

AGENDA

**Regional Transportation Council
Thursday, June 11, 2015
North Central Texas Council of Governments**

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

- 1:00 – 1:05** 1. **Approval of May 14, 2015, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Mike Cantrell, RTC Chair
Item Summary: Approval of the May 14, 2015, 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. **2015-2018 Transportation Improvement Program Modifications**
Presenter: Christie Gotti, NCTCOG
Item Summary: Regional Transportation Council (RTC) ratification of a May 2015 administrative amendment to the 2015-2018 Transportation Improvement Program (TIP) is requested.
Background: A May 2015 administrative amendment to the 2015-2018 TIP is provided as [Reference Item 2.1](#) for RTC ratification. This modification was processed during the May 2015 TIP cycle as an emergency action due to late notification of a scope change. This modification has been reviewed for consistency with the Metropolitan Transportation Plan, air quality conformity determination, and financial constraint of the TIP.
- 2.2. **Unified Planning Work Program Modifications**
Presenter: Dan Kessler, NCTCOG
Item Summary: A recommendation for Regional Transportation Council approval of modifications to the FY2014 and FY2015 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 FY2014 and FY2015 UPWP identifies the activities to be carried out between October 1, 2013, and September 30, 2015. Amendments to this document are being proposed to reflect new initiatives, project modifications, and funding adjustments. The proposed amendments have been presented to the public through the May 11, 2015, online public input opportunity, and are

also included as [Reference Item 2.2.1](#). The Surface Transportation Technical Committee has recommended RTC approval. Additional information is provided in [Electronic Item 2.2.2](#).

1:05 – 1:20

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

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

1. Recognition of Linda Koop for Service on the Regional Transportation Council (RTC)
2. Recognition of Bill Hale for Service on the RTC
3. Freeway Incident Management Instructor Recognition, Chief Gary Lindsey and Chief Scott Thompson
4. Passing of Former Commissioner Ron Harmon, May 31, 2015, RTC Chair from 2000-2001
5. 2015 Ozone Season Update ([Electronic Item 3.1](#))
6. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
7. Clean Air Action Day, June 26 ([Electronic Item 3.3](#))
8. SH 161 Shoulder Project ([Electronic Item 3.4](#))
9. Progress North Texas (Handout)
10. Public Meeting Notice ([Electronic Item 3.5](#))
11. May Public Input Opportunities Minutes (Handout)
12. Recent Correspondence ([Electronic Item 3.6](#))
13. Recent News Articles ([Electronic Item 3.7](#))
14. Recent Press Releases ([Electronic Item 3.8](#))
15. Transportation Partners Progress Reports

1:20 – 1:30

4. **Proposed Implementation of a Project Milestone Policy During the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP) Development Process**

Action Possible Action Information Minutes: 10
Presenter: Christie Gotti, NCTCOG

Item Summary: Council approval is requested for the proposed Project Milestone Policy to be implemented as part of the 2017-2020 Transportation Improvement (TIP)/Statewide Transportation Improvement Program (STIP) development process.

Background: Staff proposes to implement a Project Milestone Policy with the intent to expedite project implementation by reviewing projects ten years or older. The policy will remove low-priority projects from the TIP/STIP and leave funding capacity for higher-priority projects that are ready to proceed to implementation within the current TIP/STIP timeframe. This policy will be implemented through the 2017-2020 TIP/STIP development effort.

[Reference Item 4.1](#) is a listing of projects identified as being funded ten or more years ago (from 1992 to 2005) that have not yet been implemented. Projects on this list have been placed into one of two categories: 1) projects with an undetermined status and 2) projects with a known status. Under the proposed policy, projects in both categories will need to be reapproved or

slated for cancellation. Agencies can justify their projects by providing: 1) a realistic, achievable project schedule, and 2) a recent policy board action that confirms the agency's commitment to the project and demonstrates the availability of local matching funds.

Funds released through this effort will be returned to the regional pool and made available for future projects. Details of the Project Milestone Policy are available in [Reference Item 4.2](#).

