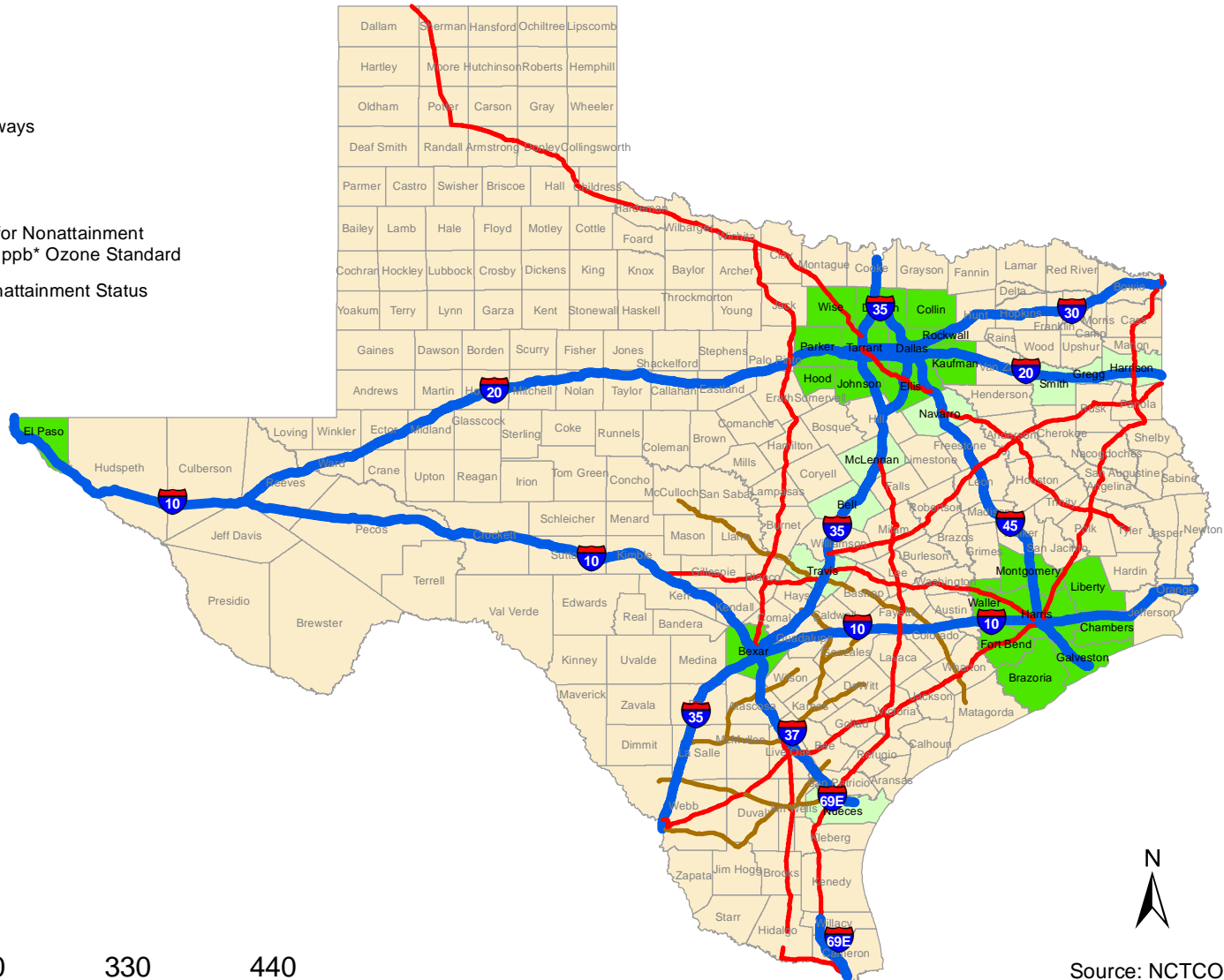
EVSE: Electric Vehicle Supply Equipment

Identified Environmental Justice Area: Corridors which include Environmental Justice populations.

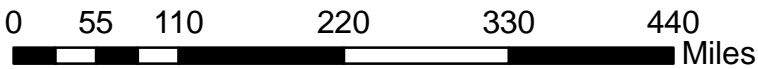
Map 1: Highways Proposed for Electrify America Investment in Texas

Legend

- Proposed Interstate Highways
- Proposed US Highways
- Proposed Highways
- Counties Recommended for Nonattainment Designation Under the 70 ppb* Ozone Standard
- Counties Approaching Nonattainment Status
- Texas Counties



* parts per billion



Source: NCTCOG
January 2017

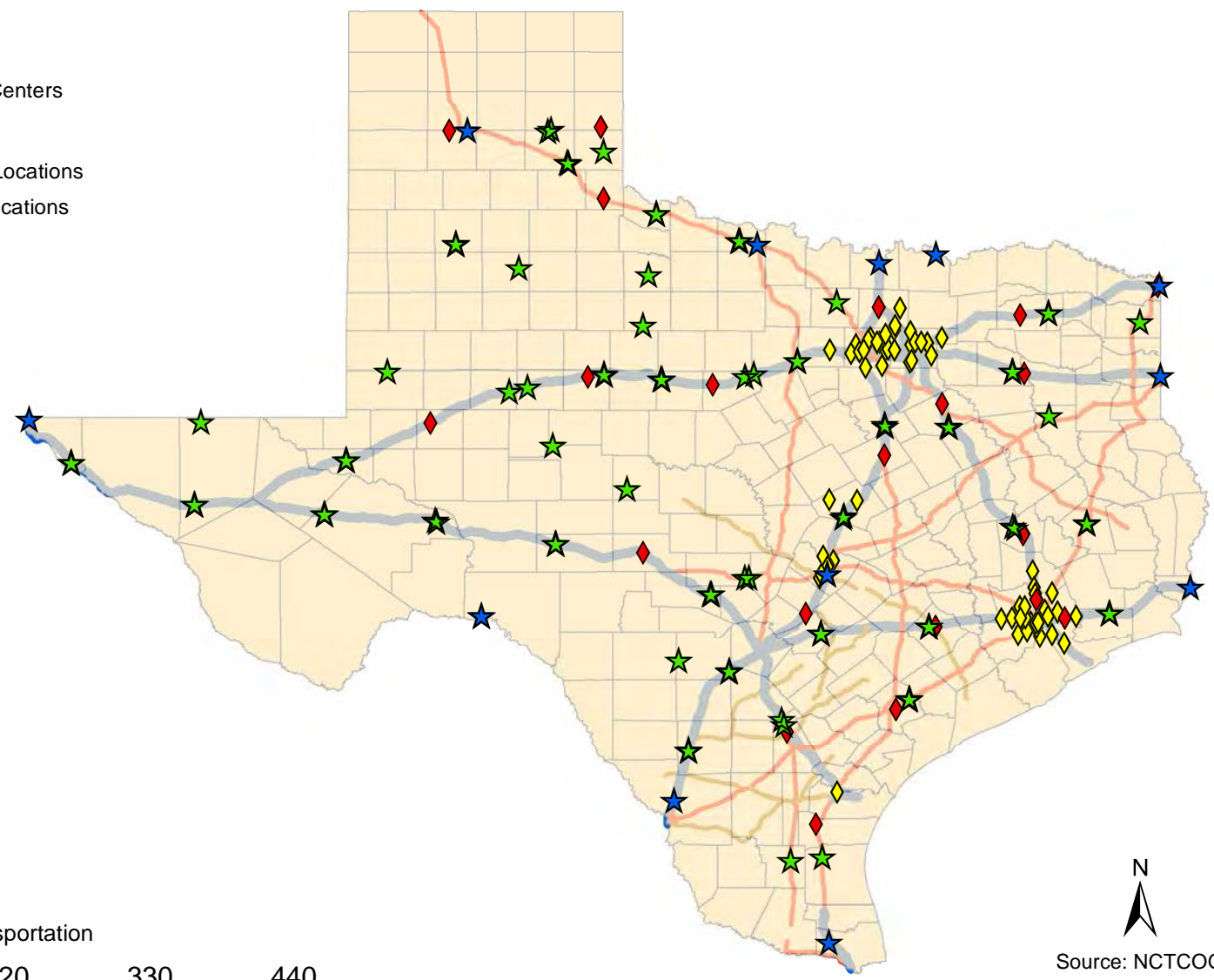
Map 2: Locations of TxDOT* Rest Areas and Information Centers, Electric Vehicle Fast Charging

Legend

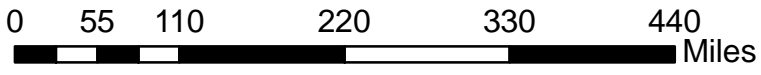
- ★ TxDOT Information Centers
- ★ TxDOT Rest Areas
- ◆ Tesla Supercharger Locations
- ◆ DC Fast Charging Locations

Proposed Corridors

- Interstate Highways
- US Highways
- State Highways



*Texas Department of Transportation

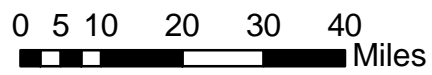
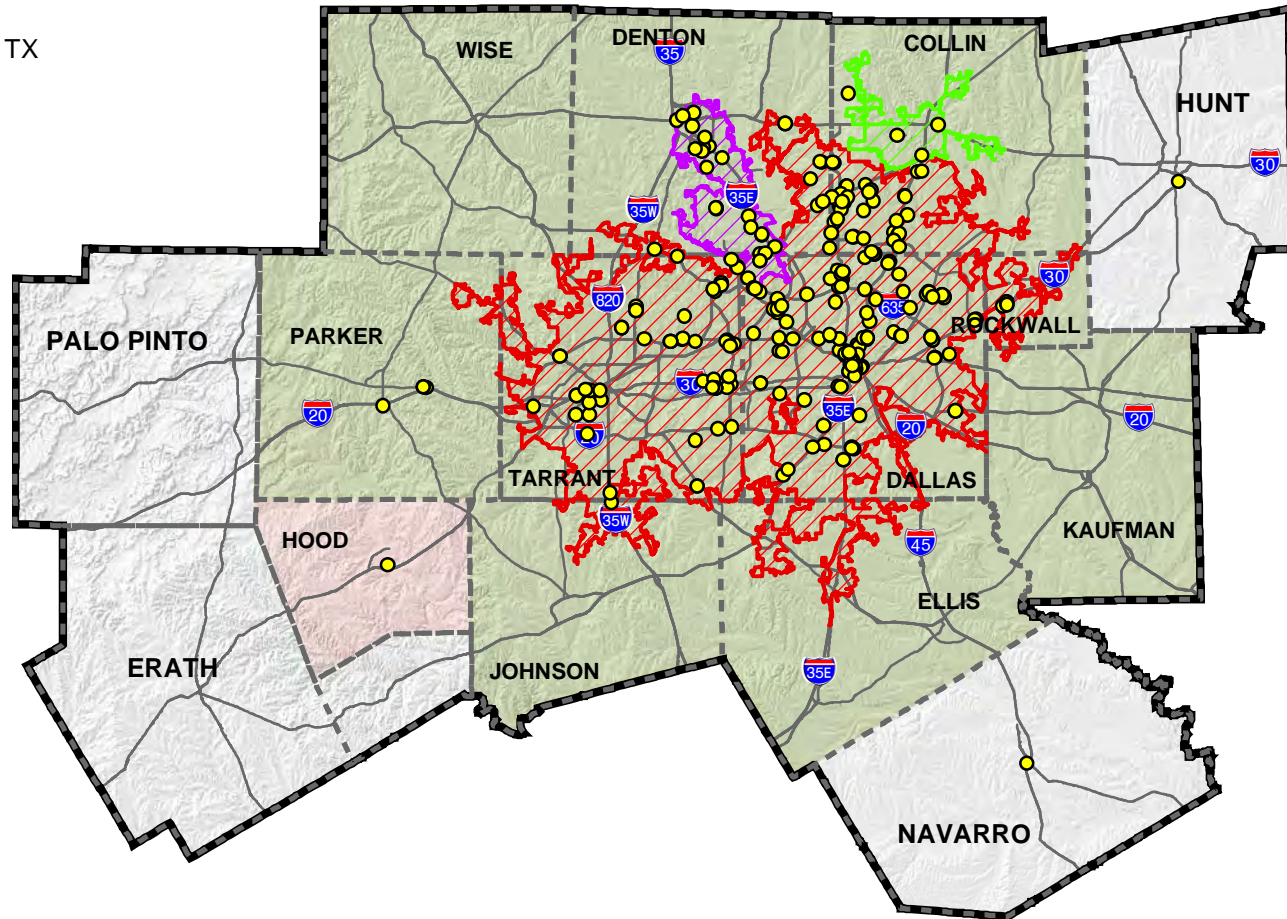


N
Source: NCTCOG
January 2017

Map 3: DFW Metropolitan Area Electric Vehicle Supply Equipment (EVSE) Station Locations

Legend

- EVSE Locations
- Urbanized Areas**
- Dallas--Fort Worth--Arlington, TX
- Denton--Lewisville, TX
- McKinney, TX
- 2008 Eight-Hour Ozone Nonattainment Area
- Ozone Near-Nonattainment Counties



Source: NCTCOG
January 2016



1/13/2017

Dear Review Committee,

On behalf of the Dallas/Fort Worth International Airport (DFW Airport) Board, I would like to express our support for the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand.

DFW Airport Board collaborated as a stakeholder in the NCTCOG Electrify America proposal because the airport supports approximately 143,000 permanent jobs, including approximately 1,800 DFW Airport Board employees, and serves as a central hub for business and travel in the North Central Texas region.

At DFW Airport, there are multiple opportunities to help achieve the Electrify America investment plan's goal to deploy chargers in workplaces, retail locations, and near communities. The proposed installations by NCTCOG will encourage greater use of EV vehicles due to the availability and accessibility of charging stations. These actions will further help the region achieve air quality goals under the State Implementation Plan (SIP).

Again, DFW Airport Board offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Robert Horton'.

Robert Horton
Vice President, Environmental Affairs



815 Brazos St., Ste. 600-B
Austin, TX 78701
www.EnvironmentTexas.org

(800) 401-6511
(512) 479-0388
(512) 479-0400

10 Jan. 2017

Re: Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

Environment Texas is pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Texas is the second most populous state and is home to five of the nation's eleven fastest-growing cities. Texas is also one of the nation's leaders in wind power, which pairs effectively with electric vehicle (EV) technology, since wind power generation peaks at night, when electric vehicles are most commonly plugged in to charge. Upgraded EV charging infrastructure, along with initiatives like the Texas Commission on Environmental Quality's Texas Emissions Reduction Plan (TERP) to reduce emissions from polluting vehicles, could jump start increased use of renewable energy sources and reduce dependence on fossil fuels in Texas. For these reasons, Texas is a critical piece of the national EV and EVSE adoption strategy, and should be a prominent part of the initial Electrify America investment plan. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector. Environment Texas hopes that reducing these harmful emissions can help protect the climate and reduce the threat that gasoline dependence presents to public health.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand. Implementing these proposed installations will enhance the mobility of EV drivers as well as improve air quality in the North Central Texas region, across the state of Texas, and beyond.

Again, Environment Texas offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

Luke Metzger
Director



January 11, 2017

Re: Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

The North Texas Renewable Energy Group, the local chapter of the Texas Solar Energy Society, is pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Texas is the second most populous state, one of the youngest based on median age, and is home to five of the nation's eleven fastest-growing cities. For these reasons, Texas is a critical piece of the national electric vehicle (EV) and EVSE adoption strategy, and should be a prominent part of the initial Electrify America investment plan. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand. Implementing these proposed installations will enhance the mobility of EV drivers as well as improve air quality in the North Central Texas region, across the state of Texas, and beyond.

Again, the North Texas Renewable Energy Group offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads 'Lissa King Magel'.

Lissa King Magel
Chair, North Texas Renewable Energy Group



City of Plano
1520 K Avenue
Plano, TX 75074

P.O. Box 860358
Plano, TX 75086-0358
Tel: 972.941.7000
plano.gov

January 11, 2017

Re: Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

The City of Plano is pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Texas is the second most populous state, one of the youngest based on median age, and is home to five of the nation's eleven fastest-growing cities. For these reasons, Texas is a critical piece of the national electric vehicle (EV) and EVSE adoption strategy, and should be a prominent part of the initial Electrify America investment plan. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand. Implementing these proposed installations will enhance the mobility of EV drivers as well as improve air quality in the North Central Texas region, across the state of Texas, and beyond.

Again, the City of Plano offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

Rachel C. Patterson, REHS/RS
Director
Department of Environmental Health and Sustainability



January 10, 2017

Re: Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

The City of Southlake is pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Texas is the second most populous state, one of the youngest based on median age, and is home to five of the nation's eleven fastest-growing cities. For these reasons, Texas is a critical piece of the national electric vehicle (EV) and EVSE adoption strategy, and should be a prominent part of the initial Electrify America investment plan. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand. Implementing these proposed installations will enhance the mobility of EV drivers as well as improve air quality in the North Central Texas region, across the state of Texas, and beyond.

Again, the City of Southlake offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Shana Yelverton".

Shana Yelverton
City Manager, City of Southlake



January 9, 2017

Re: Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America
Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

Tesla Owners Club of North Texas is pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Texas is the second most populous state, one of the youngest based on median age, and is home to five of the nation's eleven fastest-growing cities. For these reasons, Texas is a critical piece of the national electric vehicle (EV) and EVSE adoption strategy, and should be a prominent part of the initial Electrify America investment plan. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand. Implementing these proposed installations will enhance the mobility of EV drivers as well as improve air quality in the North Central Texas region, across the state of Texas, and beyond.

Again, Tesla Owners Club of North Texas offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

Richard Bollar
President

North Texas Tesla Owners Group d/b/a
Tesla Owners Club of North Texas

1/13/17

Re: Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

I am pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas.

In addition to the reasons outlined by NCTCOG/DFWCC, as a resident of the City of Duncanville, which is immediately downwind from air pollution sources in Midlothian, I support their efforts to reduce transportation related air pollution because it directly affects my & my family's health.

I also support NCTCOG's proposal as a member, although not an official & not representing them in any official way, of the North Texas Renewable Energy Group and the North Texas Electric Auto Association.

Again, I offer my support for the NCTCOG proposal and look forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

James Orenstein
James Orenstein



YOUR HOMETOWN

Anna

CITY OF ANNA, TEXAS
P.O. BOX 776
ANNA, TEXAS 75409-0776
PHONE 972-924-3325
FAX 972-924-2620
www.annatexas.gov

January 26, 2017

Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
Metropolitan Planning Organization
Post Office Box 5888
Arlington, Texas 76005-5888

Re: City of Anna Transportation - Ferguson Parkway Funding Proposal

Dear Mr. Morris:

Thank you for the recent opportunity to meet with you and your staff along with Mr. Kelly Selman, P.E. and Mr. Barry Heard, P.E. of the Texas Department of Transportation to discuss transportation planning needs for the City of Anna. In our meeting on September 23, 2016, we presented a list of future transportation improvement projects we have identified as critical to the success of our City's transportation system.

During our presentation, one project in particular stood out as an immediate need for the City of Anna:

Ferguson Parkway from the Collin County Outer Loop to F.M. 455

Project Description:

This transportation project consists of constructing approximately 6,200 linear feet of 4-lanes of a future 6-lane divided thoroughfare, including a 360-foot long, 6-lane divided bridge over Slayter Creek, all situated in a proposed 120-foot wide right-of-way. The limits for this portion of the project are from the Collin County Outer Loop to Taylor Blvd. (County Road 367); then, from Taylor Blvd., construction of approximately 1,760 linear feet of the western 2-lanes (eastern two lanes are currently

RECEIVED
JAN 30 2017

TRANSPORTATION

in place) of an ultimate 6-lane divided thoroughfare to F.M. 455. **Exhibit A – Project Location Map** shows the project location and configuration.

Project Need:

This proposed thoroughfare project connects the Collin County Outer Loop to F.M. 455 and provides an important secondary point of entry and access to our City from U.S. Highway 75. We are experiencing unprecedented growth in our community. The current (and projected) growth areas are primarily located east of U.S. Highway 75. Presently the main point of entry from U.S. Highway 75 into Anna is the F.M. 455 interchange. Although both U.S. 75 and F.M. 455 improvements are underway, these capacity improvements will not materially change the capacity of the interchange enough to alleviate the City’s need for a second point of access. Added to this congested interchange is the on-going and robust truck stop operations on either side of U.S. Highway 75 at this interchange. On any given day during peak pm traffic times, commuter traffic mixed with commercial trucks attempting to access the City of Anna at this interchange is queued back onto the main lanes and shoulder of U.S. 75 for a distance of up to one-half mile. Without a second point of entry into our community, we predict this situation will continue even with the U.S. 75 and F.M. 455 capacity improvements in place.

Solution:

The Ferguson Parkway project, combined with the U.S. Highway 75 improvements and access to the Collin County Outer Loop, provides the secondary access from U.S. Highway 75 at a point approximately 1.8 miles south of F.M. 455. The primary commuter traffic flow into Anna is from the south along U.S. 75. The Ferguson Parkway transportation link will provide a significant relief to the U.S. Highway/F.M. 455 interchange and help relieve the commercial truck/commuter traffic mix. The southern connection to our City will allow commuters and visitors to access the core population center of our City before the U.S. Highway 75/F.M. 455 Interchange and will significantly relieve traffic on both U.S. 75 and the portion of F.M. 455 nearest the interchange. **Exhibit B** shows the project location and demonstrates how the Ferguson Parkway link provides access to the core population center in our community, and relief to the interchange.

Project Scope and Cost:

In the summer of 2015, the City authorized our engineering firm to prepare an alignment study and opinion of probable cost for this project. A variety of alignments were evaluated and discussed with adjoining and nearby property owners; and those representing developer interests in the area. The alignment options were also evaluated for right-of-way needs, environmental concerns, evaluation of the crossing of Slayter Creek and overall project cost. The City conducted a public hearing on the proposed alignment. The City Council then selected the route recommend by City staff and shown in **Exhibit A** of this proposal as the preferred alignment. Based on this route and the updated project scope described above, our latest opinion of probable

project cost is in the range of **\$15,000,000**. We are enclosing an itemized opinion of probable project cost prepared by our consulting engineer as **Exhibit C**. The project budget includes line items for land rights acquisitions, engineering services, construction administration services, inspection services, environmental permits and a contingency factor. The project budget is based on current cost and does not include a cost escalation factor for construction at a later date.

Project Funding Proposal:

As we discussed in our meeting with you, the City of Anna is seeking a partnership with the North Central Texas Council of Governments to identify innovative funding opportunities for this critically important transportation project. It is our opinion that this transportation link has positive regional implications due to the connectivity between regional corridors. Additionally, this project can and will relieve traffic on U.S. 75 and at the F.M. 455 interchange, therefore we believe the project is a candidate for regional funding.

We have discussed this project with Collin County officials and they agree with our assessment. Of course, since this is an off-system project, TxDOT does not have a funding mechanism available for us. Due to the regional implications, we believe this project qualifies for Regional Toll Revenue funding, or other funding that might be available from the North Central Texas Council of Governments Regional Transportation Council (RTC).

In our meeting, you indicated the RTC is seeking projects for innovative funding opportunities as well. In the spirit of that intent, and in order to move this important project forward as soon as possible, we propose the following:

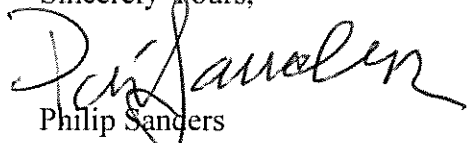
1. The City Anna hereby requests a grant from the RTC in the amount of **\$7,500,000**, or one-half the project cost.
2. The City of Anna proposes a loan from the RTC in the amount of **\$7,500,000** (the remaining half of the project cost). The final loan terms can be defined later, but we would propose a combination of the following to pay back the loan:
 - a. Roadway Impact Fees - The Ferguson Parkway project is a part of our Roadway Impact Fee Capital Improvement Plan and is situated in our Roadway Service Area No. 1. The City's current maximum roadway impact fee is \$702 per service unit (with three (3) service units per residential lot). The City currently charges \$333 per service unit. Our 2014 -2024 Roadway Impact Fee Study estimates a growth of approximately 18,716 new service units over the ten-year period for total impact fee revenue of approximately \$6,238,791 based on the current fee schedule. Some of the anticipated revenue will be off-set by impact fee credits as other CIP roadways are constructed.
 - b. Developer Contributions – as property adjacent to Ferguson Parkway develops, the City (where possible) will require the developer to construct a proportionate

share (usually 1/2) of the of the abutting roadway. In lieu of construction, the City could require the developer to pay the pro-rata share of the cost of the roadway that abuts their property, provided the pro-rata share does not exceed an amount considered “roughly proportional” under State law. Any such payments would be reimbursed to the NCTCOG to off-set the loan amount. We estimate that about one-half of the abutting property adjacent to this proposed roadway could be developed in the future.