1:30 – 1:40 5. **United States Department of Transportation Issues Positive Transportation Conformity Determination**

Action Possible Action Information Minutes: 10

Presenters: Chris Klaus and Michael Morris, NCTCOG

Item Summary: On Friday, May 29, 2015, the region received a positive transportation conformity determination for the Mobility 2035-2014 Amendment and the 2015-2018 Transportation Improvement Program, allowing project changes as previously adopted by the Regional Transportation Council (RTC) to proceed.

Background: Transportation conformity, as required by the Clean Air Act due to the region's ozone nonattainment designation, ensures that federally funded or approved transportation plans, programs, and projects conform to the air quality objectives established in the region's State Implementation Plan. Since the RTC's approval back in November 2014, staff has been coordinating with interagency consultation partners to show all technical and procedural requirements have been satisfactorily met. [Reference Item 5](#) is a copy of the transportation conformity determination letter from the United States Department of Transportation. In addition, staff will outline the process to fund these air quality emission reduction needs and commitments for future conformity.

1:40 – 1:50 6. **Demographic Forecast for Mobility 2040**

Action Possible Action Information Minutes: 10

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff will present information regarding Forecast 2040, the Regional Demographic Forecasts for the Dallas-Fort Worth Metropolitan Area.

Background: In May, the North Central Texas Council of Governments (NCTCOG) Executive Board approved the updated demographic forecasts out to the year 2040. The forecasts of future population and employment for the 12-county metropolitan area have been developed by NCTCOG staff in cooperation with local governments and partner agencies and will be used to support the ongoing development of [Mobility 2040: The Metropolitan Transportation Plan for North Central Texas](#). RTC will be provided a brief presentation regarding these forecasts highlighting those areas of the region expected to have dramatic growth in the coming years, as well as any changes predicted in growth patterns from previous forecasts.

- 1:50 – 2:00** 7. **Mobility 2040**
 Action Possible Action Information Minutes: 10
 Presenter: Dan Lamers, NCTCOG
 Item Summary: Work is underway on the region’s next long-range transportation plan. Staff will provide an update on the continuing evaluation of policy considerations being developed across program areas. A preliminary review of the impact of recent state legislative activity on the Metropolitan Transportation Plan (MTP) will also be provided, along with an update on the MTP project schedule.
- Background: One of the primary responsibilities of the Metropolitan Planning Organization is the development and maintenance of a metropolitan transportation plan. The last comprehensive update of the MTP occurred in 2011 with the adoption of Mobility 2035. Since then, Mobility 2035 has gone through two revisions, an update in 2013, and an amendment in 2014. Staff has initiated the development of a new MTP, Mobility 2040. This plan will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. Development will continue over the next 10 months with draft recommendations expected later this year. The Regional Transportation Council is expected to take action on Mobility 2040 in March 2016.
- 2:00 – 2:10** 8. **State and Federal Legislative Update**
 Action Possible Action Information Minutes: 10
 Presenter: Amanda Wilson, NCTCOG
 Item Summary: The Regional Transportation Council (RTC) will receive an update on State and federal legislative actions. The 84th Session of the Texas Legislature adjourned on June 1, 2015, and approved important pieces of legislation. The United States (US) Congress convened January 6, 2015, and is in session at the time of the June RTC meeting.
- Background: Transportation issues are a focus for both the Texas Legislature and US Congress. This item will allow staff to provide updates on recently passed legislation, key positions of the RTC, and allow any additional positions to be taken.
- 2:10 – 2:20** 9. **Development of the FY2016 and FY2017 Unified Planning Work Program**
 Action Possible Action Information Minutes: 10
 Presenter: Dan Kessler, NCTCOG
 Item Summary: Staff will present a summary of the proposed FY2016 and FY2017 Unified Planning Work Program (UPWP), including staff recommendations on local government and transportation agency project submittals for consideration of inclusion in the document.
- Background: In order to obtain federal transportation planning funds, North Central Texas Council of Governments staff, in conjunction with the local governments and transportation agencies, prepares the UPWP. Staff is currently developing the FY2016 and FY2017 UPWP, which identifies the activities to be carried out by the Metropolitan Planning Organization staff between October 1, 2015, and September 30, 2017. A draft copy of the

document will be provided to the Regional Transportation Council prior to a request for approval in July. A copy of the draft, as submitted to the Texas Department of Transportation for review and comment, is also available online for Regional Transportation Council review at www.nctcog.org/trans/admin/upwp.

- 2:20 – 2:25** 10. **Election of Regional Transportation Council Officers**
 Action Possible Action Information Minutes: 5
Presenter: Lee Kleinman, Nominating Subcommittee Chair
Item Summary: Approval of Regional Transportation Council (RTC) officers for the next 12-month period will be requested.
Background: According to the RTC Bylaws and Operating Procedures, the officers of RTC are elected to serve for a term of one year. The Nominating Subcommittee is charged with providing a slate of officers to the full Council for consideration in June of each year. The Nominating Subcommittee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. The Nominating Subcommittee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time.
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, July 9, 2015, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
May 14, 2015**

The Regional Transportation Council (RTC) met on Thursday, May 14, 2015, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Sheri Capehart, Rudy Durham, Andy Eads, Charles Emery, Mark Enoch, Andy Nguyen (representing Gary Fickes), Robert Franke, Sandy Greyson, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Taylor Armstrong (representing Sheffie Kadane), Lee Kleinman, Brian Loughmiller, Laura Maczka, David Magness, Scott Mahaffey, Matthew Marchant, Ray Smith (representing Maher Maso), Mark Riley, Kevin Roden, Amir Rupani, Danny Scarth, Kelly Selman, Lissa Smith, Mike Taylor, Eric Hogue (representing Stephen Terrell), Tim Welch (representing Oscar Trevino), Oscar Ward, Bernice J. Washington, Duncan Webb, Glen Whitley, Kathryn Wilemon, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, Bruce Arfsten, Mark Arrington, Greg Baker, Melissa Baker, Berrien Barks, Carli Baylor, Natalie Bettger, Brandi Bird, Alberta Blair, Tanya Brooks, Ron Brown, John Brunk, Michael Burbank, Loyl Bussell, Marrk Callier, Jack Carr, Angie Carson, Jim Cline, John Cordary, Mike Curtis, Clarence Daugherty, Ruben Delgado, Kim Diederich, Jerry Dittman, Tammy Dubberke, Chris Dyser, Mike Eastland, Chad Edwards, Traci Enna, Kevin Feldt, Brian Flood, Keineth Fuller, Christie Gotti, Gary Graham, Tony Hartzel, Brian Hawthorne, Tommy Henderson, Rebekah Hernandez, Erich Hines, Amy Hodges, Jodi Hodges, David Hosseiny, Jessie Huddleston, Yagnesh Jamarwala, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Garry Kraus, Kevin Kroll, Martin Krueger, Dan Lamers, Sonya J. Landrum, April Leger, Rachel Linnewiel, Stanford Lynch, Ricky Mackey, Barbara Maley, Steve McCullough, Chad McKeown, Chris McNutt, Michael Miles, Cliff Miller, Nancy Mitchell, Amy Moore, Erin Moore, Michael Morris, Mark Nelson, Donald Parker, Vaughn Parker, John Polster, Paul Pomeroy, Dev Rastogi, Chris Reed, Molly Rendon, Bill Riley, Kyle Roy, Greg Royster, Moosa Saghian, Elias Sassoon, Lori Shelton, Walter Shumac, Randy Skinner, Jim Sparks, Melissa Stephens, Rick Stopfer, Jahnae Stout, Gerald Sturdivant, Vic Suhm, Gary Thomas, Lauren Trimble, Lauren Van Andel, Sandy Wesch, Elizabeth Whitaker, Harrison Wicks, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Bruce Wood, Mykol Woodruff, Ed Wueste, and Ralph Zaragoza.