- c. County Contribution – Collin County has periodically approved a County-wide bond programs to help pay for roadway improvements on the Collin County transportation plan. The City will petition the County Commissioners Court to include in the next bond program funding for one-half the cost of the Ferguson Parkway project. A commitment by NCTCOG to fund half of the construction cost would send a powerful signal to Collin County on the regional importance of this roadway project.

Based on our current growth patterns and overwhelming congestion at the U.S. 75/F.M. 455 interchange, and in the interest of regional congestion mitigation, the City believes that the Ferguson Parkway project should move forward immediately. Please review this information and our funding proposal at your earliest convenience and give your full consideration to this sound and innovative funding approach. We are available to discuss this project and our proposal further at your convenience.

Sincerely Yours,



Philip Sanders
City Manager

Enclosures

Exhibit A – Ferguson Parkway Project Location Map

Exhibit B - Ferguson Parkway Regional Map

Exhibit C – Ferguson Parkway Opinion of Probable Project Cost

Exhibit A – Project Location Map

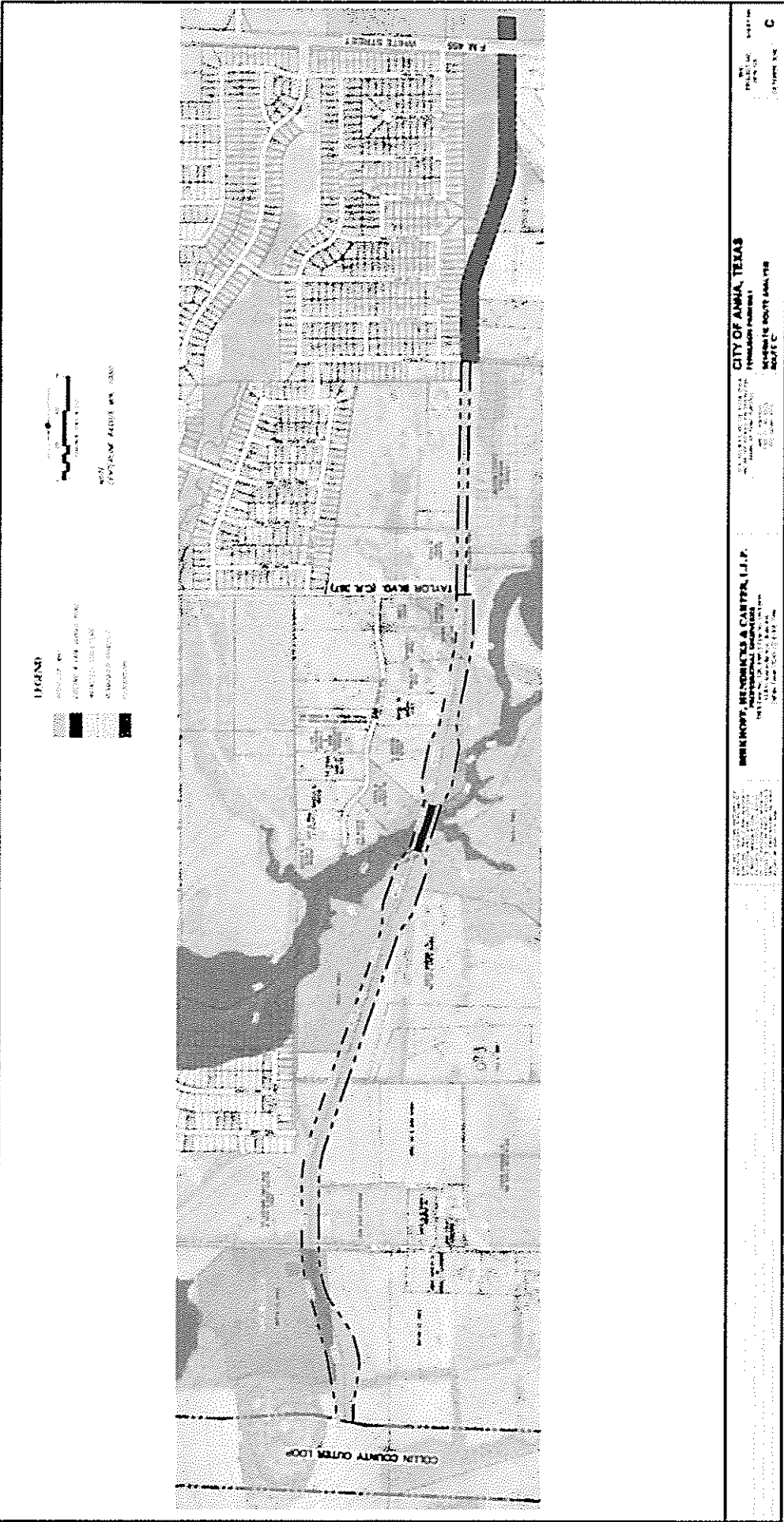
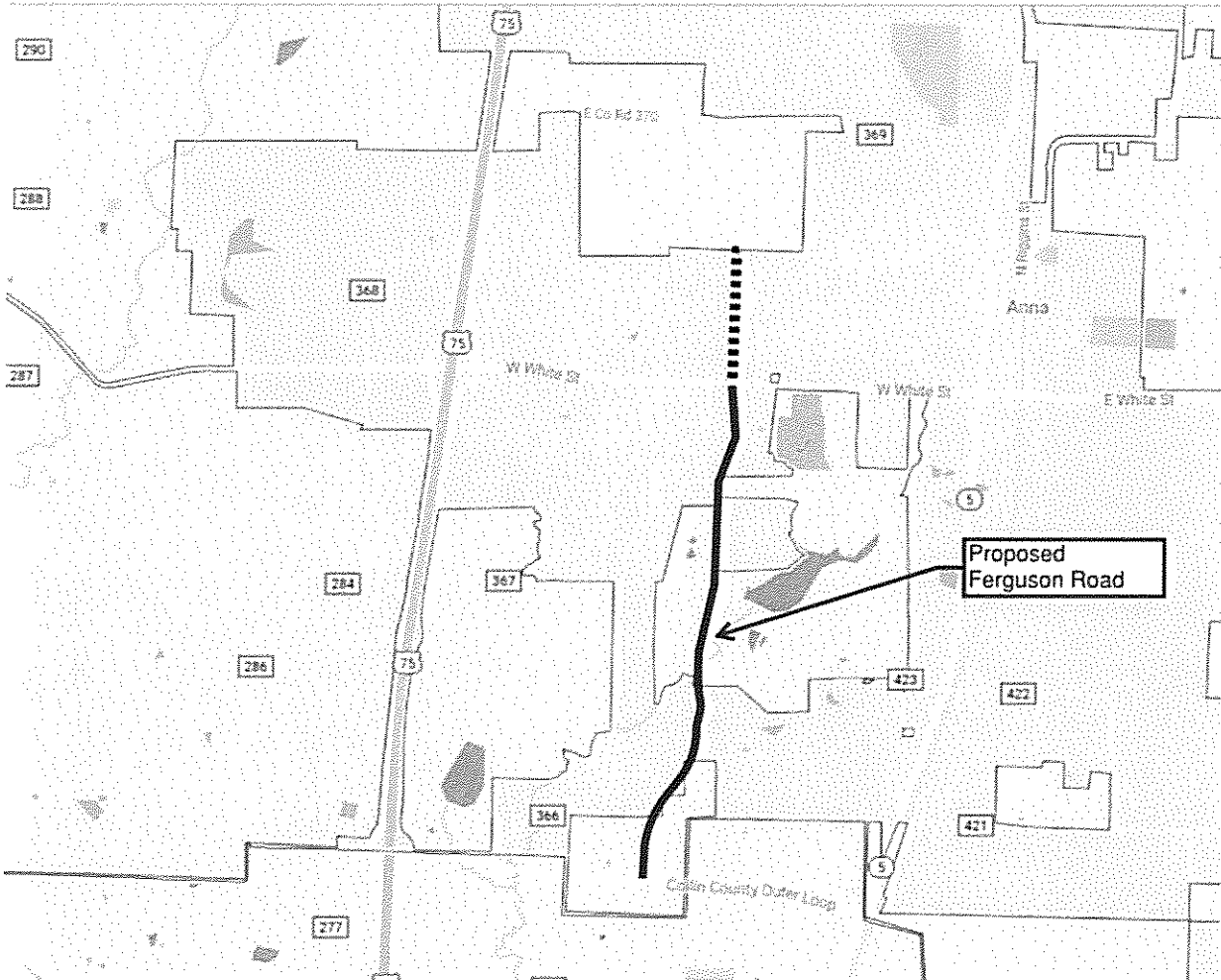


Exhibit B – Ferguson Parkway Regional Map



BIRKHOFF, HENDRICKS & CARTER, L.L.P.
PROFESSIONAL ENGINEERS

Project No. Not Assigned

Client: City of Anna
 Project: Ferguson Parkway - Route C
From Collin County Outer Loop to Elm Street

Date: 2-Oct-16
 By: GCH

ENGINEER'S OPINION OF CONSTRUCTION COST

Item No.	Description	Quantity	Unit	Price	Amount
<p>Approximately 6200-Feet of 4 Lane Divided Thoroughfare (with 120-ft ROW to accommodate an ultimate 6 Lane A. Divided Thoroughfare) constructed with 8-Inch Reinforced Concrete Pavement including Curb and Gutter and Storm Sewers from the Collin County Outer Loop to Taylor Blvd.</p> <p>B. A 360' long x 100' wide 6-lane bridge over Slayter Creek with 8-foot wide pedestrian sidewalks on both sides.</p> <p>C. Approximately 1,750 linear feet of two lanes of the ultimate 6-lane portion of Ferguson Road from Taylor Blvd. to Elm Street.</p>					
101	Right-of-Way Preparation, Mobilization Bonds & Insurance	84	STA	\$ 3,000.00	\$ 252,000
102	Furnish & Install 8-Inch Reinforced Concrete Pavement	41,490	S.Y.	\$ 50.00	\$ 2,074,500
103	Furnish & Install 8-Inch Lime Treated Subgrade	45,633	S.Y.	\$ 4.00	\$ 182,532
104	Furnish & Install Hydrated Lime (8% or 62.4 lbs/SY)	1,429	Tons	\$ 170.00	\$ 242,930
105	Furnish & Install 4-Inch Thick, 5-Foot Wide Reinforced Concrete Sidewalks	8,103	S.Y.	\$ 45.00	\$ 364,635
106	Furnish & Install Barrier Free Ramps	24	En.	\$ 1,500.00	\$ 36,000
107	Unclassified Street Excavation	61,515	C.Y.	\$ 10.00	\$ 615,150
Paving Improvements Subtotal:					\$ 3,767,747
108	Furnish & Install Underground Storm Sewer System (Piping, Culverts and Inlets)	27.5% of Paving Subtotal			\$ 1,036,130
109	Seeding Median and Parkway	48,500	S.Y.	\$ 2.00	\$ 97,000
110	Furnish & Install 4-Inch Topsoil in Medians and Parkways	48,500	S.Y.	\$ 1.50	\$ 72,750
111	Furnish & Install Permanent Pavement Markings & Striping	8,365	L.F.	\$ 5.00	\$ 41,825
112	Furnish & Install Roadway Signage	1	L.S.	\$ 54,000.00	\$ 54,000
113	Remove and Replace Fencing	14,565	L.F.	\$ 15.00	\$ 218,475
114	Bridge Crossing at Slayter Creek	3,750	S.Y.	\$ 925.00	\$ 3,468,750
115	Furnish & Install 7'x4' Reinforced Concrete Box Culvert with Concrete Headwalls	100	L.F.	\$ 500.00	\$ 50,000
116	Furnish & Install Signal Conduit (median sleeves)	1,000	L.F.	\$ 15.00	\$ 15,000
117	Furnish & Install Lighting Conduit (median sleeves)	1,000	L.F.	\$ 15.00	\$ 15,000
118	Furnish, Install, Maintain & Remove Erosion Control Devices	1	L.S.	\$ 36,000.00	\$ 36,000
119	Furnish Storm Water Pollution Prevention Plan (SW3P)	1	L.S.	\$ 10,200.00	\$ 10,200
120	Furnish, Install, Maintain & Remove Traffic Control Measures	24	Mo.	\$ 2,000.00	\$ 48,000
Paving & Drainage Subtotal (Rounded Up to Nearest \$1,000):					\$ 8,931,000
Contingencies and Misc. Items (Rounded Up to Nearest \$1,000):					15% \$ 1,340,000
Paving and Drainage Total:					\$ 10,271,000

BIRKHOFF, HENDRICKS & CARTER, L.L.P.
PROFESSIONAL ENGINEERS

Project No. Not Assigned

Client: City of Anna
 Project: Ferguson Parkway - Route C
From Collin County Outer Loop to Elm Street

Date: 2-Oct-16
 By: GCH

ENGINEER'S OPINION OF CONSTRUCTION COST

Item No.	Description	Quantity	Unit	Price	Amount
<p>Approximately 6200-Feet of 4 Lane Divided Thoroughfare (with 120-ft ROW to accommodate an ultimate 6 Lane A. Divided Thoroughfare) constructed with 8-Inch Reinforced Concrete Pavement including Curb and Gutter and Storm Sewers from the Collin County Outer Loop to Taylor Blvd.</p> <p>B. A 360' long x 100' wide 6-lane bridge over Slayter Creek with 8-foot wide pedestrian sidewalks on both sides.</p> <p>C. Approximately 1,750 linear feet of two lanes of the ultimate 6-lane portion of Ferguson Road from Taylor Blvd. to Elm Street.</p>					
Additional Optional Items					
201	Traffic Signalization (at W. Foster Crossing and Taylor Blvd)	2	L.S.	\$250,000.00	\$ 500,000
301	Roadway Lighting	1	L.S.	\$338,000.00	\$ 338,000
302	Median and Parkway Irrigation	1	L.S.	\$270,000.00	\$ 270,000
Subtotal Optional Items:					\$ 1,108,000
Construction Total (including Contigencies and Optional Items):					\$ 11,379,000
Construction Cost per Linear Foot:					\$ 1,361
Professional Fees, Land Rights, Permits and Inspections	Surveying, Engineering, Geotech, Bidding & Construction Administration:			11.5%	\$ 1,308,727
	Environmental Reporting & FEMA/USACE Permits	1	L.S.	\$150,000.00	\$ 150,000
	Right-of-Way Acquisition (Including Extension):	20	Ac.	\$50,000	\$ 1,000,000
	Displaced Structures (200% of 2015 Collin CAD Values):	1	L.S.	\$232,830.00	\$ 232,830
	Remainder Parcels:	2	Ac.	\$50,000	\$ 100,000
	3rd Party Inspection, Services:			0.0%	\$ -
	Inspection, Quality Control and Materials Testing:			2.5%	\$ 284,475
Estimated Project Total:					\$ 14,455,032
Project Contingencies:					3.0% \$ 433,651
TOTAL PROJECT BUDGET (Rounded Up to Nearest \$1,000):					\$ 14,888,683
USE:					\$ 14,889,000
Project Cost per Linear Foot:					\$ 1,780



City of Dallas

January 9, 2017

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

RE: Resilient Dallas Study

Dear Mr. Morris:

I am writing to request your assistance in an effort to better understand and analyze the state of transportation equity in Dallas; and to request that NCTCOG partner with the City of Dallas to develop strategies to address the gaps and challenges that many of Dallas' transit-dependent and low-income residents struggle with every day.

We are aware that NCTCOG is currently engaged in an update of the Access North Texas Plan and believe this initiative presents a timely and unique opportunity for the City of Dallas to collaborate with NCTCOG on this very important issue.

As you know, the City of Dallas was very fortunate to be selected as one of only 100 cities around the world to participate in the 100 Resilient Cities program, pioneered by the Rockefeller Foundation. The Phase I Resilient Assessment of this process is now complete, and we are poised to launch the second phase which entails a detailed analysis and assessment of four key focus areas:

- Building an inclusive economy and expanding opportunity
- Achieving a healthier Dallas
- Defining a 21st century infrastructure for Dallas neighborhoods
- Advancing transportation equity and preparing for 21st century mobility

While all of these topic areas are inter-related, we believe the steel thread that binds these issues is transportation access and mobility. It will undoubtedly be integral to our success. For this reason, we invite your staff to participate on our Steering Committee and the transportation sub-committee which will kick-off in the upcoming weeks.

We have also approached Professor Shima Hamidi, Director of the Institute of Urban Studies at the University of Texas at Arlington, about conducting research specific to transportation equity in DFW, and particularly the City of Dallas. I'm sure you are aware of the impressive body of work Professor Hamidi has already produced regarding the impact equity of transportation systems for transit dependent populations. We would also request that NCTCOG fund this important study and incorporate the



City of Dallas

research and findings into the Access North Texas Plan. We have attached the proposal from Professor Hamidi for your convenience.

Thank you for your thoughtful consideration of this request to participate and partner with the City of Dallas on our Resilient Dallas Phase II Study. Theresa O'Donnell is leading this effort and will be in contact with your office to follow up and discuss next steps.

Sincerely,

A handwritten signature in black ink, appearing to read 'AC Gonzalez', written over the word 'Sincerely'.

AC Gonzalez
City Manager, City of Dallas

Enclosure: A Comprehensive Study on the State of Transportation Equity in Dallas

Cc: Karla Weaver, Program Manager, NCTCOG
Theresa O'Donnell, Chief Resilience Officer, City of Dallas
Jill Jordon, Assistant City Manager, City of Dallas

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A Comprehensive Study on the State of Transportation Equity in Dallas

Shima Hamidi, PhD

Director, Institute of Urban Studies (IUS)

Assistant Professor of Planning

College of Architecture, Planning and Public Affairs (CAPPA)

University of Texas at Arlington

Arlington, Texas 76019

shima.hamidi@uta.edu

October 2016

Summary:

The Dallas Area Rapid Transit light rail system is the longest LRT system in the nation, stretching 90 miles with more than 60 stations across North Texas. Dallas LRT is also among the oldest light rail systems in the United States, having started in 1996. Only the systems in Denver, Colorado (1994), Portland, Oregon (1986), Sacramento, California (1987), and San Diego (1981) are older. Furthermore, unlike many systems that serve either a few corridors or just one sector, Dallas LRT service extends in all directions around the downtown.

Despite all these potentials, transit ridership in Dallas is relatively low. The DART ranks 23 out of 39 large and medium sized transit agencies in the US in terms of the two transit ridership indicators (passenger miles per capita and passenger trips per capita) (APTA, 2014). The city and the DFW region are also facing equity challenges when it comes into the transportation. DFW has one of the lowest rates of upward mobility (6%) in the U.S (Chetty et al., 2014). Also more than 77% of section 8 housing units in DFW are unaffordable due to transportation costs (Hamidi and Ewing, 2015). These facts call for a comprehensive study of transportation equity in Dallas.

Goal of the Research:

This proposal seeks to study the current state of transportation equity in DFW (and particularly the city of Dallas). Our proposal includes a comprehensive policy analysis as well as a quantitative study of the transportation metrics that impact equity and efficiency of the transportation system for transit dependent population.

Work Plan:

Phase 1: How much money is coming into the region and where the money is being spent?

A) Transportation funding Constrains:

- 1- *Identifying the major source of transportation funding in the city and region:*
 - a. public versus private
 - b. federal versus state and local level
 - c. Comparison of various public entities (DART, TXDOT, City, NCTCOG, etc.)
- 2- *Studying the distribution of funding sources by entity: the amount and percentage of transportation funding spent by each entity*
- 3- *Studying the distribution of funding by transportation mode:*
 - a. Driving
 - b. Walking and biking
 - c. Public transit
- 4- *Studying the distribution of funding by location:*

- a. we will analyze how accessible are jobs to residents of each neighborhood (by transit and driving)
 - b. we analyze and visualize the socio-demographic characteristics of each neighborhood in Dallas
 - c. we overlay the job accessibility map with the sociodemographic maps and study the allocation of transportation funding for each neighborhood
- 5- *Innovative Funding Sources*: Best practices on innovative funding solutions for an equitable transportation system: through best practices study, we identify the factors and policies that encourage projects that address and contribute to equitable distribution of funds for mobility/accessibility.
- 6- *Adaptation to Dallas*:
- a. This study will find out which of these practices and policies applicable to the structural, cultural, etc. characteristics of the City of Dallas.
 - b. We will also find out how they can be incorporated into City decision making practices/policies.

B) Transportation organizational structure and decision-making:

- 1- *Integration*: This research step will evaluate how equity is considered/integrated during the decision making process.
- 2- *Priority*: This research step will focus on the deference equity is provided in transportation design.
- 3- *Best Management Practices/Policies*: This research step will take a survey of existing practices and determine which have been successful in addressing equity in the decision making process.
- 4- *Adaptation to Dallas*:
 - a. This study will find out which of these practices and policies applicable to the structural, cultural, etc. characteristics of the City of Dallas.
 - b. We will also find out how they can be incorporated into City decision making practices/policies.

Research Timeline for Phase 1:

- A. Background Research
 - a. *Research*: Oct 14, 2016 – Oct 28, 2016
 - b. *Written Draft*: Oct 29, 2016 – Nov 4, 2016
 - c. *Submit for review*
- B. Transportation organizational structure and decision-making:
 - d. *Research*: Nov 5, 2016 – Nov 28, 2016
 - e. *Written Draft*: Nov 30, 2016 – Dec 4, 2016
 - f. *Submit for review*

- C. Transportation funding Constrains:
 - g. *Research*: Dec 7, 2016 –Dec28, 2016
 - h. *Written Draft*: Dec 29, 2016 –Jan 16, 2016
 - i. *Submit for review*
- D. Final Paper Reviews
 - j. Jan 17, 2017 – Jan 25, 2017
 - k. Final Working Draft –Jan 27, 2016

Phase 2: A comprehensive analysis of how transportation policy and metrics impact equity:

A) *Literature review of transportation policy and metrics:*

- 1- A comprehensive review of transportation metrics that impact equity. We will cover publications from:
 - a. Academic journals
 - b. Technical reports and white papers
 - c. Government documentations
 - d. Transportation Research Board publications
 - e. Transportation Equity Network member organization publications
- 2- Study historical policies and practices in Dallas:
 - f. We will study the history of Dallas and equitable transportation construction and access
 - g. Trends and changes in Dallas after the 1950s/60s with the Federal Highway Act.
 - h. Trends and changes in Dallas after 1970 when Dallas began to expand in both northern and southern directions
 - i. Identifying emerging policy trends and barriers in Dallas

B) *Transportation system and Equity in Dallas: This section will quantify the state of transportation equity in Dallas:*

- 1- Transportation affordability in Dallas
 - a. Transit fare (how affordable is transit)
 - b. Study of transit fare policies and equity in Dallas
 - c. % income spent on transportation for each neighborhood
 - d. % income spent on transportation for transit dependent population by neighborhood
- 2- Job accessibility by mode in Dallas:
 - a. % jobs accessible by transit for each neighborhood
 - b. % jobs accessible by driving for each neighborhood
 - c. % of jobs accessible by transit and driving by income
 - d. Job-housing balance for each Dallas Neighborhood
- 3- Transit coverage in Dallas:

- a. % population that are not served by transit
 - b. % transit dependent population that are not served by transit (minority, low-incomes, seniors etc.)
 - c. Spatial distribution of transit coverage (areas that are not served with transit)
 - d. Its overlay with socio-demographic profile of Dallas neighborhoods
- 4- Transit quality in Dallas:
- a. Spatial distribution of transit service frequency
 - b. We will overlay it with the with socio-demographic profile of Dallas neighborhoods
- 5- Transit accessibility:
- a. % population living in walking distance to transit for each neighborhood in Dallas
 - b. % transit dependent population living in walking distance to transit for each neighborhood in Dallas

Research Timeline for Phase 2:

- A. Literature review of transportation policy and metrics:
 - a. *Research: Oct 14, 2016 – Nov 6, 2016*
 - b. *Written Draft: Nov 7, 2016 – Nov 20, 2016*
 - c. *Submit for review*

- B. Study historical policies and practices in Dallas:
 - d. *Research: Nov 21, 2016 – Dec5, 2016*
 - e. *Written Draft: Nov 5, 2016 – Dec 19, 2016*
 - f. *Submit for review*

- C. Transportation system and Equity in Dallas:
 - g. *Research: Oct 25, 2016 –Dec 28, 2016*
 - h. *Written Draft: Dec 29, 2016 – Jan 16, 2016*
 - i. *Submit for review*

- D. Final Paper Reviews
 - j. *Jan 17, 2017 – Jan 25, 2017*
 - k. *Final Working Draft –Jan 20, 2016*

Final Deliverable

Our final deliverable will be a white paper (research document) that will be submitted to the City of Dallas Resilient City team for review. The report will include maps, graphs and other visualizations showing various indicators of transportation equity as well as policy recommendations.