1. **Approval April 9, 2015, Minutes:** The minutes of the April 9, 2015, meeting were approved as submitted in Reference Item 1. Glen Whitley (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Orientation to Agenda/Director of Transportation Report:** Regional Transportation Council (RTC) Chair Mike Cantrell announced members of the Nominating Subcommittee: Chair Lee Kleinman, Sheri Capehart, Charles Emery, Roger Harmon, Maher Maso, Duncan Webb, and Zim Zimmerman. Michael Morris reviewed items in the Director of Transportation Report. Information regarding the 2015 ozone season was provided in Electronic Item 3.1. North Central Texas Council of Governments (NCTCOG) staff are working with the Federal Highway Administration on the 2014 transportation conformity determination. If a decision is not reached by June 2015, this item will be included on the June 11 RTC agenda to discuss impacts to projects in the region. Current air quality funding opportunities for vehicles were

provided in Electronic Item 3.2, an update regarding Clean Fleet Policy adoptees was provided in Electronic Item 3.3, and a Proposition 1 fact sheet was provided in Electronic Item 3.4. NCTCOG staff, along with Texas Department of Transportation (TxDOT) Dallas and Fort Worth staffs are working on the next round of Proposition 1 funding and members were encouraged to submit project ideas or comments. Information regarding the current public input opportunity was provided in Electronic Item 3.5. In addition, Mr. Morris noted that the Fort Worth Transportation Authority Master Plan project bus was located outside the building for members to tour. The 2014 Transportation Safety Performance Measures report was provided in Electronic Item 3.6, and Travel Demand Management performance measures were provided in Electronic Item 3.7. He also highlighted Electronic Item 3.8 related to the Stadler manufacturing facility, noting that the RTC is interested in having a passenger rail vehicle manufacturing facility in the region. Stadler is believed to have selected a location, and Mr. Morris asked members to contact staff if their entities were working on other locations in the region. He also discussed correspondence in Electronic Item 3.9 related to the Southern Gateway project. Potential revenues from the Legislature may be an option to move forward with the project. He highlighted Item 7 in the agenda, the pilot project in the region using shoulders during the peak period. Duncan Webb asked if the proposed Proposition 1 projects for 2016-2018 were up for discussion if priorities have changed. Mr. Morris noted that the list contains projects originally discussed. Entities were encouraged to continue communications with NCTCOG and TxDOT staffs and provide project ideas.

4. **Transportation Investment Generating Economic Recovery 2015:** Christie Gotti briefed the Council on the seventh round of the Transportation Investment Generating Economic Recover (TIGER 2015) Discretionary Grant Program. Overall, \$500 million is available, of which \$100 million is available for rural areas and \$100 million for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. Only \$125 million is available to any one state, and individual requests have a \$10 million minimum and \$200 million maximum. In addition, only three applications can be submitted per agency. Funding is available for capital projects only (no planning projects), with a 20 percent local match requirement. All funds must be obligated before September 30, 2017, and be fully expended by September 30, 2022. In this round of funding, waivers to extend deadlines are not allowed. A copy of the notice of funding availability was provided in Electronic Item 4.1. Ms. Gotti discussed previous TIGER program submittals, noting that details were provided in Electronic Item 4.2, and she specifically reviewed last year's submittals. Staff has reviewed previous submittals and proposed three projects for submission under the TIGER VII program. The first proposed project, similar to a project that was funded for the Houston-Galveston Metropolitan Planning Organization last year, is a regional connections through technology and system integration project. Details of the project are being determined and staff proposed to request \$10 million in funds with a 20 percent local match. Portions of the project that are on system would include a State match request. Portions that are off system or that cannot be funded by the State would require Regional Toll Revenue or RTC local funds as the local match. The second proposed project is the IH 35W/IH 30 managed lane project for \$20 million with \$15 million in local match. This project includes the guaranteed transit concept presented at the April 2015 RTC meeting. The last proposed project is the Park Lane/Vickery Meadows Complete Street project. Originally, staff proposed to submit a request for \$25 million, but after working with the City of Dallas, Dallas County, and Dallas Area Rapid Transit, the proposal is between \$10-13 million with a \$5-9 million local match to allow flexibility while details with the local agencies are determined. Ms. Gotti noted that local agencies can send requests for RTC letters of support to Rebekah Hernandez by close of business on May 15. The application process and timeline were reviewed, with