Budget

Salaries	\$50,130
M&O:	\$500
Travel:	\$300
Total Direct Cost:	\$50,930
University Indirect Cost (@34%):	\$17,316
Total Budget:	\$67,846

Selected References

Hamidi, S., Ewing, R., & Renne, J. (2016). How Affordable Is HUD Affordable Housing?. *Housing Policy Debate*, 26(3), 437-455.

Ewing, R., Hamidi, S., Grace, J. B., & Wei, Y. D. (2016). Does urban sprawl hold down upward mobility?. *Landscape and Urban Planning*, 148, 80-88.

Hamidi, S., & Ewing, R. (2015). Is Sprawl Affordable for Americans? Exploring the Association Between Housing and Transportation Affordability and Urban Sprawl. *Transportation Research Record: Journal of the Transportation Research Board*, (2500), 75-79.

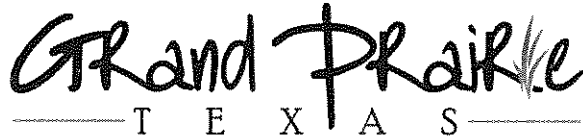
Nelson, A. C., Eskic, D., Hamidi, S., Petheram, S. J., Ewing, R., & Liu, J. H. (2015). Office Rent Premiums with Respect to Light Rail Transit Stations: Case Study of Dallas, Texas, with Implications for Planning of Transit-Oriented Development. *Transportation Research Record: Journal of the Transportation Research Board*, (2500), 110-115.

Chetty, R., Hendren, N., Kline, P., & Saez, E. (2014). *Where is the land of opportunity? The geography of intergenerational mobility in the United States*. National Bureau of Economic Research.

Lead Researcher

Shima Hamidi is Assistant Professor and Director of the Institute of Urban Studies at University of Texas Arlington. For the past six years, Dr. Hamidi has been working on projects funded by the Department of Housing and Urban Development (HUD), Transportation Research Board, National Institute of Transportation and Communities (NITC), American Association of Retired Persons (AARP), National Institute of Health (NIH) and Ford Foundation and Smart Growth America. She has written over 30 journal articles on transportation, urban design, walkability, and land-use premiums with respect to transit, as well as urban form and its relationship with individuals' economic mobility, food deserts, housing affordability, transportation mode choice, car ownership, and traffic safety. The results of her research were presented in a national press release in partnership with Smart Growth America and have been cited in more than 100

national and regional newspapers and magazines such as Wall Street Journal, Washington Post and CNN Money. Dr. Hamidi's recent article titled "How Affordable is HUD Affordable Housing" was featured in several media outlets including Dallas Morning News and CityLab.



Ken Barr, Chairman
North Texas Tollway Authority
P.O. Box 260928
Plano, Texas 75026-0928

December 16, 2016

RE: Trailblazer Signs for SH 360 Toll Road

Dear Chairman Barr:

As we continue to see increased levels of development in Grand Prairie, corridors like the 360 Toll Road are essential to our growth. We have enjoyed cultivating our relationship with NTTA since the opening of SH 161 Toll Road through our city. NTTA thoroughfares have helped the City of Grand Prairie further its mission to remain a premier destination for people to live, work and play. We strive to avoid the placement of protruding signs along roadways within our city that are distracting to motorists. However, many of our developers have requested obtrusive signage along SH 360 that will alert drivers of the location of their businesses.

The implementation of inconspicuous Trailblazer signs along the SH 360 corridor is a desirable solution to direct traffic to many of our businesses and services. TxDOT currently allows these informational signs along their toll roads in the DFW Metroplex. I request that the North Texas Tollway Authority considers allowing the utilization of these subtle Trailblazer signs on the SH 360 Toll Road.

Sincerely,

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

Ron Jensen
Mayor of Grand Prairie, Texas

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

Brian Barth, P.E.
District Engineer, Fort Worth District, TxDOT





MAYOR
W. JEFF WILLIAMS

THE AMERICAN DREAM CITY

101 W. Abram St.

P.O. Box 90231, MS 01-0310
Arlington, Texas 76004-3231

Office 817-459-6121

Jeff.Williams@arlingtontx.gov

Ken Barr
Chairman
North Texas Tollway Authority
P.O. Box 260928
Plano, Texas 75026-0928

December 6, 2016

RE: Trailblazer Signs for SH 360 Toll Road

Dear Chairman Barr,

The development of SH 360 along the southeastern edge of the City of Arlington is spurring a wide range of applications for development projects. These projects are located around the new interchanges with the City's thoroughfare streets, such as Sublett Road and New York Avenue, as well as along the adjacent service roads. Arlington has adopted development standards that promote a uniform and attractive scale and character of development which we seek to implement along SH 360. A key element of ensuring this future high-quality design is the management of the proliferation of obtrusive pole signs. Recently, developers have sought to modify our signage standards to allow signage that is incompatible with the surrounding residential properties and is distracting to the driving public. They cite the need for these tall pole signs due to the depressed design of SH 360 in several locations, which impedes visibility of their properties.

In order to mitigate these concerns, I request that the NTTA permit the placement of small Trailblazer-type signs along the SH 360 corridor to notify the public of nearby fuel, food, and lodging services. Such signs are already permitted along TxDOT toll roads in the region, and they serve their immediate locales and communities well.

Sincerely,

Jeff Williams, P.E.
Mayor of Arlington, Texas

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

Brian Barth, P.E.
District Engineer, Fort Worth District, TxDOT

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highest quality of service
at the best value."*

City Council:

Brent Newsom
Place 2

Stephen Lindsey
Place 3

Darryl Haynes
Place 4

Cory Hoffman
Place 5

Wendy Burgess
Place 6

Larry Brosch
Place 7

Mayor David L. Cook

1200 E. Broad St.
Mansfield, Texas 76063

817-276-4204
david.cook@mansfieldtexas.gov

January 6, 2017

Ken Barr, Chairman
North Texas Tollway Authority
P.O. Box 260928
Plano, TX 75026-0928

RE: Trailblazer Signs for SH 360 Toll Road

Dear Chairman Barr:

The construction of the SH 360 Toll Road along the southeastern edge of the City of Mansfield is spurring many new and exciting development projects. These projects are located around interchanges with the City's thoroughfare streets, such as Debbie Lane, Broad Street and Heritage Parkway, as well as along the adjacent service roads. While the City of Mansfield has adopted development standards to promote quality growth and development, developers have recently sought to modify these standards by seeking signage that is incompatible with surrounding residential properties and potentially harmful to traffic. They cite the need for tall pole signs due to the depressed design of SH 360 in several locations which reduces the visibility of their properties.

I strongly believe that a key element of ensuring high-quality development along the SH 360 corridor is the management of visual clutter and the proliferation of obtrusive pole signs. To alleviate these concerns, I respectfully request that the NTTA favorably consider and authorize the placement of small Trailblazer-type signs along the SH 360 corridor to notify the public of nearby fuel, food, and lodging services. Such signs are already permitted along TxDOT toll roads in the region and meet the needs of the local businesses as well as the citizens and visitors of our communities.

Your consideration of this request is sincerely appreciated.

Best Regards,

David L. Cook
Mayor

DLC:jh

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at the best value."*

City Council:

Brent Newsom
Place 2

Stephen Lindsey
Place 3

Darryl Haynes
Place 4

Cory Hoffman
Place 5

Wendy Burgess
Place 6

Larry Broseh
Place 7

Mayor David L. Cook

1200 E. Broad St.
Mansfield, Texas 76063

817-276-4204
david.cook@mansfieldtexas.gov

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

Brian Barth, P.E.
District Engineer, Fort Worth District, TxDOT

Editorial: Texas legislators will have to be thrifty this year

JANUARY 9, 2017 5:59 PM
Fort Worth Star-Telegram

The Texas Legislature will have almost \$3 billion less available for spending in the 2018-19 budget than it did in the current 2016-17 budget.

We've expected as much for about two years as oil and gas prices went down and stayed down.

Comptroller Glenn Hegar put numbers behind our expectations Monday when he announced his Biennial Revenue Estimate. The Legislature begins its 140-day session at noon Tuesday, with the adoption of a balanced two-year budget its only constitutionally required task.

Available revenue is expected to be \$104.87 billion, down from \$107.73 billion two years ago, Hegar said.

If everything goes as usual for the Republican-dominated Legislature, they'll spend less than what's available — because that's what they do. They won't tap the so-called "Rainy Day Fund" savings account, which Hegar said will have \$11.92 billion tucked away by the end of the next two-year budget cycle.

The only question is how they will spread money around.

We already know there are areas of the budget that need more money, like the troubled Department of Family and Protective Services and its Child Protective Services and foster care programs.

A federal judge ruled more than a year ago that those programs actually put children in danger.

Public schools are the largest single portion of the budget. They always need more money to serve a constantly growing number of students, if not for putting together better educational programs.

Transportation usually needs more, but voters have already set aside extra money (Hegar says it totals about \$6 billion) for that.

Texas always has more needs than the Legislature can fund. By the time the session ends May 29, there will be winners and losers in the budget.

If budget writers work hard at it, they'll be able to find some legitimate ways of saving money.

They should try starting at the border, where the Department of Public Safety is spending \$800 million on security operations in the current budget and wants an additional \$300 million in the next one.

The federal government should pay for that, making \$1.1 billion available for real Texas needs.

<http://www.star-telegram.com/opinion/editorials/article125519129.html>

Uber Extends an Olive Branch to Local Governments: Its Data

By MIKE ISAAC

JAN. 8, 2017

The ride-hailing company Uber and local governments often do not play well together. Uber pays little heed to regulation while city officials scramble to keep up with the company's rapid deployment and surging popularity.

But now, with a new data-focused product, Uber is offering a tiny olive branch to its municipal critics.

The company on Sunday unveiled Movement, a stand-alone website it hopes will persuade city planners to consider Uber as part of urban development and transit systems in the future.

The site, which Uber will invite planning agencies and researchers to visit in the coming weeks, will allow outsiders to study traffic patterns and speeds across cities using data collected by tens of thousands of Uber vehicles. Users can use Movement to compare average trip times across certain points in cities and see what effect something like a baseball game might have on traffic patterns. Eventually, the company plans to make Movement available to the general public.

If urban planners embrace the data, that could work toward a future Uber has long dreamed of, one in which the company's transportation options are woven into municipal planning.

"Our relationships with cities have typically been uneven, but there are a lot of places around the world where Uber and the cities we operate in have the same goals," Andrew Salzberg, head of transportation policy at Uber, said in an interview. "We operate better in a world that has policy grounded on data."

The collected trip data is made anonymous and aggregated, Uber said, which it hopes will assuage user privacy concerns.

That data, Uber said, will most likely be much more reliable than what is typically used by urban planners, many of whom hire third-party agencies to study traffic patterns over time. Often, that data is expensive, and it can be out of date by the time it is analyzed. Uber argues that its data is more reliable because all of its drivers use smartphones equipped with accelerometers and global positioning technology.

One challenge for Uber: improving upon the rocky partnerships it forged in the early, one-off data sharing deals it struck two years ago.

In a widely publicized move in January 2015, Uber announced a deal with the city of Boston in which the company planned to share some anonymous data, with many of the same urban planning aspirations it has today.

But that deal quickly soured. Boston officials said the agreement was not practical for city planning and development because it restricted what agencies the city could share the data with and because the data came only in quarterly batches. Boston city employees

also grew frustrated with the lack of useful data being shared and Uber's seeming lack of understanding of how to deal with city governments.

"The totality of Uber and Lyft drivers in Boston represent what is effectively the addition of another transit line," Jascha Franklin-Hodge, chief information officer at Boston's Department of Innovation & Technology, said in an interview. "The fact that we're dealing with a whole new line that we don't have data on and can't integrate it into our planning is sort of ridiculous."

Uber seemed to take the criticism to heart. After the Boston partnership, the company created a Seattle-based team to develop an approach to sharing data with city planners across the world. Led by Jordan Gilbertson, a product manager at Uber, that project eventually became the new website, Movement.

City officials said that they appreciated user data privacy concerns but that they also hoped to see more useful information from Uber. Mr. Franklin-Hodge shared a list of detailed requests that could aid future urban development, like demand patterns around car-free tenant housing, locations with likely potholes and the most common pickup and drop-off locations.

Uber maintains that it plans to release more data to cities over time as it rolls out the Movement tool to a wider audience of researchers and to the public. But the company said it would balance that demand for information with concerns about user privacy and the need to protect competitive data that could prove valuable to rivals like Lyft, Hailo and Grab, which are vying for riders across many of the same markets.

"Ideally, we'll someday find what that middle ground looks like," Mr. Franklin-Hodge said.

http://www.nytimes.com/2017/01/08/technology/uber-movement-traffic-data.html?_r=0

Council hears plans for \$226M bond

Package going to voters reduced by \$31M; street fixes among priorities

By JULIE FANCHER
Staff Writer jfancher@dallasnews.com

Plano officials are hoping that voters will approve an expected bond referendum in May that would provide much-needed money to begin street repairs, public safety projects and the restoration of one of the city's oldest homes.

At a City Council meeting Monday night, council members heard final presentations from departments regarding specific proposals about what would be included in the bond referendum.

City staff also announced they were able to reduce the amount of the proposed bond. In October, city officials said it would cost voters \$257.4 million.

But on Monday, Karen Rhodes-Whitley, the city's director of budget and research, said staff was able to reduce the package by about \$31 million, to \$226.1 million. About \$90 million of that amount would go toward street improvements.

Rhodes-Whitley said a \$226.1 million bond package could potentially raise the city's tax rate about a half-cent, to 48 cents per \$100 valuation, or \$14.46 for homeowners with the average Plano home value of \$326,099.

The City Council is not expected to finalize the list of proposed bond projects until Feb.

13.

City Manager Bruce Glass-cock said that the proposed \$90 million for street improvements — which includes improving screening walls, repairing outdated streets and reconstructing existing sidewalks — is “the cost of having the infrastructure.”

“When you are looking at \$90 million in street improvements you are talking about our basic infrastructure,” he said. “One of the biggest complaints that we continue to hear in all of our surveys is the condition of our streets and the condition of our sidewalks. ... It just did not seem prudent to me for me to start whacking away at that infrastructure cost.”

Although council members won't vote to place the bond referendum on the May ballot until late next month, they did signal their support for the proposal.

“I am fully in support of the number we have without any further cutting and would certainly not want to cut any of the infrastructure where we so desperately need to have some work to be done,” council member Rick Grady said Monday.

The rest of the proposed referendum sets aside about \$31 million for public safety projects; \$10 million for library facility expansions; \$78.8 million for park projects; \$12.5 million for recreation center projects; and \$3.5 million for restorations and renovations to the the 155-year-old Collinwood House and other historic preservations.

The City Council also heard about proposed renovations and restorations on the Collin-wood House, which was added to the proposed bond referendum in August after a contentious months-long battle over whether the structure, which is one of Plano's oldest homes, should be razed.

The house, which sits east of Dallas North Tollway near Spring Creek Parkway, was originally going to be torn down to make way for construction of the 124-acre Windhaven Meadows Park, which will include trails, ponds, a dog park and a pavilion.

Christina Day, the city's director of planning, said that restorations at Collinwood House could include removing nonoriginal wood shingles, repairing historic doors and windows, and removing any additions or alterations that weren't historic, among other things.

The house, which until 2009 was used as a private home, now belongs to the city and would be used as a public meeting space.

If voters approve the bond package, the city would restore the home either at its current site or move it to a yet-to-be determined location. If the bond fails, the city will demolish the home.

The final public hearing on the proposed bond is set for Jan.

Texas highways poised to get record funding

BY GORDON DICKSON gdickson@star-telegram.com

While most parts of Texas government are tightening their belts, the state's highways and other transportation projects are getting a boost.

Texas is expected to generate a record \$25.4 billion in revenue for roads, bridges and other components of the transportation system during the next two years, according to estimates released Monday by the state comptroller's office.

Transportation money typically comes mostly from taxes paid at the pump on gasoline and diesel fuel, as well as annual registration fees paid by car owners for their windshield stickers. But in recent years, elected leaders and voters statewide have opted to infuse dollars from the state's general fund for transportation projects, too.

The Texas Department of Transportation is expected to get \$12.8 billion next year and \$12.6 billion in 2019 for highways, bridges and other mobility projects. If the estimates are accurate, the revenue likely would be more than the state has ever received specifically for transportation, officials said. The annual amounts are more than double what was spent annually on transportation projects a decade ago.

For comparison, the agency's latest report shows that in fiscal year 2016, which ended Sept. 30, the transportation department had \$8.7 billion in revenue from taxes, fees and other government sources. The agency also had \$2.2 billion from outside sources, including bonds and the sale of capital assets.

Texas Comptroller of Public Accounts Glenn Hegar, in his introductory letter to the report, explained to legislators that a key reason why the state's revenue projections for government as a whole in 2018-19 declined 2.7 percent from the last legislative session was that more money is heading to the highways.

"If not for the new constitutional provision dedicating up to \$5 billion in biennial sales tax revenue to the State Highway Fund starting in fiscal 2018-19, projected funds available for general-purpose spending for 2018-19 would be \$109.6 billion, 1.7 percent greater than in 2016-17," Hegar wrote.

The comptroller typically releases a report forecasting state revenue at the start of the Legislature's regular session, giving elected leaders a blueprint of how much money state government likely will have at its disposal as it sets out to fund each agency.

Supporters of transportation say the infusion of dollars is long overdue. For much of the past 15 years, the Transportation Department dealt with a chronic funding shortage, allowing bridges to fall into disrepair and leading to toll-road projects to generate revenue.

A handful of recent actions by Texas voters has made the transportation picture a bit rosier.

In November 2015, voters statewide overwhelmingly approved Proposition 7, a state constitutional amendment to dedicate money from the general sales and use tax and car sales and rental taxes to the highway fund for non-tolled projects. The amendment was worded so that transportation projects would receive the funds only as sales-tax revenues grew, and after the state's general fund received its traditional sums.

Also, voters in November 2014 approved a state constitutional amendment known as Proposition 1, which allowed some of the state's rainy-day fund, generated mostly by taxes on oil and gas production, to go toward highways. That fund is expected to generate about \$1.2 billion annually for road projects.

Gordon Dickson: 817-390-7796, @gdickson

VW fined \$4.3 billion; six employees indicted

BY MICHAEL BIESECKER, TOM KRISHER AND DEE-ANN DURBIN *The Associated Press*

WASHINGTON

Six high-level Volkswagen employees from Germany were indicted in the U.S. on Wednesday in the VW emissions-cheating scandal, while the company itself agreed to plead guilty to criminal charges and pay \$4.3 billion — by far the biggest fine ever levied by the government against an automaker.

In announcing the federal charges and the plea bargain, Justice Department prosecutors detailed a large and elaborate scheme inside the German automaker to commit fraud and then cover it up, with at least 40 employees allegedly involved in destroying evidence.

“Volkswagen obfuscated, they denied, and they ultimately lied,” Attorney General Loretta Lynch said.

Prosecutors may have trouble bringing the executives to trial in the United States. German law generally bars extradition of the country’s citizens except within the European Union. Privately, Justice Department officials expressed little optimism that the five VW executives still at large will be arrested, unless they surrender or travel outside Germany.

Still, the criminal charges are a major breakthrough for a Justice Department that been under pressure to hold individuals accountable for corporate misdeeds ever since the 2008 financial crisis.

U.S. authorities are still investigating just how high the scheme went, and held out the possibility of charges against more VW executives.

“We will continue to pursue the individuals responsible for orchestrating this damaging conspiracy,” Lynch said.

VW admitted installing software in diesel engines on nearly 600,000 VW, Porsche and Audi vehicles in the U.S. that activated pollution controls during government tests and switched them off in real-world driving. The software allowed the cars to spew harmful nitrogen oxide at up to 40 times above the legal limit.

U.S. regulators confronted VW about the software after university researchers discovered differences in testing and real-world emissions. Volkswagen at first denied the use of the so-called defeat device but finally admitted it in September 2015.

Even after that admission, prosecutors said, company employees were busy deleting computer files and other evidence.

The fines easily eclipse the \$1.2 billion penalty levied against Toyota in 2014 over unintended acceleration in its cars. VW also agreed to pay an additional \$154 million to California for violating its clean air laws.

The penalties bring the cost of the scandal to VW in the United States to nearly \$20 billion, not counting lost sales and damage to the automaker's reputation. Volkswagen previously reached a \$15 billion civil settlement with U.S. environmental authorities and car owners under which it agreed to repair or buy back as many as a half-million of the affected vehicles.

Although the cost is staggering and would bankrupt many companies, VW has the money, with \$33 billion in cash on hand.

Project to connect Fort Worth, Dallas inching along

BY NICHOLAS SAKELARIS Special to Star-Telegram

When he lived in Fort Worth, Steve Gray would periodically ride his bike on Fort Worth's Trinity Trails to work at Lockheed Martin, events such as the Main St. Arts Festival and even to jury duty.

Gray, president of the Fort Worth Bicycling Association, said the ever-expanding system is exciting, especially for cyclists who will be able to access trails out of their neighborhoods.

"There's all kinds of connections that those trails provide to people, linking them together," said Gray, who now lives in Palo Pinto County. "They're great to get out of your neighborhood and ride long distances."

While many trails are already in place, the dream of connecting Fort Worth to Dallas along the Trinity River will take a huge leap forward in the next two years.

Park planners in Fort Worth, Arlington, Grand Prairie, Irving and Dallas are all working together to fill in the gaps along the nearly 60-mile route.

There's been a master plan for decades and large sections of the trail are already built. Now, it's the hardest and most expensive pieces that remain.

"It really took the five mayors coming together to make it a priority," said Karla Weaver, a program manager for the North Central Texas Council of Governments. "We're almost there to having everything funded for design for sure."

FORT WORTH: THREE PROJECTS READY TO GO

Construction is expected to start on two projects this year and another in 2019.

The first would connect Gateway Park to Quannah Parker Park along First Avenue. Design work will start this year and construction could begin in 2019 on the \$1 million project.

Rather than build a new bridge, the trail would cross the Trinity River using the old First Street bridge, said Joel McElhany, capital program manager for Fort Worth's Parks and Recreation Department.

"The project scope includes assessment of the structural condition of the bridge, refurbishment of the bridge for use as a pedestrian/bicycle trail bridge and making the connections to the bridge," McElhany said.

Construction will start this month on a new trail going from Quanah Parker Park east to Handley Ederville Road. The \$2.6 million project will include a low-water crossing over an existing spillway.

The 2-mile trail is scheduled for completion in August.

Just as that project wraps up, the next phase will start to extend the trail east to River Trails Park. The 3.5-mile project is scheduled to start in October and be finished by June 2018. The cost is \$2.8 million.

That still leaves a 4-mile gap between Fort Worth's trails and the western terminus of River Legacy Park in Arlington that's unfunded. The city will partner with the developer of the Trinity Lakes project to build the remaining section.

"We currently do not have funding for design and construction of this trail segment," McElhany said. "However, we are looking at funding opportunities, including grants and future bond programs in an effort to build this last section of trail."

ARLINGTON: TRAIL DESIGN ABOUT FINISHED

Arlington's River Legacy Park will need to grow on both ends to meet up with Fort Worth.

The western extension is unfunded, for now. But De'Onna Garner, park planning manager for the city of Arlington, said the city could apply for a grant in February to help fund that portion.

Things are moving much faster on the east side, though.

Construction is scheduled to start this summer on the eastern extension of the River Legacy Park trail to Texas 360. The half-mile stretch will cost \$1.1 million and is mostly funded by a federal grant from the Transportation Alternatives Program.

The trail design, including two bridges, is 90 percent finished, she said. Arlington will put the construction contract out for bid in July. Construction could start by August and would take about a year to finish.

Arlington's extension will stop at the highway, but the trail will cross back into Fort Worth, where it splits in two.

The main trail will go under the Texas 360 bridge, then follow the highway north to the Trinity Railway Express tracks, said Naoto Kumazawa, senior landscape architect for the city of Fort Worth.

From there, the exact path is still undetermined but Kumazawa said one option is to use a railroad bridge to go under the existing train tracks. The main trail would continue east along the tracks to connect to Trinity Boulevard and the border with Grand Prairie. That trail would also connect to the nearby Centreport TRE/ DART Station.

The goal is to connect the trail to mass transit so workers would have the option of riding the train. The project will cost an estimated \$2.6 million. There's no timeline for this project.

Fort Worth also plans a spur connecting the trail to the new American Airlines headquarters under construction on Trinity Boulevard, though funding and the exact route haven't been determined, Kumazawa said.

GRAND PRAIRIE: GOOD LINK TRAIL GAPS

The Good Link Trail has already completed a good section of the needed trail network in Grand Prairie but gaps remain to the north and east.

To the north, the trail will go from Mike Lewis Park, north on Roy Orr Boulevard, turn west on Trinity Boulevard to connect with the city of Fort Worth. The cities and NCTCOG are still working on the exact route this section will take.

Tim Shinogle, park planning and development manager for Grand Prairie, said it's a conceptual design and no firm schedule has been decided.

The southern section is much better defined.

Dallas County plans to widen and extend Wildlife Parkway west across the Trinity River so it intersects with Lower Tarrant Road and the President George Bush Turnpike.

The Good Link Trail will then be extended east along the new Wildlife Parkway, across the Trinity River. This joint project between Grand Prairie and Dallas County is scheduled to start in 2018 and be completed by 2020.

From there, the trail will follow the Trinity River through the Wildlife Commerce Park.

Crow Holdings Industrial, who is developing the industrial warehouses, will construct the 1.7-mile trail segment from Wildlife Parkway to Beltline Road, where it will intersect with the existing Lone Star Trail.

IRVING: CAMPION TRAIL CONNECTIONS

In 2015, Irving and Grand Prairie connected the Lone Star Trail to the Campion Trail along Hunter Ferrell Road. Now, the southern section of the Campion Trail connects seamlessly to the Mountain Creek Preserve and Trinity View Park.

That completes Irving's share of a so-called Fort Worth to Dallas route.

There's still a 6-mile gap between the northern and southern segments of the Campion Trail that needs to be built.

The trail will follow the Trinity River Authority right-of-way, connecting south Irving to north Irving. The TRA has been building a 108-inch diameter pipeline along that route for several years and the work was delayed by flooding in 2015, said Casey Tate, director of the capital improvements program department for the city of Irving.

The pipeline is expected to be finished later this year.

"That will open the door to implementing the connection between the two segments of Campion Trails," Tate said.

In far north Irving, the city secured funding from a Dallas County grant to extend the Campion Trail north to Valley Ranch and Coppell, Tate said. The city is also exploring a connection to Farmers Branch., Tate said.

DALLAS: PROJECT UNDER DESIGN

The final piece of the journey into Dallas is currently under design and scheduled to start construction in 2018, said Jared White, transportation planner.

The 4.5-mile trail will start with a bridge over the Elm Fork of the Trinity River where it will connect with Irving's Champion Trail at Trinity View Park.

The trail will head east along Trinity River bed to Trammel Crow Park at Sylvan Avenue.

From there, cyclists, runners and walkers can choose a plethora of other Dallas trails.

How Electric Vehicles Could End Car Ownership as We Know It

'Rideables' are likely to speed up adoption of self-driving technology, turn transportation into a service

By **CHRISTOPHER MIMS**
Updated Jan. 15, 2017 10:54 p.m. ET

If I say “personal electric vehicle,” you might think “Paul Blart: Mall Cop,” or maybe “exploding hoverboards.” You don’t think global transportation revolution.

But in the past few years, with the convergence of better battery technology, lighter materials and smaller, more powerful electric motors, entirely new kinds of transportation have bloomed. The electric powertrain, unlike that of the internal combustion engine, scales smoothly from tiny to huge, powering everything from 10-pound electric skateboards to 20-ton electric buses.

This Cambrian explosion of new vehicles enables two other revolutions: self-driving technology, and the shift from vehicle ownership to transportation as a service.

Taken together, these forces have the potential to transform our way of life as much as [Ford Motor](#) Co.’s Model T did over a century ago. As the convenience and safety of electric, autonomous ride-hailing services appeals increasingly to the masses, the nature of network optimization means it will probably make sense for the Ubers and Lyfts of the world to cater to our needs with everything from a one-seater to a party barge. It may also mean [you’ll use your garage for something other than a car](#).

That has, of course, been the promise of electric vehicles going back to [General Motors](#) Co.’s EV-1 and [Toyota Motor](#) Corp.’s original electric RAV4. And before there were “rideables,” vehicles so small they qualify as consumer electronics, there was Dean Kamen’s battery-powered, two-wheeled Segway.

The transformation might not come about this time, either. Enormous problems of both infrastructure and battery technology have yet to be solved.

But makers of electric vehicles, or EVs, [are already overcoming big obstacles](#). Among other things, the rapid expansion of the market has led to demand for parts, making them in turn cheaper and more available, much like what happened with mobile phones.

Those trends were in evidence at this year's CES tech show in Las Vegas. The avalanche of rideables included models that are lighter and more powerful than ever before. There were electric one-wheelers and skateboards, scooters of every description and a dizzying array of bikes. They are what urban planners call "last mile" transportation—they can be lugged on mass transit and are particularly useful over short distances in dense cities.

They might look like the skateboards, bikes and scooters of old, but between beginner-friendly features, advanced motors and speeds as high as 20 miles per hour, they can eliminate challenges that kept people away from their manual predecessors.

Mobility, as much as fun, is the reason the [Swagtron Swagger electric scooter](#) is made from carbon fiber and weighs just 17 pounds, but has a range of 15 miles and a top speed of 15 mph, says a company spokesman. At \$400, it costs the same as a decent bicycle, and it doesn't ask you to break a sweat.

Then there are the car replacements. They include electric scooters such as [Mahindra Group's GenZe 2.0](#), which has a removable, rechargeable battery, and the [Gogoro Smartscooter](#), which goes from zero to 31 mph in 4.2 seconds and has a top speed of 60 mph.

The three-wheeled [Arcimoto SRK](#) rolls off an assembly line in Eugene, Ore. this spring. An enclosed vehicle that qualifies as a motorcycle, it has an \$11,900 price tag that is intended to appeal to second-car buyers. [Toyota's three-wheeled i-Road concept vehicle](#) is aimed at the same market, as is [Renault's Twizy](#), which looks like a souped-up golf cart.

In 2015, cars became [a bigger consumer of lithium-ion batteries](#), by dollar value, than any other device. As a result, "batteries are getting cheaper at 4% to 8% a year, and that compounding over the last 5 years has had a massive impact" on the electric-vehicle industry, says Ryan Popple, chief executive of electric-bus maker [Proterra](#). The company sold more than 200 buses to cities throughout the U.S. in 2016.

The same market forces have made lightweight composite materials—formerly an exotic luxury affordable only to makers of aircraft and wind turbines— accessible now to pretty much any EV

maker. Giving an EV good range and acceleration is as much about making it lighter as it is about adding more batteries. Carbon fiber is as vital to a Swagtron scooter as it is to [BMW](#)'s \$140,000 i8 electric sports car, and even Proterra's buses.

Many new electric vehicles are designed with autonomy in mind. Proterra's buses can automatically dock themselves to charging stations. Danny Shapiro, senior director of automotive at chip maker Nvidia, says shuttle buses and similar transit are likely to be the first fully autonomous electric vehicles, because they operate under a limited range of conditions, on predictable routes and often on private property.

Arcimoto's vehicles will be "autonomous-capable from day one," says company president Mark Frohnmayer, whose long-term vision is to provide self-driving vehicles for car fleets that complement mass transit.

As Uber, Lyft and their international competitors push toward their goal of fully autonomous ride-hailing services—the end of car ownership, for many people—EVs take center stage for a number of reasons. First, there's a fuel-cost savings as electric cars approach cost parity with conventional ones. Second, electric vehicles are easier to refuel safely in an automated way. And third, car companies simply aren't much interested in building their next-generation technology on the internal-combustion engine, a platform that isn't long for this world in light-duty vehicles.

Right now, makers of electric vehicles are taking a huge risk, a build-it-and-hopefully-they-will-come approach. But in 10 years, the very notion that a car must be a 3,000-pound gas-guzzling beast will seem as quaint as the notion that bike lanes are only for human-powered two-wheelers.

What stands in the way are two equally challenging obstacles: consumers' mind-sets and the existing transportation infrastructure.

Because of this, the EV revolution may have greater impact beyond U.S. borders. Arcimoto's Mr. Frohnmayer says he anticipates the U.S. will be one of the toughest markets for his company. China, India, even Europe all have denser cities, lower rates of car ownership, worse problems with pollution and a general need for more small, light, emissions-free transportation at a total cost of ownership lower than the typical car.

And unfortunately, while the resulting transportation system promises to be more environmentally friendly, efficient and yes, even fun, there probably won't be less traffic. "I almost can't hold my laughter when people say autonomous vehicles will eliminate traffic," Proterra's Mr. Popple says.

Fair Park could be a masterpiece

Michelle Corson and Nan Ellin: Green initiatives, leasing strategies could help foot the bill



In 1936, the year that Dallas' Fair Park hosted the Texas Centennial, Balboa Park in San Diego was the site of the California Pacific International Exposition (after previously hosting a World's Fair in 1915). Both parks were designated National Historic Landmarks. Both benefit from central locations easily accessed by public transit and streets.

But while Balboa Park is now a beautiful and vibrant urban amenity featuring natural vegetation, gardens, recreational facilities and miles of pathways, as well as museums, theaters, restaurants, a world-famous zoo and easy connections with its surrounding neighborhoods, Fair Park is sorely underperforming. Over time, Fair Park's original art deco buildings have suffered from benign neglect and are now vacant, while many of the museums and performance halls have relocated. Much of park has been usurped by parking (200 of its 277 acres), and the park sits desolate most of the year, except for the three weeks when it is home to the State Fair of Texas. And each year the city loses many millions of dollars in operations plus tens of millions in amortizing capital expenditures.

Fair Park could become a beautiful and vibrant park for Dallas. The question is, how do we pay for it? As with other major parks, the optimal funding strategy is going to require a mix of several tools. Which specific tools are best will depend upon what the park's redesign entails. Year-round activity and connectivity with adjacent neighborhoods are essential for financial viability of the park.

Historically, general obligation bonds have been the default tool for municipal capital park expenditures, providing a low cost of capital, payable over an extended time frame. This is a strategy that has been proposed for Fair Park. But taxpayer-funded bond issuance need not be the primary strategy.

If we are going to step away from asking taxpayers to fund 100 percent of the redevelopment of Fair Park, we will need to incorporate revenue-generating elements into the redesign. Conversion of the large surface parking lots, which produce massive heat islands, into structured parking, particularly with solar panel rooftops, could generate revenue to repay bondholders and would qualify for a green bond designation. Municipalities across the world have increasingly turned to

relatively new financing mechanisms for projects, such as green bonds, which function as municipal debt to finance projects with environmental benefits.

A sale/leaseback structure or leasehold improvements financing could be possible with revenue-generating capacity, such as underground garages or historic buildings converted to use by creditworthy tenants. Given the poor condition of the buildings at Fair Park, significant renovation work is needed. Including environmental elements (such as energy efficiency, water conservation or LEED design) in the scope of rehab or new buildings could earn a green label, attract unique tenants and increase the city's ability to generate rental income for the park. Twenty percent income tax credits are available to prospective tenants for rehabilitating income-producing historic buildings. Daylighting of currently paved-over creeks should be considered, improving storm water drainage and creating dramatic settings for rent-paying tenants nearby.

Once it is clear what the redesign will entail, a financing plan can be developed, combining philanthropy with creative financial mechanisms, making a revitalized Fair Park financially feasible without burdening taxpayers through a reliance on city general obligation bonds or other public subsidies as the main source of funding.

This city is our canvas, and we are all urban artists who together can create a grand masterpiece. Together, let's envision best possibilities for Fair Park and rally the resources to make the improbable inevitable, so we can inhabit the masterpiece that will be Dallas.

Michelle Corson is chief executive of Champion Impact Capital in Dallas. Twitter: @MichelleCorson

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Arlington Renewing Efforts Toward Public Transportation

January 18, 2017 6:01 PM By Joel Thomas

Filed Under: [City of Arlington](#), [Fort Worth Transit Authority](#), [mass transit](#), [Mayor Jeff Williams](#), [Public Transportation](#), [TRE](#), [Trinity Railway Express](#)

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ARLINGTON (CBS11) – For decades, Arlington has wrestled with the idea of creating a large public transportation system. But almost all those plans have been derailed.

Now the city’s Mayor and transportation experts say the city is on the brink of bringing mass transit into town.

“This would be a huge move for the citizens. Not only the citizens of Fort Worth but especially for those of Arlington,” said Vice President of Administration for the Fort Worth Transit Authority Detra Whitmore.

The FWTa has worked for a year putting together a transportation plan with Arlington.

It has drawn up plans for a Trinity Railway Express train station in North Arlington at FM 157 and Highway 183. It’s also drawn routes leading into the city. But how people would move from that train station into the city hasn’t been decided.

“We’re wanting to leave it up to Arlington to choose whatever they want as far as whether they want a train or bus,” Whitmore said. “But, we are prepared to help them make that decision.”

In the past, Arlington has balked at diesel-powered buses on its streets and light rail.

Now though, Arlington could select buses that use clean-burning compressed natural gas.

But Arlington’s mayor is taking it even further. He imagines an automated, electric shuttle connecting places new developments like Texas Live!, downtown, shopping areas and UT Arlington.

“It’s a new day,” Mayor Jeff Williams said. “I’m excited about how far technology has come and that we will be looking at the state of the art in transportation. We have better alternatives to diesel buses and light rail.”

Trump expected to roll back climate rules

Jan. 22, 2017
Fort Worth Star-Telegram
BY STUART LEAVENWORTH McClatchy Washington Bureau

WASHINGTON – Rick Perry once described the science of climate change as a “contrived, phony mess.” Sen. Jeff Sessions of Alabama asserted, wrongly, that there’s been “almost no increase” in temperatures over the last 19 years. Scott Pruitt said, “The debate is far from settled.”

That was before Donald Trump picked Perry, Sessions and Pruitt to lead, respectively, the Departments of Energy and Justice and the Environmental Protection Agency. Since then, they and other nominees have taken a more moderate line on global warming. Sessions called it a “plausible” theory in his confirmation hearing, and Pruitt, in his, denied it was a hoax, as Trump once called it. Perry, a former Texas governor, conceded before senators that his views on climate change had changed.

“I believe the climate is changing,” Perry told the Senate Energy Committee. “I believe some of it is naturally occurring, but some of it is also caused by man-made activity.”

But none of Trump’s nominees characterized climate change as an urgent threat requiring a coordinated government response, as many scientists contend. And all of Trump’s nominees appear to support his call to repeal former President Barack Obama’s actions to reduce greenhouse gases, without a replacement alternative.

“When you look at EPA, there’s going to be substantial change in that agency,” Pruitt, the Oklahoma attorney general, said on a radio show before his nomination to lead the agency. “There’s going to be a regulatory rollback.”

One of the most noticeable changes was the elimination from the White House website of references to climate change. Trump’s next target is likely to be the Clean Power Plan, a centerpiece of Obama’s efforts to reduce greenhouse gases.

Trump is expected to ask a federal court for a “voluntary remand” on a lawsuit filed against the Clean Power Plan by industries and states, said William Yeatman, a senior fellow with the Competitive Enterprise Institute, a conservative group with close ties to the Trump administration.

Such a remand would delay the possibility of a court ruling upholding the regulations and give the Trump administration time to revise them. “I’d expect that to happen immediately ... at least in the next few days,” said Yeatman, whose organization includes Myron Ebell, a climate-change skeptic Trump appointed to lead his environmental transition team.

The Trump administration is also expected to delay or revise other Obama initiatives, including restrictions on methane releases from oil and gas wells.

Less clear is whether the administration will withdraw from the Paris agreement, a United Nations deal involving China, the United States and more than 190 other countries to reduce carbon and other greenhouse gas emissions. Trump initially said he wanted to cancel the Paris agreement but more recently he said he was keeping an “open mind” about it.

Not all of Trump's appointees are climate change deniers and doubters. Rex Tillerson, the former Exxon Mobil CEO tapped named secretary of state, led the oil company to recognize global warming and endorse the Paris agreement. Retired Marine Gen. James Mattis, Trump's defense secretary, is said to be concerned about climate change, which the Pentagon treats as a potential security risk.

AllianceTexas still a boon for North Texas despite slower job growth

JANUARY 24, 2017 4:02 PM
BY SANDRA BAKER
sabaker@star-telegram.com

FORT WORTH – Job growth slowed some at AllianceTexas in far north Fort Worth in 2016, but the development still serves as one of the city's top employment centers, according to a new report.

About 2,500 jobs were created last year, half of the number of new jobs in 2015, according to a report to the City Council on Tuesday. Now, Hillwood Properties says the 18,000-acre mixed-use development has created 47,457 jobs. That figure does not represent the [5,000 jobs](#) announced in November by Charles Schwab Corp., which plans a \$100 million corporate campus in Westlake.

And since the opening of Alliance Airport in 1989, the development has generated \$64.35 billion in economic impact to North Texas. Of that, \$4.66 billion came last year, the report said. The amount is higher than the \$4.32 billion impact in 2015, but below the 2014 impact of \$4.75 billion.

"We experienced significant growth over the past year, especially as it relates to our office program throughout the development," said Mike Berry, Hillwood's president, in a statement.

In November, state Comptroller Glenn Hegar [said](#) an economic study of Alliance shows it supports 67,000 jobs, generated \$10.9 billion in economic activity and added \$6.4 billion to the state's gross domestic product in 2015.

The report is updated annually by Insight Research Corp. and measures the impact of total investment and total jobs at the development. Alliance has industrial, Class A office, aviation, retail, residential, medical and multifamily real estate projects. The majority of the Alliance development is located in Fort Worth.

In 2016, Alliance paid \$155.9 million in property taxes to eight public entities, including \$29.1 million to Fort Worth and \$30.3 million to Tarrant County. To date, the development has paid \$1.75 billion in property taxes.

Facebook's \$1 billion data centers continue to prove a windfall for Alliance. Late last year, [Facebook said](#) it would triple the size of its data center complex at Alliance to five buildings totaling about 2.5 million square feet, from three buildings totaling 750,000 square feet.

The project began in 2015 and the first data center should be open later this year. Facebook owns about 150 acres at Texas 170 and Park Vista Boulevard in the Alliance development.

It's anticipated that once the [runway-expansion project](#) at Alliance Airport is completed, the area will experience another boost. The longer runway will allow bigger planes to take off and land. The expansion should be completed in 2018.

The airport is owned by the city but operated by Hillwood, a Ross Perot Jr. company.
<http://www.star-telegram.com/news/local/community/fort-worth/article128494174.html>

Conflicting reports: Do Trump's infrastructure priorities include two Texas projects?

JAN. 24, 2017

Written by Jill Cowan, Economy reporter
Dallas Morning News

Two big-ticket Texas transit projects are on a list of President Donald Trump's purported top infrastructure priorities, the *Kansas City Star* reported Tuesday. But a Politico story is casting doubts on the report's authenticity.

The list obtained by the *Star* detailed 50 projects, including a high-speed rail line that would connect Dallas and Houston in 90 minutes and the long-sought Cotton Belt commuter line, which would connect Plano to DFW International Airport and provide Addison with rail service for the first time.

Politico, however, reported that a former Trump transition official said the document was fake.

"We saw it and confirmed it did not come from the transition team," Brigham McCown, chairman of the Alliance for Innovation and Infrastructure, told Politico on Tuesday night.

A source had previously shared the document with Politico and questioned its authenticity, according to the site's report. Some of the 50 projects, including Texas' high speed rail, were not seeking federal funding.

According to the *Star*, a similar list was circulated by the National Governors Association last month, and it's uncertain whether the newer document is a final copy or a draft.

Still, the *Star* reported that the list could be an early indicator of which projects would see a boost if Trump makes good on campaign promises to spend lots of money repairing the country's crumbling highways, bridges and dams.

What's less clear, though, is what being on the list means for the agencies trying to get them done.

It could signal an eased regulatory burden for those projects. Earlier Tuesday, Trump signed an executive order declaring that he'll "establish a framework for expediting environmental reviews for high priority infrastructure projects."

The document obtained by the *Star* seems to suggest that private money would account for half of a total \$137.5 billion investment for all the projects. The document doesn't say how the public portion of that investment would be funded.

But Texas Central Partners — the private company that has pledged to build the controversial \$12 billion bullet train line without using taxpayer dollars — said in a statement that the list doesn't change its funding plan.

"It is a unique business model that will not take federal or state grants to build or operate the North Texas-to-Houston passenger line," the statement said. "We look forward to working with the new administration, moving ahead with the project's free-market approach."

The Texas Tribune reported that while Texas Central has vowed not to apply for grants, officials haven't ruled out applying for low-interest federal loans aimed at spurring private investment in big infrastructure projects — an idea Trump pitched on the campaign trail.

In any case, the company said that it's pleased to be considered a top priority.

"President Trump's increased attention on the nation's infrastructure rightly signals that more can be done, in both the public and private investment sectors," the statement said.

A group opposing the bullet train said in a statement that Trump should take a closer look at the project -- especially in light of what it described as a questionable report.

"We remain confident that President Trump will identify projects of worth and benefit to America and this will not be one of them," the group, Texans Against High Speed Rail said in a statement late Tuesday.

Dallas Area Rapid Transit, meanwhile, has sought federal funding for its Cotton Belt line.

Agency spokesman Morgan Lyons said the agency was aware that such an infrastructure list was making the rounds. But he said that DART had no involvement in its creation and that officials weren't sure who crafted the document.

Nevertheless, he said DART was "excited" to be included.

"Any time there is discussion in Washington about one of our projects and finding some funding for those projects, we're excited," Lyons said. He added that the agency is eager to learn more about how the funding would work.

Staff writer Tom Benning contributed to this report.

<http://www.dallasnews.com/business/economy/2017/01/24/report-trumps-infrastructure-priorities-include-two-big-texas-projects>

Toyota, with United Way of Dallas, offers up \$1M grant to connect North Texans

JAN. 24, 2017

Written by Jill Cowan, Economy reporter
Dallas Morning News

As Toyota settles into what will be its new North American home -- Plano -- the auto giant announced a \$1 million grant program aimed at helping community organizations boost mobility throughout the region.

The automaker and its financial services arm, both of which are set to move into Toyota's massive new campus later this year, enlisted help from United Way of Metropolitan Dallas to choose proposals that will, ideally, involve up to five community organizations collaborating to tackle a broader issue.

"We believe that new technologies and approaches can increase access to mobility for underserved communities ... and that access to reliable, safe, affordable transport systems has direct social, equality and economic implications," said Karen Ideno, a Toyota Financial Services vice president whose purview includes corporate social responsibility. "By tapping into organizations on the ground ... we can foster real change and improve the quality of life in our communities."

The grant will fund a two-year program.

The move comes as part of Toyota's efforts to embed itself in North Texas. Toyota leaders say that its community work and philanthropy are major facets of the company's culture.

That deeply ingrained culture helps the company retain talented workers for decades, experts say -- which is crucial in North Texas' tight labor market.

Already, Toyota has donated more than \$3 million in time and expertise to regional organizations including Plano ISD Academy High School, the North Texas Food Bank and Dallas Area Rapid Transit.

But executives heading the new grant program said Tuesday that it's the first time Toyota Motor North America and Toyota Financial Services -- two vast but separate operations -- have jointly run a community initiative.