applications due to the United States Department of Transportation on June 5. Additional details were provided in Reference Item 4.3. Michael Morris noted that staff efforts for this initiative are to choose projects of interest to the federal government. These are not necessarily the region's most important projects, but projects that are believed to be the most competitive nationwide. A motion was made to approve the projects to be submitted on behalf of the RTC in Reference Item 4.3 and to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program if projects are selected for funding. Jungus Jordan (M); Glen Whitley (S). The motion passed unanimously.

5. **Mobility 2040:** Dan Lamers provided an update on the development of Mobility 2040. Over the next several months, staff will provide updates to members as work continues with local government staff and partner agencies to identify projects, programs, and policies that will be included in the document. The Metropolitan Transportation Plan balances mobility, quality of life, system sustainability, and implementation goals. In addition, the document is responsive to Moving Ahead for Progress in the 21st Century (MAP-21) planning factors and must consider issues such as environmental justice impacts, air quality, and financial constraint. Several of these elements may have competing values and must be balanced as part of the planning process. Planning factors were highlighted and include supporting economic vitality, increasing safety, security of the transportation system, accessibility and mobility, protecting the environment, enhancing integration and connectivity, promoting system management and operation, and preserving the existing transportation system. In addition, policy considerations will be discussed such as the balance between capacity and maintenance, the increasing role of technology, reevaluation of tolled versus free capacity, reevaluation of transit recommendations, and last mile connections. He noted that this is not an exhaustive list of discussions, and encouraged members and local partners to provide input regarding the document as staff continues to work with local agencies to determine long-range planning efforts. Draft recommendations are anticipated to be presented to RTC before the end of the year, with a request for approval anticipated in March 2016. An infographic was highlighted regarding Mobility 2040 development, which included a survey link for those in the region to provide input. Mr. Lamers noted that an RTC workshop will be scheduled once details of funding are finalized following the legislative session. Lee Kleinman noted that it is important that vocabulary is updated to refer to lanes as tax-funded lanes versus toll-funded lanes to make it clear to citizens that there are no free-lanes.
6. **State and Federal Legislative Update:** Amanda Wilson provided a federal legislative update. She noted that current surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), expires on May 31. An extension through July or December is likely, with \$11 billion needed to fill the Highway Trust Fund through December. The Senate Environment and Public Works Committee has announced plans to consider a six-year surface transportation reauthorization bill in June, but she noted that this committee only has jurisdiction of the highway portion of the bill so this would be the first of many steps necessary to have a long-term funding bill. Ms. Wilson also provided an update regarding the State Legislature and the Regional Transportation Council (RTC) Legislative Program to actively pursue. Related to additional revenue for transportation, both the House and the Senate have identified additional general revenue for the State budget. Both bills look at ending diversions of transportation funds to non-transportation uses with increases between \$1.3 billion and \$1.6 billion in the baseline budget. An additional revenue bill of interest is SJR 5. The Senate version would redirect \$2.5 billion of the motor vehicles sales tax to transportation uses for non-tolled roadway facilities. This amount could be slightly higher in future years due to additional funds over \$5 billion being split between general revenue-type uses and the State Highway Fund. The House version passed with \$3 billion plus a two