"Because we're both moving here to Texas and we're going to be on the same campus, we thought this was a really great opportunity to do things together," said Mike Goss, Toyota's general manager of social innovation. "Separately, we believe we have various expertise and assets that can help ... have a better impact."

Goss said the theme of mobility was intentionally broad: Proposals can include ways of boosting social mobility -- say, through education -- or physical mobility in the context of public transportation. More information about the grant will be available next month.

<http://www.dallasnews.com/business/toyota/2017/01/24/toyota-united-way-dallas-offers-1m-grant-connect-north-texans>

Two North Texas projects on list of infrastructure work eyed by Trump

JAN. 24, 2017

BY LYNN HORSLEY, STEVE VOCKRODT, GORDON DICKSON AND LINDSAY WISE
McClatchy Newspapers

Two big-ticket rail projects in North Texas are on a list of 50 infrastructure projects nationwide, totaling at least \$137.5 billion, as the new White House tries to determine its investment priorities, according to documents obtained by McClatchy's *Kansas City Star* and *The News Tribune*.

The documents, circulated within the congressional and business communities, offer a first glimpse at which projects around the country might get funding if Trump follows through on his campaign promise to renew America's crumbling highways, airports, dams and bridges.

Among the projects is a proposed high-speed rail line from Dallas to Houston. A thumbs-up from President Trump could be just the thing the oft-criticized project needs to get back on track.

A second project on Trump's list is a proposed Cotton Belt commuter rail line from the north side of Dallas-Fort Worth Airport to suburban cities such as Addison and Plano. That project, when combined with the TEX Rail commuter rail project already under construction in Fort Worth and Grapevine, would create a 67-mile passenger rail corridor cutting diagonally across the Metroplex from southwest to northeast.

The Trump team put together the priority list of "Emergency & National Security Projects," a senior congressional aide said. It includes cost estimates and job impact numbers.

It is not clear whether that document is a draft or a final version. The National Governors Association circulated a similar list as a spreadsheet among state officials in December, requesting further suggestions. All but two projects on both lists are the same.

Some projects governors suggested — in California and Washington state in particular — do not yet appear on either list.

The governors association has received 43 responses from states and territories so far, said Elena Waskey, a spokeswoman for the association.

"The total number of projects is more than 300," Waskey said. "We are working to convene information for as many states as possible that we will then forward to the administration."

The White House did not respond to a request for comment.

Among the projects listed is a \$10 billion proposal to replace the nation's radar-based air traffic control system with one called NextGen, based on satellites. The document indicates that the project could create 2,300 direct jobs.

Some states, such as Missouri and Texas, have more than one project listed, while others appear to have come up empty. Neither document lists any projects in Kansas, for example.

The National Governors Association asked governors' offices last month for input on a preliminary list of infrastructure projects compiled by the Trump team, said Jaime Smith, a spokeswoman for Washington's Democratic Gov. Jay Inslee.

"They seek examples of priority infrastructure projects that might be incorporated into a future infrastructure investment program," said the letter from the governors association, dated Dec. 16. "Specifically, the transition team is looking for 3 to 5 project suggestions from each state that they would vet for inclusion in a new program."

The letter said the vetting would be done by a bipartisan infrastructure commission overseeing investments.

The letter also noted that any contributions governors made would not be binding, and that this was "just an initial information-gathering request."

Dogged criticism

The mammoth high-speed rail project, in which trains capable of traveling more than 200 mph would zoom between Dallas and Houston in 90 minutes or less beginning as early as 2022, has been dogged in recent months by complaints that eminent domain would be used to forcibly take property from rural areas between the cities.

Some state officials have said they would seek remedies in the current legislative session to prevent Texas Central Railway's developer from taking private land from owners who don't want to sell.

But the project has massive support in the state, too. The estimated \$12 billion to \$18 billion project would be privately funded and, if an environmental study can be completed this year, could open as soon as 2022.

"President Trump's increased attention on the nation's infrastructure rightly signals that more can be done, in both the public and private investment sectors," Texas Central company officials said in a statement to the *Star-Telegram*. "The Texas project is pleased to be considered among the nation's infrastructure priorities. Texas' high-speed train is a project being led by free-market principles that will create jobs and economic opportunities."

Many of the state's movers and shakers are part of the project. Former Texas Rangers baseball club president Tom Schieffer and former Dallas Mayor Ron Kirk are among the advisers.

Baylor alum and Houston businessman Drayton McLane and Fort Worth hedge fund manager John Kleinheinz are among the investors.

Texas Central would use trains and other technology from Japan's Tokaido Shinkansen, one of the world's first bullet trains and a system that in more than 50 years has never had a fatal accident.

The project is under federal environmental review, a process that is expected to take several more months.

Texas Central officials maintain that state laws for more than a century have allowed railroads to use eminent domain power to take land needed for tracks and other right-of-way, even if the

land owners don't wish to cooperate. Texas Central has filed lawsuit against about 30 property owners along the preferred route who have said they don't want railroad surveyors on their land.

Opponents of the project say Texas Central doesn't qualify for eminent domain under Texas law because the company isn't yet a railroad — since it currently owns no tracks, rolling stock or depots.

DART happy

At DART, officials said Tuesday they were unaware of any new developments in the effort to develop the Cotton Belt corridor, other than reports had been surfacing for about two weeks that the project might wind up on a short list of nationwide priority projects.

"We are always supportive of ways to inject additional federal dollars into long-term transportation infrastructure, but have not been contacted to help develop this list," DART spokesman Morgan Lyons said.

Last fall, the DART board of directors voted to embark upon plans for a downtown subway as well as to expand Cotton Belt service in northern cities such as Plano and Addison. Many supporters of the subway plan argued that DART couldn't afford both projects.

But others hailed the decision as a good move to ensure regional mobility.

The Cotton Belt line would lead riders to DFW Airport, and would become an extension of the planned TEX Rail line that is scheduled to connect Fort Worth to DFW Airport's Terminal B by late 2018. DART's Orange Line light-rail service also serves DFW Airport.

HORSLEY AND VOCKRODT OF THE KANSAS CITY STAR REPORTED FROM KANSAS CITY, MO. WALKER ORENSTEIN OF THE NEWS TRIBUNE REPORTED FROM TACOMA, WASH. DICKSON OF THE STAR-TELEGRAM REPORTED FROM FORT WORTH. WISE OF MCCLATCHY'S WASHINGTON BUREAU REPORTED FROM WASHINGTON. ANITA KUMAR OF MCCLATCHY'S WASHINGTON BUREAU CONTRIBUTED TO THIS REPORT FROM WASHINGTON.

<http://www.star-telegram.com/news/nation-world/national/article128533599.html>

Editorial: No driver in that car? Don't panic

JANUARY 25, 2017 5:32 PM
THE EDITORIAL BOARD
Fort Worth Star-Telegram

We hear about driverless cars almost weekly nowadays, but have you seen one zipping past you on Cooper Street?

That will become a new reality for Arlington residents as a federal program gears up to use the city for a driverless car test site.

The U.S. Department of Transportation named the Texas AV Proving Grounds Partnership as one of 10 nationwide pilot sites for automated vehicles. The group will use Arlington as one of its test sites for driverless cars.

That means we will see driverless cars at the University of Texas at Arlington, on Interstate 30 and on other Arlington streets as they learn the ways of normal cars in real-world environments.

We understand how cool they are, but don't rubberneck.

Just treat them like you would with any other bizarre-looking car — wait until you get to a stoplight to gawk.

But seriously, don't panic or forget how to be a safe driver. That means no playing chicken or testing its autonomous functions on purpose.

Getting in a car wreck isn't worth it.

<http://www.star-telegram.com/opinion/editorials/article128773854.html>

\$1 billion makeover at DFW Airport's Terminal A (finally) done

JAN. 26, 2017

BY GORDON DICKSON

gdickson@star-telegram.com

DFW AIRPORT – The temporary walkways are gone. So are the sounds of drilling and hammering.

In their place are wide aisles and open-air, cafe-style concessions with modern paint schemes and wood-grain tile.

In other words, Terminal A at Dallas-Fort Worth Airport, which is now 43 years old, looks brand new.

DFW Airport officials on Thursday officially declared the renovations at Terminal A substantially complete — although a small amount of finish-out work is still being done behind the scenes — and after a news conference took invited guests on a brief tour.

The work at Terminal A added up to about \$1 billion, which makes it by far the biggest piece of the airport's ongoing \$2.7 billion Terminal Renewal and Improvement Program, said Sean Donohue, the airport's chief executive officer. Terminals B, C and E are also getting makeovers — although the work on C has been put on hold while the airport and airlines take a closer look at their long-term needs.

"Now our customers really can enjoy the true benefits of the project," Donohue said, while offering a public thank you to air travelers for their patience. Work has been in progress since 2011.

"It has not been easy for a couple of years," Donohue said. "There have been tunnels. There have been temporary areas to the checkpoints."

Although Thursday marked the end of Terminal A work, improvements have been unveiled gradually over many months. Most recently, the last five renovated gates, A-35 through A-39, were opened for flights.

Traffic on the rise

Donohue added that the airport projected 66 million people will walk through its five passenger terminals this year, up from 65 million last year.

Improvements to Terminal A include new check-in and security areas, with the addition of a fourth checkpoint. A total of 26 gates and two baggage claim areas were updated.

Also, concession space was expanded by 50 percent, and many new restaurants and other retailers are now open, spokesman David Magana said. There is a general sense of roominess near the gates and Skylink stations. New retailers include Dallas Cowboys Club and Lorena Garcia's Tapas y Cocina, and new clothiers include Ertekin men's fashion boutique.

Wifi has improved, and there are more places for travelers to charge their phones.

But the biggest hit of the renovation is in the parking garage, Donohue said.

Customers have told airport officials they appreciate the smoother traffic movement there and the LED beacon lighting system above parking spaces that makes it easy to find an available spot. Drivers can look down a row of cars and, if they see a small green light above a parking space in the distance, they know it is open. Meanwhile, occupied spaces have a small red light above them.

Also speaking Thursday was Joe Taney, American Airlines vice president of hub operations.

He said American had added 314 aircraft at DFW since 2012, and the Terminal A makeover “ensures we will remain for decades to come.” Although the DFW Airport board of directors is the public body that oversees expenditures at the airport, it is the airlines — mainly American, the area’s dominant carrier — that pay for improvements through their landing fees.

The Terminal A project involved more than 6,000 jobs, most of them construction-related, DFW officials said.

More upgrades on the way

Donohue also said airport officials are still in discussions with American about possibly building a sixth passenger facility, Terminal F. “We are making progress but we don’t have anything to announce yet.”

He said the delay in Terminal C improvements was necessary but temporary. American asked the airport to wait on Terminal C so it could evaluate its gate usage following a rebanking of flights last year, although the project is still scheduled to be completed by 2020.

“We don’t want to put an \$800 million investment in Terminal C and find out our investment will only last five to 10 years,” he said.

DFW expects passenger traffic to grow to 70 million per year during the next 10 years.

Improvements at Terminal E are expected to be completed this summer, and work at Terminal B is expected to be done in about a year.

<http://www.star-telegram.com/news/business/aviation/article128938984.html>

\$120M paves way to \$1 billion in projects

Royse City Herald Banner
1/26/17
By Jim Hardin

Rockwall County could end up with a billion dollars of transportation infrastructure on the ground as a result of \$120 million in road bonds that were authorized by county voters in 2004 and 2008.

“I think we’ll have over \$500 million worth of projects out of that \$120 million,” Rockwall County Commissioner David Magness told a Royse City Chamber of Commerce audience last week. “We’re getting a lot of bang for our bucks with a lot of projects.”

Then, he added to that \$500 million the \$600 million that the Texas Department of Transportation (TxDOT) – not Rockwall County – will spend on improving Interstate 30 from State Highway 205 in Rockwall to the Hunt County line in Royse City.

When the I-30 project is completed and the state’s \$600 million is added to the \$500 million, he said, “that will mean in an 18-year period or so, we will have put more than a billion dollars’ worth of transportation infrastructure in Rockwall County. And that’s pretty impressive.”

Magness provided the transportation project update during his presentation at the chamber of commerce’s monthly luncheon on Jan. 17.

The commissioner focused on the I-30 project that’s divided into two stages – one from Bass Pro to Highway 205 and the other from Highway 205 to FM 2642.

The Bass Pro-to-205 stage would involve widening the interstate highway to eight main lanes. The project would also involve construction of six lanes of frontage roads. The 205-to-2642 stage would widen the interstate to six lanes. That phase would also involve the construction or reconstruction of four-lane eastbound and westbound frontage roads.

That stage of the project could result in dramatic growth for towns located along the interstate highway, according to Magness.

“I can tell you, once that happens, the floodgates are going to come open for Fate, Royse City and all points beyond,” he said.

Magness said the county is also talking to TxDOT about the construction of a 10-foot bike lane and a 6-foot pedestrian lane across the lake.

That news sparked applause and cheers – and at least one exclamation of “wow” – from the audience.

The I-30 project has four drivers – the poor physical condition of I-30, paving work that Rockwall County has already performed on the interstate, the Bayside Dalrock development that’s planned and improvements to FM 2642.

The Bayside project is a 260-acre development that will bring a crystal lagoon to the former Elgin Robertson Park at Dalrock. The development will include 845 multifamily residential units, single-family and town homes, along with commercial.

Magness also provided information about another project of interest to Royse City residents, a State Highway 66 project that calls for rehabilitating the existing two-lane highway, widening shoulders and adding turn lanes and traffic signals at various intersections.

An issue with a railroad company is delaying signal work at intersections, including the traffic light planned for the intersection of Highway 66 and Erby Campbell Boulevard in Royse City. A four-way stop has been created at the intersection as a traffic control measure until the traffic signals are installed.

“The mayor (Royse City Mayor Janet Nichol) did a good job in getting stop signs put at that intersection,” Magness said.

Magness said the Highway 66 project could start next month. The \$15,872,363 project is scheduled to be completed in January 2019.

http://www.roysecityheraldbanner.com/news/local_news/m-paves-way-to-billion-in-projects/article_d1296c36-e274-11e6-8160-ab9caec77d2a.html

Elon Musk Has Trump's Ear, and Wall Street Takes Note

JAN. 26, 2017
The New York Times
By JAMES B. STEWART

The election of Donald Trump and the accompanying rehabilitation of fossil fuels should have been, by all rights, devastating for Tesla Motors.

Tesla is the top maker of all-electric autos, and it completed its merger with SolarCity, a leading manufacturer of solar energy panels, days after the presidential election.

Elon Musk, the visionary founder of both companies, openly criticized Mr. Trump's candidacy, saying on CNBC just before the vote that he was "not the right guy" for the job.

Mr. Musk has pressed for a carbon tax to combat global warming, which Mr. Trump once dismissed as a Chinese hoax. The mere mention of a carbon tax inflames the old guard of the energy industry.

Moreover, both Tesla and SolarCity benefit from federal subsidies. Robert E. Murray, a coal executive and Trump supporter, has called Mr. Musk "a fraud" for accepting \$2 billion in government handouts.

So why have Tesla shares surged since Mr. Trump's election, closing this week within striking distance of a record high?

Adam Jonas, a prominent automotive analyst at Morgan Stanley, upgraded Tesla stock to overweight last week, with a target price of \$305 a share. (It was trading this week at about \$255.)

"When you look at the businesses Tesla is in, you see many areas of overlapping interest" with the Trump administration, Mr. Jonas told me. "To the extent the new administration prioritizes the creation of valuable, innovative high tech and manufacturing jobs, Tesla stands at the epicenter of that."

Shares in pure solar energy companies haven't fared as well, but even they have now regained nearly all the ground they lost immediately after Mr. Trump's victory.

Solar investors "aren't nearly as negative as they were the day after the election," said Andrew Hughes, an alternative energy analyst for Credit Suisse.

One reason for that shift seems to be a budding bromance between Mr. Trump and Mr. Musk. The president-elect invited Mr. Musk to Trump Tower in December as part of a group of technology executives and named him to his strategic and policy forum of business leaders.

And Mr. Musk was with a group of manufacturing executives at a White House meeting this week at which, according to a participant, he broached the subject of a carbon tax. Surprisingly, Mr. Trump didn't reject it out of hand.

For his part, Mr. Musk this week endorsed Rex W. Tillerson, a pillar of the fossil fuel establishment as chief executive of Exxon Mobil, for secretary of state.

Mr. Jonas said that the “strategic relationship between Tesla leadership and the new administration is an important development” in his decision to upgrade Tesla stock.

“That Trump would be relying on Musk as an adviser has come as quite a surprise to many people,” Mr. Jonas said.

A major fear of investors in solar power was that a Trump administration would end the federal subsidies so reviled by fossil fuel proponents. While that remains a concern, the most recent jobs data suggests that the subsidies have led to a surge in new well-paid jobs, exactly what the president has advocated.

This month, the Energy Department noted in its annual energy and jobs report that “solar technologies, both photovoltaic and concentrated, employ almost 374,000 workers, or 43 percent of the electric power generation work force.” (Coal, by contrast, accounts for about 86,000 workers.)

“The jobs data is a compelling argument in favor of the tax credits,” Mr. Hughes said.

He noted that federal solar subsidies were set to expire anyway in a few years, a result of rare bipartisan cooperation in Congress. Mr. Musk has stressed that solar energy is close to reaching a scale where federal subsidies will no longer be needed.

And Tesla is also expanding rapidly. Tesla employs 25,000 workers in the United States and could easily double that as it ramps up production for its new Model 3 and expands its Gigafactory, a lithium ion battery manufacturing operation in Nevada. “I don’t know what kind of multiplier you put on that, but it’s a significant boost to the economy,” Mr. Jonas said.

Federal subsidies for electric vehicles will also end once a manufacturer hits 200,000 vehicles, a level Tesla may soon reach.

Mr. Trump and Mr. Musk appear to have other areas of overlapping interest as well. Mr. Musk has broached the subject of the nation’s aging electricity transmission grid in conversations with Mr. Trump, according to an insider with knowledge of the discussions.

Mr. Musk has advocated a so-called smart grid and has said that eventually Tesla will offer grid services, such as batteries that can be added to the grid and paired with solar and wind farms. This is the kind of high-impact infrastructure project that Mr. Trump has supported.

And Tesla’s success could help fend off Chinese efforts to compete or even dominate in what could be an important piece of the car industry’s future.

But the ultimate bond between the two may simply be that they both like to think big.

As Joel Achenbach has reported in *The Washington Post*, Mr. Musk seems to have captured the new president’s imagination with his SpaceX project — which designs, manufactures and launches advanced rockets and spacecraft — and his fascination with transporting human life to other planets. A manned mission to Mars (a joint venture between NASA and SpaceX that would reduce the costs and risks to taxpayers) might well become Mr. Trump’s version of “landing a man on the moon and returning him safely to the Earth” within a decade, the challenge that President John F. Kennedy set before Congress in 1961.

It's still early in the Trump administration, and some (or all) of this may turn out to be wishful thinking by fans of Mr. Musk, Tesla investors, environmentalists and hopeful space colonists.

"I want to believe that Trump won't kill solar," Mr. Hughes said. "But there's still a lot of uncertainty. The big question: Will he take away the tax credits?"

Still, there's a growing sense that Mr. Trump and Tesla can not only coexist, but even thrive together. "You don't have to be anti-electric to be pro-fossil fuel," Mr. Jonas said.

<https://www.nytimes.com/2017/01/26/business/elon-musk-donald-trump-wall-street.html?hp&action=click&pgtype=Homepage&clickSource=story-heading&module=first-column-region®ion=top-news&WT.nav=top-news&r=0>

New Northeast Dallas neighborhood Urban Commons an uncommon mix of income, architecture

JAN. 27, 2017

Written by Steve Brown, Real Estate Editor
Dallas Morning News

A new northeast Dallas home development will be aimed at buyers hunting a new generation of urban-style housing.

Builder Diane Cheatham has already built one unique Dallas neighborhood: the Urban Reserve project off Forest Lane.

Cheatham's Urban Edge Development has sold sites for more than 40 homes in the custom home community, which she started about a decade ago.

"We will be close to finished by the end of the year," she said.

So Cheatham is ready for her next neighborhood, on Abrams Road in northeast Dallas. She's bought 10 acres, which will be divided into up to 80 high-density home sites, a small park and walking trails. It will be called Urban Commons.

"We will have 10 pocket parks," Cheatham said. "Each one of these houses will face on a park."

There's also a pond, a creek and green space on land that was once part of the Beck family farm.

Cheatham jumped at the chance to purchase the property, just north of LBJ Freeway, when a broker pitched it to her. The tract previously was zoned for commercial development.

"I had been looking for another tract and came close a few times," she said. "These kind of sites are very hard to find."

They need to be places that are pretty much ignored. You can't buy the corner of Main and Main and do single-family houses."

The homes in Urban Commons will be much smaller and less pricey than houses in the Urban Reserve neighborhood.

"We hope our houses start at around \$200,000," she said. "Some of them will go up to \$650,000."

"We are going to do some micro houses at 600 or 700 square feet, and they will go right up to 2,800 square feet. We want this to be a mixed-income development."

Custom homes in the Urban Reserve started near \$500,000 and went to more than \$2 million. They were as large as 4,500 square feet.

"I wanted more affordability," Cheatham said. "I've been doing this for more than 30 years, and I want to do architect-designed houses that didn't cost \$1 million."

The detached houses will be built in rows stretching between a creek and a greenbelt and an internal street. Garages will be along the street.

"We look at the creek as an amenity," Cheatham said. "And we want to create a nice little pond.

"The houses will have zero front yards because they are on a park. This will be great for retired people that are over having a big yard."

Cheatham said about half the sites have been reserved by builders.

"Most of the houses will be two stories, and some will be three," she said. "We are also going to have four or five exterior materials.

"The houses will all be designed by architects, so they will be very different."

All of the builders in Urban Commons will be small firms.

"I've tried to meld the good parts of tract homes with the good parts of custom homes," Cheatham said. "I hope that we can get the infrastructure done and start building houses in the fall."

Architect Robert Meckfessel and DSGN Architects designed Urban Commons' neighborhood, and Kevin Sloan Studio is the landscape architect.

Cheatham's 12-acre Urban Reserve, on White Rock Creek, was one of the first modern-architecture developments in the Dallas area. Homes there use a combination of modern and natural building materials.

<http://www.dallasnews.com/business/real-estate/2017/01/27/new-ne-dallas-neighborhood-will-mix-incomes-architecture>

CARROLLTON

City receives award for improving air quality

Carrollton was one of three area cities named 2016 Silver Fleet award winners by the Dallas-Fort Worth Clean Cities Coalition for reducing petroleum consumption and improving air quality.

Clean Cities is a U.S. Department of Energy program that strives to minimize petroleum consumption in transportation, which helps improve air quality. Data is collected from partners to develop an annual report that is shared with the energy department to document progress.

Members of the coalition and the North Central Texas Council of Governments score the reports and categorize them into gold, silver and bronze levels. There have been no gold winners to date.

From DMN staff reports

Who's paying for LBJ East work?

Legislators divided on tolls vital to plan that TxDOT will preview

By RAY LESZCZYNSKI
Staff Writer rluszczynski@dallasnews.com

GO & DO Hearing

What: Texas Department of Transportation public hearing on the I-635E project.

When: Open house viewing 5 p.m. Tuesday, formal hearing 6 p.m.

Where: Highland Oaks Church of Christ, 10805 Walnut Hill Lane, Dallas

The Texas Department of Transportation is rolling out a public preview to the \$1.5 billion LBJ East project even as state legislators are wide apart on where some of the money will come from.

The 11.2-mile stretch of Interstate 635 between Central Expressway and Interstate 30 is TxDOT's top priority for the region. It will bring more lanes and continuous frontage roads to areas of Lake Highlands, Far East Dallas, Garland and Mesquite where tens of thousands of vehicles are slowed daily.

"It is the priority. It's necessary now," said TxDOT spokeswoman Michelle Raglon. "We have hope it will be fully funded."

The framework being presented by TxDOT officials at a public meeting this week in Dallas includes a section where two of seven lanes would be tolled and managed. Those would connect to tolled and managed lanes already in place west of Central Expressway.

Transportation officials maintain the tolled lanes are needed to help fund about a third of the project. Most who travel LBJ East, however, would continue to do so for free.

"No one's really talking about turning 635 into a toll road," said Garland Mayor Douglas Athas, who considers the freeway rebuild his city's top priority in the current state legislative session.

But any tolling must be approved by state lawmakers. And legislators' resistance to tolls was a roadblock for LBJ East in the last session — helping push the project back to a 2020 projected start and 2024 completion.

Local input

Meanwhile, Garland and Mesquite city councils met this month in advance of Tuesday's meeting to discuss the project.

Tim James, public works director in Mesquite, told his council that LBJ East will improve access to the Town East Mall area and to major Mesquite streets nearest to the interchange.

LBJ East includes improvements to a two-mile stretch of I-30 that is almost all within Mesquite city limits. But the freeway interchange itself, which would cost a projected \$500 million to rebuild, is not yet part of the project.

"We are making a strong proposal and statement at this public hearing for interchange improvements or reconstruction of the interchange," Mesquite City Manager Cliff Keheley told the council, adding that Mayor Stan Pickett would probably deliver that message Tuesday.

Garland officials were concerned that TxDOT's traffic and revenue study of the area is not part of the public process. The study has been shared with legislators but is sealed to others because information in it could influence contractors' bids on the project.

"This has been touted to the keys to the kingdom for getting this project done. If it's being kept under wraps, that gives me great concern for what's in it," Garland Councilman Rich Au-bin said to the council. "I want the report. I want the people to be able to see it. And I want that information to be out there so that we can get this project built."

Legislative ideas

Texas Sen. Bob Hall, R-Edgewood, who represents much of the area, does not want any tolled component in the project. Just before the session, Hall reiterated to *The Dallas Morning News* that he believed the better option for all large state projects would be one that collects increased tax revenue from areas nearest the project and applies that to the project debt.

Hall's SB84, now in the hands of the Senate Transportation Committee that he co-chairs, does not specifically mention LBJ East but creates a pilot program for the funding mechanism he described.

The concept could use extra tax dollars generated by redevelopment in the Skillman Street/Audelia Road area of Lake Highlands and the improved access to Town East. However, LBJ East by-and-large is not a retail corridor that would generate more taxes if it had a better freeway.

Rep. Cindy Burkett, R-Sunnyvale, is proposing legislation to further define the comprehensive development agreement (CDA), the public-private partnerships that require legislative approval and lead to faster construction, typically with a tolled component. No CDA has been authorized for LBJ East.

Burkett is also proposing a bill to make financial studies and reports associated with a toll project subject to disclosure — which would address the concerns Aubin stated at the Garland council meeting.

Twitter: @RayLeszcynski

Three receive 2017 Tarleton Legacy Awards

Hide caption

Receiving the Tarleton State University President's Legacy Awards at the annual Gala celebration are (l-r) Fort Worth City Councilman Jungus Jordan, University of Tennessee-Knoxville Chancellor Jimmy Cheek, and TexasBank represented by Connie Wooley. Also pictured is Tarleton President F. Dominic Dottavio (right), who presented the Legacy Awards.

Courtesy TSU Media Relations

Monday

Posted at 9:30 AM Updated at 9:38 AM

Share

By TSU Media Relations

Tarleton State University President F. Dominic Dottavio presented 2017 Legacy Awards to three recipients during the school's annual gala, Saturday, Jan. 28.

Legacy Awards recognize individuals and supporters who exhibit Tarleton's core values of civility, integrity, excellence, leadership, tradition and service. The university president selects recipients.

This year's recipients are Fort Worth City Councilman Jungus Jordan, Civility with Integrity Award; University of Tennessee-Knoxville Chancellor Jimmy Cheek, Excellence through Leadership Award; and TexasBank, Tradition of Service Award.

Civility with Integrity

The Legacy Award for Civility with Integrity recognizes significant contributions to the betterment of society through character, forthrightness, honorable actions and commitment to the well-being of others.

This year's recipient, Fort Worth City Councilman Jungus Jordan, is a champion of commercial and residential development along the new Chisholm Trail Parkway and Tarleton-Fort Worth's new full-fledged campus expected to open in 2019.

Jordan and other North Texas leaders helped secure nearly \$40 million from the 84th Texas Legislature to construct the first academic and administrative building on the new campus, located at the southwest corner of the intersection of Chisholm Trail Parkway and Old Granbury Road on 80 acres donated by The Walton Group of Companies. Current Tarleton-Fort Worth programs are offered at the Hickman Building, 6777 Camp Bowie Blvd., and the R.C. Shaffer Building, 1501 Enderly Place.

"A man of honor and impeccable integrity, Councilman Jordan serves his community with grace and distinction," Dottavio said. "Championing the development along Chisholm Trail Parkway and the construction of our new campus in southwest Fort Worth, he is committed to improving quality of life for

today's families and future generations. Because of that commitment, North Texas is guaranteed a bright, prosperous future."

First elected to city council in June 2005, Jordan represents District 6 in the far south and southwest portions of Fort Worth. Now in his sixth term, he serves as a board member of the National League of Cities and the North Texas Commission. He is a past chair and current executive board member of the Texas Municipal League. He serves on the Texas A&M Transportation Institute Advisory Council and the Regional Transportation Council of the North Central Texas Council of Governments.

Jordan has a distinguished career in the U.S. Air Force, including tours in Vietnam and Germany as well as for the Office of the Secretary of Defense. He is recipient of more than 15 medals and commemorations, including the Defense Superior Service Medal, Meritorious Service Medal and the Vietnam Service Medal.

After retiring from the Air Force as a lieutenant colonel, Jordan returned home to work as a development officer at Texas Christian University, then as vice president of marketing and business development for Eurpac Service Company. He also served as advisor with two national financial companies and now works part time for Cook Children's.

An active volunteer, Jordan has been involved with the American Red Cross, Rotary Club, Optimist Club and the Veterans of Foreign Wars.

Excellence through Leadership

The Legacy Award for Excellence through Leadership recognizes an individual's significant career accomplishments that bring honor and credit to Tarleton.

This year's recipient, Dr. Jimmy Cheek, took the reins as the seventh chancellor of the University of Tennessee-Knoxville in 2009.

"A Tarleton alumnus, Chancellor Cheek knows how to catch the vision of an organization and share it in a way that makes others want to follow," Dottavio said. "Thanks to his leadership, UT is on its way to becoming one of the top 25 public research universities in the nation, and more than \$1 billion dollars of construction is under way or in the design or planning stages on the Knoxville campus.

"A first-generation college student, Chancellor Cheek has set in motion initiatives to broaden UT's diversity and student access, leading to his participation in the White House Summit on increasing college opportunities for low-income students," Dottavio added. "Not only has Dr. Cheek brought great honor to UT, but he's brought great honor to Tarleton."

Prior to his service with UT, Cheek was a member of the faculty and an administrator at the University of Florida for 34 years, last serving as senior vice president of agricultural and natural resources. While at Florida, he received the President's Medallion for service to the university and the Morton Wolfson Faculty Award for outstanding contributions to the quality of student life.

Cheek attended Tarleton for two years then finished his bachelor's degree with high honors and his doctorate from Texas A&M University. He earned his master's degree from Lamar University.

Tradition of Service

The Legacy Award for Tradition of Service recognizes the selfless giving of an individual or corporation that exemplifies the philanthropic ideals of university founder John Tarleton.

This year's recipient, TexasBank, believes in supporting the growth and well-being of the communities it serves. That commitment is showcased at Tarleton by the James and Dorothy Doss Foundation Scholarships, established by the financial institution's owners.

"It's no secret that TexasBank bleeds purple," Dottavio said. "With 80 percent of its Stephenville employees Tarleton alumni or students, TexasBank has a strong commitment to education and the local community."

The Doss Foundation annually donates \$25,000 in scholarships to help Tarleton juniors and seniors from Erath, Brown, Eastland and Comanche counties finish their degrees.

"The Doss-Knight family understands that it's not always easy for students in small, rural communities to complete a university degree and is always looking to give where it can," Dottavio said. "TexasBank pays it forward through education, making a difference in individual lives."

By: Hancock

S.B. No. 558

A BILL TO BE ENTITLED

1 AN ACT
2 relating to the designation of a portion of State Highway 360 in
3 Ellis and Tarrant Counties as the Senator Chris Harris Memorial
4 Highway.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

6 SECTION 1. Subchapter B, Chapter 225, Transportation Code,
7 is amended by adding Section 225.123 to read as follows:

8 Sec. 225.123. SENATOR CHRIS HARRIS MEMORIAL HIGHWAY. (a)
9 The portion of State Highway 360 between its intersection with U.S.
10 Highway 287 in Ellis County and its intersection with East Sublett
11 Road/West Camp Wisdom Road in Tarrant County is designated as the
12 Senator Chris Harris Memorial Highway.

13 (b) Subject to Section 225.021(c), the department shall:

14 (1) design and construct markers indicating the
15 designation as the Senator Chris Harris Memorial Highway and any
16 other appropriate information; and

17 (2) erect a marker at each end of the highway and at
18 appropriate intermediate sites along the highway.

19 SECTION 2. This Act takes effect immediately if it receives
20 a vote of two-thirds of all the members elected to each house, as
21 provided by Section 39, Article III, Texas Constitution. If this
22 Act does not receive the vote necessary for immediate effect, this
23 Act takes effect September 1, 2017.

DRAFT



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

February 9, 2017

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to congratulate you on your appointment to serve as the United States Secretary of Transportation. A membership roster of the RTC is enclosed. The RTC and the North Central Texas Council of Governments' (NCTCOG) Transportation Department work with elected officials, all levels of government, transportation partners and the region's residents to plan coordinated transportation systems, projects and policies to meet transportation and air quality needs for the Dallas-Fort Worth area.

We are pleased to have such a dedicated public servant as the United States Department of Transportation (USDOT) Secretary of Transportation, as well as someone with direct transportation experience. During your time as Assistant Secretary of Transportation, the Intermodal Surface Transportation Efficiency Act was passed and signed in North Texas at the DFW International Airport. The DFW region has certainly taken to heart the idea of efficiency in transportation planning. The region uses a strong MPO framework to solve transportation issues through a regional process, as well as focuses on fiscally constrained plans that allow for innovative project financing.

The RTC stands ready to assist you by being a model for many of the plans the Administration is proposing and recently identified six policy initiatives for 2017.

- **National Infrastructure Bank**

The DFW region is a model for public-private partnerships and has additional projects ready to move forward through an Infrastructure Bank. With the advent of new technology and driverless vehicles, many innovative projects across a variety of transportation modes could be advanced.

- **Funding Partnerships**

The DFW region can be used as a road map of how tools and project leveraging can be implemented. For example, managed lanes on the LBJ Express and North Tarrant Express projects used a private equity finance model for a public-private partnership. In addition, MPO-Texas Department of Transportation public sector partnerships have also been constructed.

- **High-speed Rail**

Texas Central Partners is developing a high-speed rail line from Houston to Dallas. In addition, an environmental study is underway for an extension of the line from Dallas to

DRAFT

The Honorable Elaine Chao
Page Two

February 9, 2017

Fort Worth, which would connect with the Texas Central Partners line and an eventual line from Fort Worth to Austin/San Antonio.

- **Public Transportation**

Dallas Area Rapid Transit (DART) has the longest light rail system in the country and connects with other transit systems in North Texas. DART's system connects with the Denton County Transportation Authority. The Fort Worth Transportation Authority has a recently awarded full funding grant agreement to construct passenger rail from Fort Worth to DFW International Airport. Additional projects, including those with public-private partnership potential, are planned for the region.

- **Job Creation**

Transportation planning and construction spur job creation. Construction jobs and the multiplier effect of those jobs are only the beginning. The Dallas-Fort Worth region has been focused on large-scale improvements that have impacted the decisions of corporations to stay in the region or relocate to Texas because of the mobility options provided. Transportation solutions enhance the productivity of the logistics chain, creating jobs as well.

- **Optimize Patrol and Traffic Response**

Strategies designed to mitigate traffic are being deployed, while keeping cities safer. The Dallas County Traffic Patrol Program is a pilot program that allows sheriffs to patrol the highway system in order to provide local police officers more time to patrol cities.

Again, congratulations on your appointment and thank you for your service. Upon your request, we can provide you with additional information or meet with your staff about transportation opportunities in the DFW region. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

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

RH:ch
Enclosure

cc: The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission
Mr. Al Alonzi, Texas Division Administrator, Federal Highway Administration
Mr. Bob Patrick, Region 6 Administrator, Federal Transit Administration
Mr. Michael Morris, P.E., Director of Transportation, NCTCOG

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

February 9, 2017

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

Dear Secretary Chao:

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

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

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

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

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

DRAFT

The Honorable Elaine Chao
Page Two

February 9, 2017

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

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

Sincerely,

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

RH:kd
Enclosure

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

**Statement of Support
Interstate Highway 635
From US 75 to IH 30
Interstate Highway 30
From Gus Thomasson to Galloway Avenue**

Submitted by the Regional Transportation Council (RTC) and
the North Central Texas Council of Governments (NCTCOG), together serving
as the Metropolitan Planning Organization for the Dallas-Fort Worth area

Consistency with Mobility 2040

Interstate Highway (IH) 635 is a vital transportation corridor that sustains the local, regional, and state economy. In the North Texas region, this corridor also serves as a principal route for local commuters and provides access to several key highways and transportation facilities. Due to the high volume the facility carries daily, this section of IH 635 can be found on the Texas Department of Transportation (TxDOT) most 100 congested corridors list. This section of IH 635 also carries a high percentage of truck traffic due to the industries in the City of Garland and neighboring cities. The proposed improvements to IH 635 are vital for the management of congestion in this corridor as commuters and other travelers on this section of IH 635 in northeast Dallas County regularly experience severe congestion levels. The recommended improvements for this section of IH 635 includes the expansion to five general purpose lanes as well as the implementation of dedicated tolled managed lanes from US 75 to Royal Lane/Miller Road, non-tolled Express lanes from Royal Lane/Miller Road to IH 30, and improvements within the IH 635/IH 30 interchange. The proposed improvements are consistent with Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. Mobility 2040 identifies the need for active management of regional transportation corridors through auto occupancy and tolls as crucial elements in combating congestion.

Building Consensus

Consensus for the proposed design for IH 635 East has been developed over many years and many meetings conducted by TxDOT and others. In 2013, NCTCOG conducted the LBJ/Skillman Urban Planning Initiative to identify redevelopment to promote sustainable living, positive economic growth, and cultural opportunities. Starting in 2014, Dallas County held meetings with staff from Dallas Area Rapid Transit, NCTCOG, and the cities of Dallas, Garland, and Mesquite to ensure connectivity for bicycle and pedestrian facilities across IH 635 to other bicycle facilities and community assets. In 2015, NCTCOG held meetings with elected officials to help determine the configuration of the roadway section. All of these efforts are reflected in a design that includes addition to the travel lanes for vehicles, operational and safety improvements, the addition of bicycle and pedestrian accommodations, and community enhancements such as the construction of noise walls. IH 635 East is a regional priority of the RTC. Because of its importance, the RTC and NCTCOG will continue to provide any assistance in the planning, design, and implementation of the proposed improvements to IH 635.

Funding

Funding already exist for IH 635 between US 75 and IH 30. As a result, staff requests the approval of the environmental re-evaluation be expedited as quickly as possible. There are seven funding components to the project approved by the RTC and TxDOT, which sum to over \$1.5 billion in revenue for the LBJ East project implementation as detailed below:

- 1) Noise walls were funded for \$31 million by the RTC in January 2016.
- 2) Skillman Audelia interchange improvements were funded for \$65 million by the RTC in December 2016.
- 3) IH 635 East from Royal/Miller to SH 78 was funded for \$263 million by the RTC in December 2016.
- 4) IH 635 East from SH 78 to IH 30 was funded for \$450 million by the RTC in December 2016.
- 5) A total of \$166 million is matched by TxDOT for Engineering, Right of Way and Design Builds costs.
- 6) The RTC has an additional \$50 million for a tolled managed lane facility between US 75 and Royal/Miller. This investment will leverage hundreds of millions in additional revenues. TxDOT should consider a TxDOT/RTC public sector partnership to build this facility.
- 7) The RTC also has \$300 million in contingency revenue for use on the IH 30/IH 635 interchange or other costs.

Contact:

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Program Manager
(817) 695-9284
awilson@nctcog.org

Michael Morris, P.E
Director of Transportation
(817) 695-9241
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Jesse Brown
Transportation Planner
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Sandy Wesch, P.E., AICP
Project Engineer
(817) 704-5632
swesch@nctcog.org

About the Regional Transportation Council

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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 around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 240 member governments including 16 counties, 170 cities, 24 school districts, and 30 special districts.

LIST OF PROJECTS AFFECTED BY FY 2017 FEDERAL HIGHWAY ADMINISTRATION PRELIMINARY ENGINEERING AUDIT

IMPLEMENTING AGENCY	TIP CODE	CSJ	LIMITS	PROJECT DESCRIPTION	FEDERAL FUNDING CATEGORY ¹	FEDERAL PE OBLIGATED AMOUNT	FEDERAL PE AMOUNT REMAINING	PE AUTHORIZATION DATE ²	LET DATE PER TXDOT DISTRICT	RTC FUNDING INITIATIVE & YEAR	YEARS SINCE AUTHORIZATION ³	TxDOT STATUS UPDATE	FHWA RESPONSE	MPO MILESTONE PROJECT	RISK OF LOSING FEDERAL FUNDS
EASTERN SUBREGION															
TXDOT DALLAS	-	0918-45-757	SECOND AVE SB TO TRIBUTARY OF WHITE ROCK CREEK	REHABILITATE BRIDGE AND APPROACHES	CAT 6	\$1,862,000	-	12/11/2006	08/2017	N/A (TXDOT PROGRAM)	10	PROJECT IS ON SCHEDULE FOR A JUN-2017 LETTING, HOWEVER DISTRICT REQUESTS TO DELAY THE LETTING TO AUG. THE DISTRICT WOULD LIKE TO LET THIS JOB WITH PARKDALE (CSJ 0918-45-759) FOR A MORE COMPETITIVE BID PACKAGE SINCE THE TWO STRUCTURES ARE IN CLOSE PROXIMITY TO ONE ANOTHER. SURVEY AND SUBSURFACE UTILITY ENGINEERING (SUE) HAVE BEEN COMPLETED. ANTICIPATE PLAN SPECIFICATION & ESTIMATE (PS&E) COMPLETION APR-2017	PENDING	N/A (TXDOT SELECTED PROJECT)	LOW
TXDOT DALLAS	-	0918-45-759	PARKDALE DRIVE AT WHITE ROCK CREEK TRIBUTARY	REPLACE BRIDGE AND APPROACHES	CAT 6	\$308,000	-	12/11/2006	08/2017	N/A (TXDOT PROGRAM)	10	PROJECT IS ON SCHEDULE FOR AN AUG-2017; LETTING SURVEY AND SUE HAVE BEEN COMPLETED. ANTICIPATE ENVIRONMENTAL (ENV) APPROVAL APR-2017, ANTICIPATE PS&E COMPLETION APR-2017, AND UTILITY CLEARANCE JUNE-2017	PENDING	N/A (TXDOT SELECTED PROJECT)	LOW
TXDOT DALLAS	-	0364-03-067	SH 121 FROM COLLIN COUNTY LINE TO FM 423	CONSTRUCTION OF 6 LANE FRONTAGE ROADS PHASE I	-	\$0	-	12/01/2000	NA	N/A (TXDOT PROGRAM)	17	THIS PROJECT WAS CANCELLED IN DEC-2001; BUT THE WORK WAS COMBINED INTO CSJ 0364-03-066 WHICH WAS LET MAY-2004 AND COMPLETED CONSTRUCTION IN 2010. RIGHT OF WAY (ROW) WAS ALSO ACQUIRED UNDER CSJ 0364-03-084	PENDING	N/A (TXDOT SELECTED PROJECT)	N/A
GARLAND	11065	0918-45-714	WINTERS PARK/SPRING CREEK GREENBELT TRAIL FROM BRAND ROAD TO RANGER DRIVE	CONSTRUCT NEW 12' WIDE CONCRETE TRAIL AS PART OF VELOWEB; TWO MILES	CMAQ	\$1,044,806	\$0	07/15/2006	12/2016	1999 CALL FOR PROJECTS	10	CONSTRUCTION PHASE WAS ADDED TO THE PROJECT ON DECEMBER 6, 2016; THE CITY OF GARLAND OPENED BIDS ON DECEMBER 30, 2016.	PENDING	YES	LOW
IRVING	11237.2	0918-45-812	CONFLANS RD FROM W OF SH 161 TO VALLEY VIEW LANE	CONSTRUCT 4-LANE DIVIDED FACILITY	STP-MM	\$1,439,878	\$0	07/26/2007	FY 2021 or 2022	PARTNERSHIP PROGRAM 1	9	INITIALLY, THERE WAS A DELAY IN PROCURING A CONSULTANT BY THE CITY OF IRVING WHICH HAS BEEN RECONCILED. THERE WAS SUBSTANTIAL INITIAL COORDINATION WITH THE LOCAL FLOODING ADMINISTRATION AND UTILITY FRANCHISEES DUE TO THE LEVEE AND THE TRANSMISSION LINE LOCATED WITHIN THE PROJECT LIMITS WHICH DELAYED PROGRESS ON THE SCHEMATIC. SIGNIFICANT PROGRESS HAS BEEN MADE SINCE THE LAST AUDIT AND THE SCHEMATIC IS NOW 90% COMPLETE. WE ANTICIPATE SCHEMATIC COMPLETION BY 8/2017. THE ENVIRONMENTAL ASSESSMENT IS UNDERWAY AND A PUBLIC MEETING IS PLANNED FOR JAN-2017. WE ANTICIPATE ENVIRONMENTAL CLEARANCE BY FY 2019 AND ROW COMPLETION BY FY 2020 SINCE THERE ARE LESS THAN 5 PARCELS TO BE ACQUIRED. WE ANTICIPATE THE PROJECT MOVING FORWARD TO CONSTRUCTION BY FY 2021/2022.	PENDING	NO	HIGH
PLANO	11318.1	0918-24-099	PLANO TRANSIT VILLAGE FROM 12TH TO SH 190/BUSH TURNPIKE	VELOWEB CONTINUOUS BICYCLE AND PEDESTRIAN PATH	CMAQ	\$120,962	\$0	06/01/2004	5/2017	2001 LAND USE/ TRANSPORTATION JOINT VENTURE- CALL FOR PROJECTS	13	PROJECT IS ON SCHEDULE AS PREVIOUSLY SUBMITTED; DISTRICT ANTICIPATES 100% PS&E BY MAR-2017 FOR A MAY-2017 LETTING	PENDING	YES	LOW
PLANO	11110	0918-24-127	SPRING CREEK PARKWAY AT COIT ROAD	EXPAND INTERSECTION TO ADD RIGHT AND LEFT TURN LANES	CMAQ	\$83,840	\$0	07/21/2005	10/2017	1999 CALL FOR PROJECTS	12	PROJECT IS ON SCHEDULE AS PREVIOUSLY SUBMITTED; SCHEMATIC APPROVAL 8/8/2016; ANTICIPATE ENVIRONMENTAL APPROVAL BY MAR-2017, UTILITY CLEARANCE BY JUL-2017 AND 100% PS&E BY AUG-2017 FOR AN OCT-2017 LETTING	PENDING	YES	MEDIUM
PLANO	11461	0091-05-053	SH 289 AT PLANO PARKWAY	INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED	STP-MM	\$144,000	\$256,000	08/20/2007	06/2017	2002 STRATEGIC PROGRAM INITIATIVE	9	PROJECT ON SCHEDULE FOR JUN-2017 LETTING; ENV APPROVAL 12/12/2016; PS&E NEARLY 60% COMPLETE. ANTICIPATE 100% PS&E BY MAR-2017	PENDING	YES	LOW