percent general sales and use tax allocation to the State Highway Fund for non-tolled roadway projects. The conference committee is meeting and there seems to be interest in getting additional funding passed this session that would require a vote of Texas citizens in November 2016 similar to Proposition 1. Related to public-private partnerships, RTC specifically requested authority on IH 635E and at the April meeting proposed a trade of projects to move forward with the IH 635E project. There has been no legislation move forward regarding IH 635E and Senator Hall has filed a committee substitute on SB 1045 that would authorize the Texas Department of Transportation (TxDOT) to enter into a design build contract for IH 635E, but only as a last option. This would mean that the region would have to look at traditional funding to first see if there is a viable option to fund the project. It would propose a new financing mechanism, titled Expiring Revenue Enhancement, which is a combination of traditional revenues and the new sales tax increment zone revenue. In addition, the bill would have provisions for bonds and debt would expire after 35 years. This bill was left pending in Senate Transportation. Ms. Wilson highlighted legislation related to the Low Income Repair and Replacement Program (LIRAP)/AirCheckTexas. There has been positive movement and the Senate has fully appropriated funding at nearly \$87 million over the biennium. The House version includes funding at \$14 million within the Texas Commission on Environmental Quality budget but passed Article 9 that would additionally appropriate \$81 million. Staff believes this shows support in both the House and the Senate for using general revenue dedicated accounts for their intended purposes. Lastly, legislation related to high-speed rail was highlighted. There were a number of House Bills that were introduced that would have been detrimental to projects in the State, but those bills are not moving forward. Remaining is SB 1601 that would prohibit a rail company from using eminent domain for high-speed rail. The bill has been reported out of the Senate Transportation Committee but has not been put back on the Senate calendar. Another outstanding issue is Rider 48 in HB 1 that would prohibit TxDOT from spending state funds related to high-speed rail. In addition, TxDOT has oversight authority on the Dallas to House section of high-speed rail which could also be impacted. The House and Senate are entrenched in their positions and this decision is expected to be determined by the leadership. Members were encouraged to contact the Lieutenant Governor. Additional bills of interest include HB 13 that would establish project selection and funding requirements for TxDOT, the Texas Transportation Commission, and metropolitan planning organizations (MPOs), would require TxDOT to review their funding categories and formulas, and require public discussion if funding decisions deviate from the formulas. The bill includes additional criteria for MPOs to develop a 10-year plan and establish project selection criteria. HB 20 is a companion bills to HB 13 related to performance-based planning and project selection mirroring items in MAP-21. One new item would be the appointment of a legislative select committee for oversight. Ms. Wilson also highlighted HB 735 that would allow collection of the number of alternative fueled vehicles registered in the State that was recently supported by the RTC. HB 1633 would require notification to TxDOT when a permit is filed to drill an oil or gas well near a TxDOT easement. SB 1237 would require MPO policy board meetings for MPOs with populations above 350,000 to be broadcast live and archived, and SB 714 would prohibit red light cameras. Staff will continue to monitor these bills and provided updates to members. Mr. Wilson highlighted key upcoming legislative deadlines, noting June 1 was the last day of the regular session. Charles Emery asked what percent of the federal gas taxes are being received back out of Washington. Ms. Wilson noted that exact amounts are difficult to detail since there have been several general funds transfers offsetting the gas tax revenues.

7. **2017-2020 Transportation Improvement Program Development:** Christie Gotti discussed the development of the 2017-2020 Transportation Improvement Program (TIP), a