LIST OF PROJECTS AFFECTED BY FY 2017 FEDERAL HIGHWAY ADMINISTRATION PRELIMINARY ENGINEERING AUDIT

IMPLEMENTING AGENCY	TIP CODE	CSJ	LIMITS	PROJECT DESCRIPTION	FEDERAL FUNDING CATEGORY ¹	FEDERAL PE OBLIGATED AMOUNT	FEDERAL PE AMOUNT REMAINING	PE AUTHORIZATION DATE ²	LET DATE PER TXDOT DISTRICT	RTC FUNDING INITIATIVE & YEAR	YEARS SINCE AUTHORIZATION ³	TXDOT STATUS UPDATE	FHWA RESPONSE	MPO MILESTONE PROJECT	RISK OF LOSING FEDERAL FUNDS
WESTERN SUBREGION															
NORTH RICHLAND HILLS	11419	0902-48-576	FM 1938 (DAVIS BLVD) AT MID-CITIES BLVD IN NORTH RICHLAND HILLS	ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS	CMAQ	\$428,408	\$120,262	11/02/2006	10/2017	2002 STRATEGIC PROGRAM INITIATIVE	10	PROJECT HAS STARTED ROW PHASE. ROW ACQUISITION IS EXPECTED TO BE CLEAR BY FEBRUARY 2017. PROJECT ANTICIPATED TO MOVE TO CONSTRUCTION PHASE IN OCTOBER 2017.	PENDING	YES	MEDIUM
FORT WORTH	11263.7	0902-48-688	PEACH STREET AREA FROM PEACH STREET TO LIVE OAK CONNECTOR	CONSTRUCT THE LIVE OAK CONNECTOR; CLOSE PEACH STREET AND EAST 1ST STREET AT UP CROSSING; AND INSTALL FENCES TO RESTRICT PEDESTRIAN ACCESS ACROSS THE RR TRACKS	STP-MM	\$160,000	\$16,926	10/04/2007	08/2018	2004 RAIL RELIABILITY PARTNERSHIP PROGRAM	9	PROJECT HAS STARTED ROW ACQUISITION WITH EXPECTED CLEARANCE IN SPRING 2018. ANTICIPATE CONSTRUCTION PHASE IN SUMMER 2018.	PENDING	YES	HIGH ?
					EARMARK	\$125,000	\$13,224								

	FEDERAL PE OBLIGATED AMOUNT	FEDERAL PE AMOUNT REMAINING
TOTAL TXDOT-SELECTED PROJECT FUNDS AT RISK	\$2,170,000	\$0
TOTAL RTC-SELECTED PROJECT FUNDS AT RISK⁴	\$3,546,894	\$406,412
TOTAL OBLIGATED FUNDS	\$5,716,894	\$406,412

Notes:

1. STP-MM: Surface Transportation Program - Metropolitan Mobility. CMAQ: Congestion Mitigation and Air Quality Improvement Program. CAT 6: Structures and Rehabilitation
2. PE Authorization Date: Date of federal funding obligations for project engineering phase
3. Years Since Authorization: The number of years that have passed since federal funding was obligated
4. Includes Federal Earmark Funds (CAT 10)

Regional Transportation Council Attendance Roster
February 2016-January 2017

RTC MEMBER	Entity	2/11/16	3/10/16	4/14/16	5/12/16	6/16/16	7/14/16	8/11/16	9/8/16	10/13/16	11/10/16	12/8/16	1/12/17
Monica R. Alonzo (07/15)	Dallas	P	P	P	P	P	E	P	P	P	P	P	P
Bruce Arfsten (08/15)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	E(R)	P	P	P	P	P	P	P	P	P	P
Sara Bagheri (12/16)	Denton	--	--	--	--	--	--	--	--	--	--	P	P
Brian Barth (09/13)	TxDOT, FW	P	P	E(R)	P	P	P	P	P	P	P	P	E(R)
Carol Bush (01/15)	Ellis Cnty	P	P	P	P	P	E	P	A	P	P	E	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	P	A	P	P	P	R	E	P
David L. Cook (05/16)	Mansfield	--	--	--	E	P	E	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	E	P	P	E(R)	P	P	P	E(R)	E	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	A(R)	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	P	E	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	E	P	E(R)	P	P
Sandy Greyson (11/11)	Dallas	P	E	P	P	P	E(R)	P	P	P	P	E	P
Mojoy Haddad (10/14)	NTTA	P	P	P	A	P	P	A	P	P	P	E	A
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	A	P	E	P	P	P
Clay Jenkins (04/11)	Dallas Cnty	P	A	P	P	P	E	A	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	A(R)	P	P	P	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	E(R)	P
Lee Kleinman (09/13)	Dallas	E	P	P	P	P	P	P	P	P	P	E	P
Brian Loughmiller (04/15)	McKinney	A	P	P	P	P	P	E(R)	P	P	P	P	P
David Magness (06/13)	Rockwall Cnty	P	P	A	P	P	A(R)	P	P	A	P	E	P
Scott Mahaffey (03/13)	FWTA	P	P	E(R)	P	P	P	P	P	P	P	P	P
Matthew Marchant (07/08)	Carrollton	P	P	E	P	P	A	P	A	A	P	P	E
Maher Maso (10/08)	Frisco	E(R)	P	E(R)	E(R)	P	P	P	P	E(R)	P	P	P
B. Adam McGough (07/16)	Dallas	--	--	--	--	--	P	P	P	E	P	P	P
Cary Moon (06/15)	Fort Worth	E(R)	P	P	E(R)	P	P	E	P	P	P	P	E(R)
Stan Pickett (06/15)	Mesquite	P	E	A	P	P	A	P	E(R)	P	E(R)	P	P
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	E(R)	P	P	E(R)	E	P	P
Kelly Selman (02/15)	TxDOT, Dallas	P	P	E(R)	P	P	P	P	P	P	P	E(R)	E(R)
Gary Slagel (11/15)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Lissa Smith (6/12)	Plano	A	P	P	P	P	P	P	P	P	P	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	E(R)	P	P	P	P
Casey Thomas II (07/16)	Dallas	--	--	--	--	--	E	A	A	A	A	E	A
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	A(R)	P	E	P	P	P	E(R)	P	P	P
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
February 2016-January 2017**

RTC MEMBER	Entity	2/11/16	3/10/16	4/14/16	5/12/16	6/16/16	7/14/16	8/11/16	9/8/16	10/13/16	11/10/16	12/8/16	1/12/17
Bernice J. Washington (4/09)	DFW Airport	P	P	P	P	E	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E	E	P	E	P	P	P	E	P	E	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	E(R)	E(R)	E(R)	P	E	E	P	P	E(R)	E	P
Erik Wilson (07/15)	Dallas	A	P	P	P	P	E	P	A	P	P	E	P
W.B. "Zim" Zimmerman (9/12)	Fort Worth	P	P	P	P	E	E(R)	P	P	E(R)	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
December 2015-December 2016

STTC MEMBERS	Entity	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16
Antoinette Bacchus	Dallas County	P	P	P	P	P	A	P	P	P	P	A	A
Micah Baker	Dallas County	--	--	--	--	--	--	P	A	P	A	P	A
Bryan Beck	Fort Worth	P	P	A	P	P	A	P	P	P	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	--	--	--	--	--	--	P	A	P	P	P	P
Kristina Brevard	DCTA	R	P	R	P	P	P	R	P	P	P	P	P
Keith Brooks	Arlington	P	R	P	A	P	P	P	P	R	P	A	P
John Brunk	Dallas	P	P	A	P	P	P	A	P	P	P	P	P
Mohammed Bur	TxDOT, Dallas	A	A	P	A	A	A	P	P	P	P	P	P
Loyl Bussell	TxDOT, FW	P	P	P	P	P	P	A	P	P	P	P	P
Dave Carter	Richardson	A	P	P	A	P	P	P	P	P	A	P	A
Kent Collins	Coppell	--	--	--	--	--	--	--	--	--	P	P	P
John Cordary, Jr.	TxDOT, FW	P	P	P	A	P	P	P	P	P	P	P	P
Hal Cranor	Eules	P	P	P	A	P	A	P	P	P	P	P	P
Clarence Daugherty	Collin County	R	A	P	P	P	A	P	P	R	R	R	P
Chad Davis	Wise County	P	A	P	P	P	P	P	A	P	P	A	P
Greg Dickens	Hurst	R	R	R	A	R	R	R	R	R	A	R	R
David Disheroon	Johnson County	P	P	A	A	A	P	P	P	A	P	P	P
Massoud Ebrahim	Greenville	P	P	P	A	A	P	P	P	P	P	P	P
Chad Edwards	DART	A	P	P	P	P	P	A	A	P	P	P	P
Claud Elsom	Rockwall County	P	P	P	A	P	P	P	P	P	P	P	P
Keith Fisher	Keller	P	P	R	A	P	P	P	R	P	A	R	R
Eric Fladager	Fort Worth	P	P	P	A	A	P	A	A	P	P	A	P
Chris Flanigan	Allen	P	P	P	P	P	P	R	P	R	P	P	P
Ann Foss	Arlington	--	--	--	--	--	--	P	P	P	P	P	P
Gary Graham	McKinney	R	P	R	R	P	R	P	R	P	R	P	R
Tom Hammons	Carrollton	A	A	A	P	A	A	A	A	A	P	A	A
Ron Hartline	The Colony	--	--	--	--	--	--	--	R	P	R	P	P
Michael Hasler	Duncanville	P	P	A	P	P	P	P	P	P	A	P	A
Curvie Hawkins	FWTA	P	P	A	P	A	A	A	P	P	P	P	P
Mark Hines	McKinney	--	--	--	--	--	--	P	A	A	A	A	A
Matthew Hotelling	Flower Mound	P	P	P	A	P	P	P	P	P	A	P	P
Kirk Houser	Dallas	A	P	P	P	P	P	P	P	P	A	P	P
Terry Hughes	Parker County	P	P	P	A	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	A	R	P	A	R	A	P	P	P	P	P	P
Thuan Huynh	Garland	--	--	P	P	A	P	P	P	P	P	A	A
Paul Iwuchukwu	Arlington	P	A	P	A	P	A	P	P	P	A	P	P
Joseph Jackson	Ellis County	P	P	P	A	A	P	A	P	P	P	P	P
Tim James	Mesquite	A	A	P	P	A	A	P	A	A	A	A	P
David Jodray	Fort Worth	A	A	P	A	R	P	P	A	P	P	P	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A	A	A
Tom Johnson	DeSoto	P	P	P	A	A	P	P	A	P	P	P	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster
December 2015-December 2016

STTC MEMBERS	Entity	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16
Sholeh Karimi	Grand Prairie	P	P	A	P	P	P	A	P	P	P	A	P
Paul Knippel	Frisco	--	--	--	--	--	--	P	R	A	P	A	P
Chiamin Korngiebel	Dallas	P	P	P	P	A	A	A	A	A	P	P	P
Richard Larkins	Grapevine	A	P	P	A	P	A	A	A	P	P	P	A
Paul Luedtke	Garland	P	P	P	A	P	A	P	P	A	P	P	P
Stanford Lynch	Hunt County	R	A	P	P	P	P	P	R	P	P	P	A
Rick Mackey	TxDOT, Paris	P	P	P	P	A	P	P	P	P	P	P	P
Srini Mandayam	Mesquite	P	R	P	A	P	A	R	R	R	R	R	R
Laura Melton	Burleson	A	P	A	A	P	A	A	P	P	P	P	P
Brian Moen	Frisco	A	P	A	P	R	A	A	A	A	A	A	A
Cesar Molina, Jr.	Carrollton	R	P	P	A	A	A	P	P	P	A	P	P
Lloyd Neal	Plano	P	P	P	A	A	P	P	P	P	P	P	P
Mark Nelson	Denton	P	A	P	P	P	P	R	P	P	P	P	P
Jim O'Connor	Irving	P	A	P	P	P	P	P	P	P	A	P	P
Kenneth Overstreet	Bedford	--	A	A	A	P	A	A	A	A	R	P	P
Kevin Overton	Dallas	P	P	P	P	P	P	A	P	P	P	A	P
Dipak Patel	Lancaster	P	A	P	A	P	P	P	P	R	P	P	P
Todd Plesko	DART	A	P	A	A	A	A	P	A	P	P	P	P
Shawn Poe	Rowlett	--	--	--	--	--	--	--	--	--	--	P	P
John Polster	Denton County	P	P	P	A	P	P	P	P	P	P	P	P
Tim Porter	Wylie	--	--	--	--	--	--	--	--	--	--	--	P
Daniel Prendergast	Plano	--	--	--	--	--	P	P	A	P	A	P	P
Lisa Pyles	Addison	A	A	P	P	A	A	A	A	P	A	P	A
William Riley	Tarrant County	P	P	P	P	P	A	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	A	P	P	A	P	A	A	P	P	A	P
Moosa Saghian	Kaufman County	P	P	P	P	P	A	P	A	P	A	P	P
David Salmon	Lewisville	A	P	P	P	P	P	P	P	P	P	P	P
Elias Sassoon	Cedar Hill	P	R	R	P	E	P	P	P	P	P	R	P
Lori Shelton	NTTA	P	P	A	A	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	A
Randy Skinner	Tarrant County	P	A	P	A	A	P	A	P	P	P	P	P
Angela Smith	FWTA	P	P	P	A	P	P	P	A	P	A	P	A
Caleb Thornhill	Plano	A	P	P	P	P	P	A	P	A	P	P	P
Mark Titus	Richardson	A	P	P	P	P	P	P	P	P	A	P	P
Timothy Tumulty	Rockwall	P	P	P	P	A	P	P	A	A	P	P	A
Gregory Van Nieuwenhuize	Haltom City	P	P	P	A	P	P	R	P	R	P	P	P
Daniel Vedral	Irving	A	P	A	A	A	P	A	P	A	P	A	A
Caroline Waggoner	North Richland Hills	P	P	P	A	P	P	P	P	P	P	P	A
Jared White	Dallas	P	P	A	P	P	P	P	P	P	A	A	P
Bill Wimberley	Hood County	P	R	P	P	R	A	P	A	P	P	P	P
Mykol Woodruff	TxDOT, Dallas	A	A	P	P	P	P	P	A	A	A	P	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 2, 2016

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 2, 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: Bryan Beck, David Boski, Kristina Brevard, Keith Brooks, John Brunk, Mohammed Bur, Loyl Bussell, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Chad Barteo (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Robyn Root (representing Gary Graham), Ron Hartline, Curvie Hawkins, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Joseph Jackson, Tim James, David Jodray, Sholeh Karimi, Paul Knippel, Chiamin Korngiebel, Paul Luedtke, Ricky Mackey, Yang Jin (representing Srini Mandayam), Laura Melton, Cesar Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kenneth Overstreet, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, Greg Royster, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Randy Skinner, Caleb Thornhill, Mark Titus, Gregory Van Nieuwenhuize, Jared White, Bill Wimberley, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Chris Bosco, Bob Brown, Ron Brown, Angie Carson, Shawn Conrad, Michael Copeland, Brian Dell, Rhett Dollins, Kevin Feldt, Chris Funches, Christie Gotti, Wade Haffey, Jill Hall, Heather Haney, Rebekah Hernandez, Jesse Herrera, Chris Hoff, Ernest Huffman, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Kevin Kroll, William Lankford, Kurt Lehan, Amanda Long-Rodriguez, Mindy Mize, Jenny Narvaez, Jeff Neal, Vercie Pruitt-Jenkins, Chris Reed, Christina Roach, Rylea Roderick, Kyle Roy, Kelli Schlicher, Chelsea St. Louis, Dean Stuller, Gerald Sturdivant, Mitzi Ward, Karla Weaver, Elizabeth Whitaker, Greg White, Amanda Wilson, and Jing Xu.

1. **Approval of October 28, 2016, Minutes:** The minutes of the October 28, 2016, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was removed from the Consent Agenda and a brief presentation was given by staff.
 - 2.1. **Transportation Improvement Program Modifications:** Rylea Roderick discussed Reference Item 2.1.1, distributed at the meeting. The handout included Modification 20170150 that was inadvertently omitted from the projects listed in Reference Item 2.1 provided in the meeting packet. A motion was made to recommend Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program provided in Reference Item 2.1 and Reference Item 2.1.1 (distributed at the meeting).

Clarence Daugherty (M); Cesar Molina Jr. (S). The motion passed unanimously.

The following items remained on the Consent Agenda.

- 2.2. Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Applications: A motion was made to approve the submittal of two projects to be submitted for consideration in the Fiscal Year 2017 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Program: 1) DFW Connector North Airport Interchange and 2) Interstate Highway 35E/35W Merge Interchange.
- 2.3. Approval to Pursue Transportation Data-Sharing Partnerships on a Common Regional Platform: A motion was made to approve issuance of a Request for Partners to identify parties interested in sharing transportation-related data with the region on a common platform and to enter into private sector data-sharing partnerships. An example of a transportation data-sharing partnership was provided in Electronic Item 2.3.1. Additional information was provided in Reference Item 2.3.2.

John Polster (M); Kristina Brevard (S). The motion passed unanimously.

3. **Regional 10-Year Plan and Next 10 Years of Projects**: Michael Morris presented the proposed regional priorities covering Fiscal Year (FY) 2017-FY2026. A complete listing of the proposed projects to be included in the 10-Year Plan was provided in Reference Item 3.1. First, a policy summary was highlighted. The region will thank the Texas Transportation Commission (TTC) for formula allocating funds. In addition, the region will thank the Texas Legislature and public for new revenues through Proposition 1 and Proposition 7. He noted that the proposed funding effort assumes the legislative minimums for Proposition 1 and Proposition 7 are met. The effort adds evidence that urban congestion is not fully addressed even at the new funding levels, opens up the question on State allocations, demonstrates the need for innovative funding tools, and demonstrates the need for additional revenues in the next Legislative Session. He discussed feedback received and noted staff is still reviewing the details of comments. Staff believes there are less than ten corridors that entities would still like to see funded. No one has indicated they would like to take a project off the listing and add another, but have indicated that there are additional project needs. Regarding the \$6.9 billion in funding, it is important that the Regional Transportation Council (RTC) communicate thanks to the TTC for the funding, but also communicate that the amount of funding does not come close to solving the transportation needs of the region. This will be communicated to the TTC in a letter being drafted for the December 8 RTC meeting. He noted three comprehensive development agreement (CDA) corridors will be included in the effort. If not approved by the Legislature, staff will need to revisit allocations proposed in the 10-Year Plan. The regional funding allocation process was reviewed. Funding is available in Category 2 (RTC selected), Category 4 (selected by the TxDOT Districts), and Category 12 (selected by TTC). Projects were prioritized into three types: 1) existing facilities under construction needing next phase funding, 2) new freeway projects, and 3) new on-system arterial projects. Projects were then evaluated to identify the best project for each funding category. Also through this effort, staff proposes to address the east/west equity distribution in the region by moving \$100 million in Category 2 funds from the east to the west to bring the balance closer to the proposed equity percentages. A map of proposed projects was presented at the meeting, and it was noted the map was under refinement to correctly indicate the status of several corridors. Mr. Morris discussed efforts to forecast revenue by county based on future demographic forecasts, congestion, and deficiencies in the transportation system in order to provide a guideline for making the correct allocations. Next, he discussed a proposed CDA for IH 635 between US 75 and

Royal/Miller, the first priority. The second priority is to aggregate significant amounts of funding to IH 35E north of IH 635 through Denton County. The proposal includes \$314 million of new revenue on IH 35E. The Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the project has been received, and there may be excess revenue available to address shortfalls that still exist on the project. IH 35E in Dallas County is moving forward with its permanent lanes. Staff's proposal is \$262 million of new revenue on IH 35E from the LBJ Express to the Denton County line. The managed lanes will generate revenue in Dallas County and could be capitalized as part of a CDA or other innovative process. In addition, the Y Connection inside the IH 635 Interchange is an additional revenue source. Staff is currently negotiating what percentage will be available within the region that could be used to continue to fund the IH 35E project. In addition, staff proposes a \$300 million contingency in the east. There are many corridors that may be good candidates for the contingency funds, and staff will know more once the Legislative Session begins. A project selection summary was provided. Mr. Morris reminded members that the Texas Transportation Commission will select Category 12 projects. Many projects are not funded, including the IH 635E/IH 30 Interchange. Many hoped that more money would be available to the urban regions. Commissioner Victor Vandergriff is working on a review of the allocation to urban regions by the TTC. Collin County is proposed to receive \$400 million more than Denton County. Staff has reviewed the amounts received by Collin County in previous decades and is comfortable with the proposed allocation. He also reminded members that existing facilities under construction received priority through this effort. The proposal includes moving ahead with a CDA on IH 635 from US 75 to Royal/Miller. He also discussed Category 12 contingency funds in the east. The City of Dallas is slightly underfunded for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP) funds to potentially be used for a proposed City of Dallas 2017 Bond Program partnership. In addition, he noted the Hunt County allocation is under review to ensure the appropriate portion of the Paris District funding is allocated. Projects have been balanced related to the \$100 million credit from the east to the west to address east/west equity. There is a slight difference from what was presented at the workshop because staff had not fully balanced the east/west funding. This is now complete and one project in each of the categories is being used as a float project to accomplish the balance. Estimated year of construction must still be completed. The TTC is anticipated to approve projects in February 2017. If approved by the Surface Transportation Technical Committee, the RTC, and the TTC, and minimum balances for Proposition 1 and Proposition 7 are met, projects must be placed in the year of expenditure and balanced with resources. Allocation amounts have not been inflated for cost of construction and are construction costs only. The Texas Department of Transportation (TxDOT) is responsible for right-of-way and engineering funds. Projects will be submitted to TxDOT headquarters to fulfill the HB 20 requirement. Mr. Morris clarified for members that CMAQ and STP funds are not included in this effort. The funds will be used to provide flexibility for those critical projects that staff may not be aware of at this time but that are critical in the future. Once this effort is complete, staff will provide an update to members regarding how those programs will be addressed. Additional information regarding the project selection process was provided in Electronic Item 3.2.

John Polster discussed the proposed project listings for the 10-Year Plan. He noted the programming target by congestion measure column, and indicated that in the handout for the workshop the actual allocated amounts were listed. Mr. Morris noted the actual dollar allocations were likely not listed because adjustments were made to all of the projects to reach an exact total. Adam Beckom added that the actual dollar amounts were included in the RTC listings provided in the mail out for the December 8 meeting. Mr. Polster discussed

Page 8 of the presentation regarding IH 35E north of IH 635. He noted the \$295 million listed originally and the \$262 million listed on Page 9. Mr. Beckom noted, since the mail out, IH 35E was used as the float project and that is the reason for the reduction in funding. Mr. Morris added, the project was selected as the float project because it was not already full funded. Mr. Polster presented his next question. He discussed the TIFIA loan of \$285 million and all portions of the IH 35E project expected to provide a revenue stream. He noted the TIFIA loan was based on the Denton managed lane revenues and the projects within the entire 30 miles of the corridor. Mr. Morris noted the TIFIA loan is based on a forecast. The TIFIA loan was given a significant reduction from the forecast and the conservative estimate by the State does not include real world data. He added that he believes the TIFIA loan is significantly underestimated and there may be an opportunity to capitalize on the managed lane facilities on IH 35E. Mr. Polster clarified the slide noting the TIFIA loan Phase 1 column that indicating \$285 million/35 year note (Denton managed lane revenues) was based on the entire length of the project. Mr. Morris indicated that the text in the presentation would be updated to reflect his comment prior to the RTC meeting. Mr. Polster made his next statement. At the Dallas Regional Mobility Coalition (DRMC) meeting earlier in the day, the group reviewed its legislative agenda policy statement. He noted it was his understanding that the DRMC may or may not be pursuing CDAs to either the extent or the number that the RTC may be pursuing in its RTC Legislative Program and suggested the entities should be consistent. Mr. Morris noted that staff would contact the DRMC regarding its legislative agenda for clarification. Mr. Polster also asked the nature of the comments received regarding the 10-Year Plan. Mr. Morris noted comments were from three or four sources and were positive about the projects included, but indicated there are additional projects that need funding. Collin County correspondence thanked the RTC for the allocations, but added that the funding does not meet all of the needs in the county. The Collin County letter will be attached to a proposed letter to the Texas Transportation Commission. The City of Mesquite would like to see the IH 635/IH 30 Interchange on the list of projects. In addition, through public meetings staff has heard about additional project needs. He added the comment period remained open. Tim James noted the City of Mesquite is appreciative of efforts to fund projects and recognizes there is always more projects than available funding. On November 21, the Council passed a resolution with concerns about excluding the IH 635/IH 30 Interchange from the 10-Year Plan. The Council supports the inclusion of the interchange in the 10-Year Plan and the use of the \$300 million contingency from Dallas County or other funds that could be allocated for the project. Mr. Morris asked if Mesquite was interested in a new interchange. Mr. James noted Mesquite is proposing the inclusion of the interchange in the project listings, not the scope of the project. Mr. Morris noted staff has been working with TxDOT regarding the addition of frontage roads or some other capacity through the interchange that would be helpful. He added, staff needs clarification if the desire is to replace the interchange or ensure there are enough lanes through the interchange to meet the capacity needs. Mr. James indicated Mesquite is not advocating replacement of the entire interchange, but that minimum elements (flexibility) are met to address the congestion factors at the interchange. Mr. Morris noted it would be helpful for Mesquite to provide clarity regarding what would be agreeable to the City for the IH 635/IH 30 Interchange. Mr. James noted Mesquite will provide additional clarity. Clarence Daugherty discussed projects and the year of implementation, noting that cost estimates are in current year dollars. He asked how this would be addressed. Mr. Morris discussed potential options to work with other regions whose projects may not be ready to implement in an effort to implement projects in the Dallas-Fort Worth region that are ready to proceed. Mr. Daugherty noted communications with staff regarding projects that may have been underestimated, in addition to the projects in the Collin County letter and other cities in the county that have been communicated. The list of proposed

projects for Collin County is a good list, but it is expected that staff communicate to the State that more funding is needed. Mr. Morris clarified that staff met over the summer on four items requested by Collin County: 1) US 380, 2) the Regional Outer Loop, 3) US 75, and 4) north/south thoroughfare streets. These projects are included in the proposed 10-Year Plan listing. Staff is aware that many entities have additional needs. Mr. Daugherty noted those are the priorities of Collin County and that other cities within the county also have priorities. Paul Luedtke noted that the City of Garland asked North Central Texas Council of Governments staff why IH 30 between IH 635 and the President George Bush Turnpike (PGBT), where IH 30 splits with US 80 and the PGBT (interchange modification not a full reconstruction), was not included in the proposed projects and that the City has not received a response. Mr. Morris noted there is no funding. Mo Bur noted that the eastern portion of the corridor from downtown to Bass Pro Dr. is included. TxDOT will look at opportunities to advance some operational improvements at the IH 635/IH 30 Interchange and added that there may be some opportunities on IH 30 as well. Paul Luedtke noted Garland would like the project included in the 10-Year Plan. Mr. Morris asked that he provide comments by email regarding the operational improvements requested to be included in the 10-Year Plan so that the comment could be added to the record. John Polster asked if the dollar amounts within each county are the dollar amounts to solve the problems within the jurisdictions or if the list of projects selected in each county are the actual projects that will be funded. He added, the projects proposed in the listing are not necessarily the priorities of Denton County.

Mr. Morris noted that Denton County should assume the projects that are included in the listing are the projects that will be built. If Denton County disagrees, the comments should be communicated. Mr. Polster noted Denton County does not approve of funding the Outer Loop and wishes to have the proposed funding moved to IH 35E. He added that this verbal communication should be considered Denton County's public comment. Mr. Polster asked if the money will be lost to Denton County if it does not build the projects that have been selected by staff with little input from entities prior to the selection. Mr. Morris noted there is a lot of interest from others in Denton County. Mr. Polster noted Denton County is okay with the reduction noted for the TIFIA loan, with IH 35E being the float project, that the 10-Year Plan is a plan, but does not approve of any funding being allocated to the Outer Loop when the County is short of funding on its most critical project, IH 35E. Mr. Morris noted that as projects are refined and/or cost savings are realized, the revenues may be flexed to other projects within the county. Mr. Polster and Mr. Morris continued discussion regarding input from entities in Denton County and priorities. Clarence Daugherty discussed communications to staff regarding various project estimates that it felt were low and asked if adjustments would be made to the listing based on that type of input. Mr. Morris noted by holding back on Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP) funds, this will allow some flexibility later in the process. He added that under HB 20, the effort is not to fund wanted projects but a methodical evaluation of performance measures to select projects through a transparent, performance based process. Mr. Polster noted he understands the process and the reason behind it, but disagrees with the characterization that it was transparent. He suggested there must be more flexibility to move funds around within a jurisdiction to accomplish the priorities seen by those closest to the problem. Mo Bur reiterated the 10-Year Plan is a planning document, not a letting document and is based on forecasts of funding if legislative minimums are met. Staffs will be working through this document every year, and there will be opportunities to address needs as they change. Clarence Daugherty and Michael Morris discussed the letter from Collin County and the intent for the letter to express that there are needs beyond the projects listed. Tim James noted Mesquite learned that the IH 635/IH 30 Interchange was not in the listing at the December workshop and that the City

is open to options but has not had significant time to provide additional detail to staff. Mr. Morris discussed the needs of the interchange and that efforts are being made to include more through lane capacity inside the interchange if possible. A motion was made to recommend Regional Transportation Council approval of the 10-Year Plan map and projects to be funded with Category 2, Category 4, and Category 12 funds; move \$100 million in Category 2 funds from the eastern subregion to the western subregion; administratively amend the 2017-2020 Transportation Improvement Program; and transmit projects and thank you letters, with the understanding that the 10-Year Plan is a planning document and guideline and there is the ability to annually address needs. John Polster (M); Tim James (S). The motion passed unanimously.

4. **Transportation Alternatives Set-Aside Program Call for Projects: Process and Scoring Criteria:** Kevin Kokes presented staff recommendations for the 2017 Transportation Alternatives Set-Aside (TA Set-Aside) Program Call for Projects for the North Central Texas region. This program is similar to the previous Transportation Alternatives Program and is funded through the Fixing America's Surface Transportation Act. Funding is available through a competitive process to metropolitan planning organizations serving urbanized areas with populations over 200,000. He noted the Texas Department of Transportation (TxDOT) is expected to also issue a Call for Projects for the same type of funding for rural areas of the state. Portions of the 12-county area will also be eligible to submit under the State's call for projects. For the NCTCOG Call for Projects, two categories are proposed: 1) active transportation projects such as trails, sidewalks, crosswalks, signalization improvements, and others, and 2) Safe Routes to School projects of similar project types but with focus on access to schools. A total of approximately \$23.4 million is available for Fiscal Year (FY) 2017, FY2018, and FY2019, including a small balance remaining from FY2016. Funds are allocated between the eastern and western subregions. The proposed maximum award per project is \$5 million and a minimum of \$250,000. A 20 percent (minimum), cash local match is required. Right-of-way or other expenses that have occurred prior to funding award and contracts with TxDOT would not be eligible. Eligible entities include local governments, regional transportation authorities, transit agencies, school districts, tribal governments, and any local governments with responsibility for oversight of transportation or recreational trails. Minimum project requirements include right-of-way or easements in place, documentation approved by the governing body to confirm the availability of the local match contribution, and a completed environmental review checklist identifying project readiness. For Safe Routes to School applications, a memorandum of understanding or resolution of support between the school district and local government is required. Other program rules for the Call for Projects are the need for applicants to commit to executing agreements with TxDOT within one year of project selection and commit to advance construction within three years from selection or risk the loss of funding. Cost overruns are the sole responsibility of the nominating entity. Active transportation projects are proposed to be evaluated and scored based on regional network connectivity, mobility, safety, reducing barriers, reducing congestion, destination density, air quality benefits, equity, and local network connectivity. Safe Routes to School projects are proposed to be evaluated and scored based on implementation of a local plan, safety, congestion reduction, equity, community support and stakeholder involvement, and air quality benefits. Additional considerations for both project types include project readiness and project innovation. Details were provided in Reference Item 4. Mr. Kokes highlighted the proposed project schedule. If approved, the Call for Projects will open on December 12, 2016, and close February 24, 2017. A workshop is scheduled for December 14, 2016. Projects will be reviewed in March and April, followed by public meetings. Surface Transportation Technical Committee action is proposed for May 26, 2017, followed by

Regional Transportation (RTC) action at its June 8, 2017, meeting. Following the June RTC meeting, staff would like to conduct an additional workshop to work with agencies that are awarded funding to develop next steps so that projects are programmed in a timely manner. Tim James asked if staff believed the issues related to delays in the last Call for Projects have been addressed. Mr. Kokes noted the workshop schedule after the funding award. The purpose of the workshop is to ensure entities understand the time frames for the program. He added, everyone now seems to have an understanding of the steps needed to take place to advance future projects in a timely manner. Mo Bur discussed hurdles during the last call, noting that delays were primarily related to the creation of the template agreement. Since the template is now in place, those type of delays are not expected. He added, the workshop scheduled following the award of funding is important so that all involved have the same understanding of the requirements. Mark Titus asked if staff would consider lowering the project minimum requirement. Mr. Kokes discussed options to create larger projects. Michael Morris noted staff would review the minimum project requirement prior to the December 8 RTC meeting. Mr. Titus also discussed the resolution required to be submitted with applications and asked if staff would consider the ability to provide a letter of commitment with the application. This would give entities additional time to have resolutions approved by their governing bodies. Staff proposed that entities provide a letter of commitment by the February deadline, with a resolution to follow previous to the RTC award of projects. These updated deadlines will be included in the Call for Project information. David Jodray discussed the scoring criteria for Safe Routes to School projects. He noted the City of Fort Worth is working on multiple projects, but the plans will not be completed by the submittal deadline. He asked if this will impact project scoring. Mr. Kokes encouraged submittal of the proposed project with documentation of what would currently be in place regarding planning activities. Mr. Morris added, this is not a fatal flaw for the project. However, a project would receive a higher score if the position is more solidly developed by the time of submittal. A motion was made to recommend Regional Transportation Council approval of the criteria established, proposed funding amounts, local match requirements, eligible funding categories, eligible applicants, evaluation criteria and the schedule, with updates to lower the minimum project requirements to \$150,000 and to allow entities to submit a letter committing to provide a resolution prior to the Regional Transportation Council award of funding. John Polster (M); Bryan Beck (S). The motion passed unanimously.

5. **Regional Transportation Council Legislative Program:** Rebekah Hernandez provided an overview of the Regional Transportation Council (RTC) Legislative Program for the 85th Texas Legislature, which begins on January 10, 2017. Bill prefilling began November 14. In advance of this, the RTC approved its Legislative Program at its November 10 meeting, provided in Electronic Item 5.1. This year's RTC Legislative Program is divided into three sections in an effort to streamline the program and is more general to allow the RTC flexibility in responding to legislation that may be introduced. The first section recognizes the past work of the Legislature and encourages continued progress towards improving transportation and air quality. The section supports full appropriation of Proposition 1 and Proposition 7 revenues, ending diversions, retaining the ability to utilize tools, continued appropriation of Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) funding, retaining eminent domain authority for transportation purposes, and supporting performance-based planning. The second section is to invest in further progress towards meeting transportation and air quality needs. This section supports authorizing a comprehensive development agreement on IH 635E (and others if needed), identifying additional transportation revenue, appropriating LIRAP's balance of previously collected funds and modernizing and increasing flexibility in

LIRAP/LIP, and protecting Texas Emission Reduction Program revenue/additional uses for the program that meet the intent of the program. Finally, the third section provides support for other topics to be addressed in legislation. This section is broad to allow RTC flexibility to support concepts that are included in Mobility 2040 such as improving air quality, increasing safety, reducing congestion, planning for all modes of transportation, utilizing innovative technology, supporting land use/transportation connections (including compatible developments around military installations and general aviation facilities), maintaining operations and management of the system, transportation data sharing, and shared mobility solutions. Ms. Hernandez reminded members that legislative updates will be posted online once the session begins. Additional information was provided in Electronic Item 5.2. John Polster discussed comprehensive development agreements mentioned in the presentation. Ms. Hernandez noted the recently approved RTC Legislative Program for the 85th Texas Legislature specifically includes the IH 635E project and indicates there will possibly be others. Mr. Morris noted at this time, only one project is identified. Staff is working to see if there is additional interest for IH 35E north of IH 635. A third project has not been identified. Details will be worked out as the legislative session approaches. Mr. Polster asked if Dallas County, Denton County, and cities along the corridor should send a request to include IH 35E on the RTC Legislative Program. Mr. Morris requested additional time to work on the technical details of the project. If the details are known prior to the December 8 RTC meeting, staff is happy to add as part of the RTC approval. Paul Luedtke asked if the RTC has a specific position on red light cameras. Mr. Morris indicated there is not a position on the RTC Legislative Program regarding red light cameras and encouraged Mr. Luedtke to provide comments to staff if the City of Garland wishes to request additions to the RTC Legislative Program.

6. North Tarrant Express/LBJ Express High-Occupancy Vehicle Subsidy Report:

Berrien Barks provided an update on the most recent managed lane performance report presented as part of the Regional Transportation Council's (RTC) Toll Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lanes policies. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the RTC paying the cost of that discount. A map of the region's near-term managed lane system was highlighted, showing managed lane facilities currently opened or facilities expected to be open and operating in the next five years. The RTC is responsible for the subsidy on the opened sections of the North Tarrant Express and the LBJ Express. Since the previous update, the IH 635 Express HOV lanes have opened between US 75 to IH 30. Within this facility, pre-declared HOV users can travel free while single occupant drivers, non-declared HOV users, as well as non TollTag users must pay a fee to travel in the lanes. As of October 2016, the current subsidy is slightly higher than \$937,000. The RTC originally allocated approximately \$17 million to pay for these subsidies. In addition to the HOV subsidy users receiving a discount, also included in the policy is a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. This discount is available through a reimbursement request. Also as of October 2016, approximately \$2,300 in requests for reimbursement have been received. Based on these subsidy figures, staff believes it is safe for the region to remain at a 2+ occupancy requirement in order to receive the discount until June 2018 or earlier based on future subsidy reports. The North Texas Tollway Authority continues to serve as the billing agent for all tolled managed lanes in the region and has not communicated any customer service impacts or concerns to date. From a performance standpoint, the RTC's policy strives to maintain an average minimum corridor speed of 50 mph. The operators of these facilities are dealt noncompliance points when speeds drop below this threshold. Staff reports to the Committee and RTC when those speeds drop below 35 miles per hour (mph). To date, there

has not been a qualify instance in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented.

7. **Fast Facts:** Michael Morris highlighted correspondence to the Texas Department of Transportation (TxDOT) regarding comments on the proposed amendments to the Texas Administrative Code concerning transportation programs and funding. Mr. Morris noted the second comment that applauds the State for making budget minimums for Proposition 1 and Proposition 7. Funding allocations in Item 6 assume the funds allocated to the region for Proposition 1 and Proposition 7 will move forward. He discussed additional comments related to HB 20 performance measures and prioritizing projects, and encouraged members to read details of the comments in Electronic Item 7.1.

Kevin Kroll highlighted information about the Texas Department of Transportation (TxDOT) Request for Proposals for the FY2018 General Traffic Safety Grant. The North Central Texas Council of Governments (NCTCOG) plans to apply for funding to develop a nighttime pedestrian safety education emphasis program. Proposals must support the targets and strategies of TxDOT's Traffic Safety Program to reduce the number of motor vehicle related crashes, injuries, and fatalities on Texas roadways. Proposals are due on January 9, 2017, by 5:00 pm.

Jenny Narvaez discussed the Environmental Protection Agency's proposed requirements for implementing the 2015 ozone standards. The implementation rule for the 2015 ozone standard of 70 parts per billion was published in the *Federal Register* on November 17, 2016, with a 60-day comment period ending January 17, 2017. Staff is interested in coordinating with TxDOT, metropolitan planning organizations across the State, the Association of Metropolitan Planning Organizations, and the American Association of State Highway and Transportation Officials to provide comments. Staff will continue to provide updates to members as details become available.

Rachel Linnewiel presented information regarding the designation of Alternative Fuel Corridors under the Fixing America's Surface Transportation Act. At the September Committee meeting, members were notified of the submittal of nominations to the Federal Highway Administration (FHWA) for designations of alternative fuel corridors. FHWA has recently announced the initial selected corridors. Most of the corridors nominated by NCTCOG were accepted for designations and a map detailing the nominated versus designated roadways was provided in Electronic Item 7.2.

Allix Philbrick highlighted current air quality funding opportunities for vehicles. The Emissions Reduction Incentive Grant is now available. Local governments were encouraged to apply. The deadline for applications is January 10, 2017. In addition, the Texas Clean School Bus Program has extended its deadline to December 15. Details were made available in Electronic Item 7.3.

Whitney Vandiver presented the 2015-2016 Air North Texas Partner Awards. Hood County Clean Air Coalition received the Outstanding Advertising award, University of North Texas Health Science Center received the Outstanding Outreach award, City of Fort Worth received the Outstanding Partner Involvement award, Dallas/Fort Worth International Airport received the Outstanding Initiative award, City of Plano received the Outstanding Media Engagement award, City of Dallas received the Arlo Ambassador award, and City of Grand Prairie received the Air North Texas Partner of the Year award. Details were provided in Electronic Item 7.4

Carli Baylor noted November public meeting minutes would be distributed to members by email in Reference Item 7.8. The document is a compilation of public comments received during the November 7, November 9, and November 15 public meetings and include those pertaining to the regional 10-Year Plan and project listings discussed earlier in the agenda.

Jill Hall noted the 2017 Surface Transportation Technical Committee and Regional Transportation Council meeting schedules were provided in Reference Item 7.5.

The current Local Motion was provided in Electronic Item 7.6 and transportation partner progress reports were provided in Electronic Item 7.7.

8. **Other Business (Old and New):** Dan Kessler introduced new North Central Texas Council of Governments staff: Ying Yu, Shawn Conrad, and Ernest Huffman.
9. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 27, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:35 pm.



February 2017

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

Applications for TA funding due February 24

Applications for the Transportation Alternatives Call for Projects will be open until February 24.

Approximately \$23 million is available for active transportation and Safe Routes to School projects in the 12-county NCTCOG area. The RTC is expected to select projects in June. For more on the call for projects, visit www.nctcog.org/tap.

Calendar

February 1, 8:30 am TRTC

Fort Worth Intermodal Transportation Center
1001 Jones St.
Fort Worth, TX 76102

February 3, 11 am DRMC

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

February 9, 1 pm Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

February 24, 1:30 pm Surface Transportation Technical Committee

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

RTC OKs backstop for HSR environmental study

The Regional Transportation Council has approved a measure to backstop the continuation of the environmental impact statement for the Dallas-Fort Worth Core Express, a proposed high-speed rail line that would link Dallas, Arlington and Fort Worth to other destinations.

At issue is the September deadline to spend money allocated by the federal government as part of the American Recovery and Reinvestment Act of 2009. Originally funded through ARRA, the EIS is not expected to be complete by the deadline, and the RTC wants to ensure work on the project can move forward.

So the RTC has authorized up to \$3 million toward the continuation of the environmental process. The expenditure could be significantly less than what was approved if Congress extends the ARRA deadline.

This is the latest action by the North Central Texas Council of Governments in its ongoing effort to facilitate the arrival of high-speed trains to the Dallas-Fort Worth area.

NCTCOG has selected firms for three high-speed rail station-area concepts. Gateway Planning will develop a plan for the Fort Worth station, while WSP/Parsons Brinckerhoff handle the Arlington planning and Lockwood, Andrews and Newnam (LAN) studies the Dallas station area. These studies will inform the EIS and ensure regional connectivity with planned high-speed rail lines serving the Dallas-to-Houston and Oklahoma City-to-South Texas corridors.

DFW is seen as a top candidate for high-speed rail. NCTCOG hosted an industry forum last summer where it was determined many firms around the world are interested in developing the Core Express project.

For more information on high-speed rail, visit www.nctcog.org/hsr.



North Central Texas
Council of Governments

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

TxDOT at 100: Connecting Texans to what matters most

On April 4, the Texas Department of Transportation will celebrate 100 years. Born as the Texas Highway Department in a corner of the Texas Capitol in 1917, the earliest incarnation of TxDOT still shares one challenge with the agency we know today – there’s a lot of ground to cover in Texas.

Texas’ transportation system not only gets us back and forth to daily destinations and appointments, but also brings us home each day and allows us to visit loved ones across the state and beyond.

That’s why TxDOT’s centennial theme is “Connecting Texans to what matters most.”

From the earliest days of connecting farms to market, to the modern realities of multi-lane metropolitan highways, TxDOT now manages 80,000 miles of roadway. As the state’s economy and population continue to grow, TxDOT remains committed to meeting Texas’ ongoing and ever-changing transportation needs.



TxDOT photo

This is a view of Fort Worth’s Trinity River Bridge on Lancaster Avenue in 1939. TxDOT is celebrating 100 years of overseeing Texas’ transportation system. Today, the department is responsible for 80,000 miles of roadway and more than 52,000 bridges.

TxDOT is proud of its 100 years of service to the people of Texas, and the department is particularly proud of the collaborative tradition that has helped guide our service, projects and ongoing plans for the future.

History has shown that by working closely with community leaders and residents, TxDOT has developed one of the safest and most reliable transportation systems in the world.

The Dallas and Fort Worth Districts, covering 16 counties in the North Texas region, are successfully completing legacy projects like the DFW Connector, Horseshoe, LBJ Express and North Tarrant Express. TxDOT will continue working with its transportation partners and the North Central Texas Council of Governments to deliver projects for the next 100 years. For a look at how TxDOT has evolved to meet the needs of Texans, watch the centennial video at <https://youtu.be/Kta3DE7P-Y4> .

— Submitted by TxDOT

MANAGED LANES

See how real North Texans use TEXpress Lanes

North Texans will soon see several new videos highlighting how drivers take advantage of TEXpress Lanes to avoid traffic snarls and get to their destinations on time.

Along with social media, infographics and resources for community leaders and lawmakers, the videos are part of a multimedia campaign to educate the public about the benefits of TEXpress Lanes.

The videos feature the testimonies of real North Texans – young professionals, retired people, parents and grandparents – as they drive on TEXpress Lanes and discuss how the lanes give them more reliable commutes and visits to family members.

Transportation partners around the region will also spotlight the testimonials and infographics across their social media platforms in an effort to widely distribute information to drivers about this new transportation option.

Learn more about TEXpress Lanes, where they are and how to use them, at www.TEXpresslanes.com.

60 entities have adopted Clean Fleet Policy

Improving vehicle emissions is an effective way to enhance air quality and help the Dallas-Fort Worth area reach compliance with federal air quality standards.

One tool to assist in this effort is the Clean Fleet Policy.

Local fleets are reminded that the Regional Transportation Council encourages all fleets in the nonattainment area adopt the Clean Fleet Policy as part of local efforts to improve air quality.

As of January 2017, 60 local fleets have adopted the policy.

Adoption ensures eligibility for clean vehicle funding made available through the RTC and fleet recognition from the Dallas-Fort Worth Clean Cities Coalition.

It also allows for an offset of local funds in federal transportation projects as part of the Metropolitan Transportation Plan Policy Bundle initiative.

For entities interested in adopting this policy, the RTC resolution, policy template and supporting items can be viewed at www.nctcog.org/fleetpolicy.

Information sought for emissions reduction

The North Central Texas Council of Governments is seeking ideas for projects that focus on diesel emissions reduction that would have significant support from and impact on the community.

If you or your organization has a project idea that would target older diesel vehicles or equipment (on-road, non-road, or off-road) and would like to partner with the NCTCOG if funding becomes available, please contact Rachel Linnewiel at rlinnewiel@nctcog.org or 817-608-2329.

For other air quality-related funding opportunities, visit www.nctcog.org/AQfunding.

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

60

The number of local adopters of the regional Clean Fleet Policy.

PUBLIC *Involvement*

Help improve connections to essential services



In every community, people struggle to find transportation options that connect them to doctors, jobs, grocery

stores, social services, churches and more. Access North Texas includes prioritized strategies that guide the region as partners work together to make the most of existing public transit services, increase the efficiency of existing services and expand services where necessary.

The plan is being updated to allow North Texas to continue meeting the transit needs of its residents. The update is being developed through a comprehensive process that includes local residents, social service agencies, employers, transit providers, human service providers, medical facilities and local governments. These entities will collaborate to identify the transportation challenges faced in the region. As more people move to North Texas, additional schools, hospitals and other community assets open to accommodate the growth. Updating Access North Texas in four-year increments helps ensure assets are accessible to those who need them most.

Interactive outreach meetings are being held across the 16-county NCTCOG region to allow stakeholders an opportunity to provide feedback on public transportation needs in their communities. They will continue February 15 at the Hood County Library in Granbury and February 21 at the Weatherford Library Auditorium. For more details, visit www.accessnorthtexas.org. To help planners determine the region's needs, residents and providers are invited to complete a short survey at www.accessnorthtexas.org/survey.

Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.