multi-year listing of transportation improvements in the region developed in coordination with local agencies and the Texas Department of Transportation (TxDOT). North Central Texas Council of Governments (NCTCOG) staff have begun the process of reviewing all existing projects and making needed adjustments to develop a revised project listing that will be presented in early 2016. The projects will be reviewed against estimated revenue, the Mobility Plan, and air quality conformity, followed by public review and comment. As meetings occur regarding project listings, local agency engagement will be important and should include project managers, fiscal managers, and TxDOT staff. Information to be discussed will include project status updates by phase including, start/end dates and general funding and agreement information. Ms. Gotti also discussed the proposed milestone policy intended to determine if projects funded for ten or more years that have not started construction are still important. Under the policy, these projects would be assumed to be canceled unless agencies can demonstrate a realistic, achievable schedule. In addition, local agencies will be asked to provide policy board support and identify the availability of local matching funds. The policy is intended to identify projects that are no longer priorities, which will increase available funds for higher priority projects that are ready-to-go. It was noted that freed-up funds will not create a direct transfer of funds within an agency, but will increase the pool of available funds available for future discussion. A list of projects that would be considered under the proposed policy is being developed and will be provided to members. Members were asked for feedback regarding the proposed policy. Ms. Gotti reviewed the timeline for the 2017-2020 TIP development, noting that staff will begin meeting with local agencies through August with draft listings expected in the January/February timeframe and final RTC approval requested in April. Additional details were provided in Electronic Item 7. Sheri Capehart asked in what list the US 287/IH 820/IH 20 project appeared. Michael Morris noted that the project is in the Metropolitan Transportation Plan and that discussion will need to occur regarding the best way to advance the project. Ms. Capehart discussed the project and asked for future discussion either as a future agenda item or in a separate meeting. Mark Riley expressed support for the milestone policy, noting that when the region is seeking additional funding, it is important to show that the region is managing its current resources in the best way possible.

8. **Transit-Oriented Development Data Collection/Routes to Rail:** Karla Weaver presented information from the Transit-Oriented Development (TOD) data collection effort. The goal of the project was to develop base line performance measures, aid in long-term transportation and land-use planning, and to promote TOD in the region. The TOD data collection model included transit station, station area, and development characteristics. Details of each were highlighted. The model also took into account census, development modeling, transit station, and land use data within one-half mile around the existing 74 rail stations. As a result, an online database and interactive map were developed, as well as fact sheets for the existing stations in the region. Examples were highlighted, and it was noted that additional information is available at www.nctcog.org/TODdata. Staff anticipates adding information from the TEX Rail line, the Dallas Area Rapid Transit Blue Line Extension, and potentially other modes of transit in the future. Future efforts will also include a quality control review of appraisal data around the sites, as well as review of the impact of transit in areas. Ms. Weaver also presented information regarding the Routes to Rail study, an update to a study completed in 2003 that mapped existing facilities for each rail station. The study identified actual walking distances (walkshed) around 74 stations and identified bicycle and pedestrian facilities within a half-mile of the existing stations and gaps within the facilities. Ms. Weaver highlighted maps for various facilities, noting the one-half mile radius around each station, one-half mile actual walking distances, and existing connected and

disconnected facilities. This information provides a tool to assist in prioritizing investments related to accessibility for increased transit ridership and connectivity in transit areas. Staff will be working with stakeholders regarding the maintenance issues of accessibility, safety data, and the cost/benefit of improvements. It will also be important to prioritize infrastructure investments to connect areas with potential transit users. Ms. Weaver noted that this process is also applicable in areas other than transit locations and that the information will be made available for cities and counties to evaluate their walkshed. She also discussed efforts in the Washington Metro Metropolitan Planning Organization to maximize connectivity, which produced new trips and increased fair revenue. The partnerships of cities and transit agencies investing in these types of efforts are important, and staff will continue to use the data as a way to assist the region in making informed decisions with limited resources. She noted that maps and additional details are available at www.nctcog.org/RoutesToRail. Michael Morris discussed the bicycle and transit system within the region, noting the importance cities and the Regional Transportation Council play in the last mile connections. The tools discussed will assist in finding the most cost-effective linkages for the region and create more neighborhood level planning. Rob Franke asked if staff are able to include data from the Comptroller regarding sales tax in the station areas. Ms. Weaver noted that staff will look into including the data. Mark Enoch noted that the transit agencies have a wealth of data that is available, and agreed that sales tax data would help show the benefits for cities they do not yet have rail. In addition, the information will be helpful for other cities through which the rail system exists to determine the impediments and why rail is not otherwise as successful. Douglas Athas asked if the data was in a form usable by most entities. Ms. Weaver noted that the data was available in a variety of formats.

9. **High Occupancy Vehicle Subsidy Report:** Dan Lamers provided an update on the most recent managed lane performance report. He highlighted the current Regional Transportation Council (RTC) policy allowing high-occupancy vehicle (HOV) users to travel on the managed lane system for a 50 percent discount during the peak periods, with 50 percent paid by the RTC. Current open facilities include the North Tarrant Express and a portion of LBJ Express. The DFW Connector is also opened, but owned by the Texas Department of Transportation so the RTC is not responsible for the HOV subsidy on this facility. As part of the adoption of the Toll Managed Lane and High Occupancy Vehicle/Expressed Managed Lanes policies, the RTC requested regular reports regarding performance of the managed lane system. As of February 2015, approximately \$76,000 has been spent on the HOV 2+ subsidy. Mr. Lamers noted to members that only a small portion of the facilities are currently opened, and that it is not necessary for the RTC to move to 3+ occupancy at this time. In addition, related to the North Texas Tollway Authority customer service demands, there have been no reported excessive or unusual demands. Members were also interested in the performance aspects of the roadway. To date, there have been no instances where speeds have dropped below 35 miles per hour other than icy road conditions in February. Details were provided in Electronic Item 9, and staff will continue to provide updates to members on a quarterly basis. Mr. Lamers also discussed the Managed Lane Pooled Fund Study in which the RTC approved North Central Texas Council of Governments (NCTCOG) staff participation. The nationwide study group recently held its meeting at NCTCOG, which included staffs of state departments of transportations and staff from the San Francisco Bay Metropolitan Planning Organization. As part of the meeting, the group toured the opened managed lane facilities in the region and construction on LBJ, and were impressed with the managed lane system in the region. Lastly, he discussed RTC concerns regarding violations of the occupancy for vehicles in the managed lane facilities. The Texas Department of Transportation has released a request for proposals soliciting

technology that will allow high occupancy vehicles to be detected automatically and charged the correct rate without having to preregister. The RTC may soon have the opportunity to implement this type of technology in the region's managed lane system.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 10.2, and the current Local Motion was provided in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, June 11, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:35 pm.

DRAFT

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION
MAY 2015 ADMINISTRATIVE AMENDMENT

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0324	55036	0081-13-041	TXDOT-DALLAS (HASLET)--IH 35W FROM EAGLE PARKWAY TO SH 114; CONSTRUCT 2 LANE FRONTAGE ROADS; LITSEY ROAD BRIDGE AND INTERSECTION; TIE EXISTING RAMPS AND RELOCATE SB EXIT RAMP TO EAGLE PKWY	FY2015--\$1,200,000 TOTAL (\$600,000 SBPE [\$600,000 STATE] AND \$600,000 LOCAL CONTRIBUTION [\$600,000 LOCAL]) - ENG FY2015--\$10,000,000 S102 (\$8,000,000 FEDERAL AND \$2,000,000 STATE) - ROW FY2016--\$20,881,034 TOTAL (\$3,334,000 STP-MM [\$2,667,200 FEDERAL AND \$666,800 STATE] AND \$10,881,034 CAT 12 [\$9,792,931 FEDERAL AND \$1,088,103 STATE] AND \$6,666,000 LOCAL CONTRIBUTION [\$6,666,000 LOCAL]) - CON	CHANGE SCOPE TO CONSTRUCT 2 LANE SOUTHBOUND FRONTAGE ROADS WITH RAMP MODIFICATIONS (PHASE 1) CONTINGENT ON RTC RATIFICATION; PROCESSED AS EMERGENCY ACTION DUE TO LATE NOTIFICATION OF SCOPE CHANGE



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: June 4, 2015

FROM: Dan Kessler
Assistant Director of Transportation

SUBJECT: Modifications to the FY2014 and FY2015 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 transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2014 and FY2015 UPWP identifies the activities to be carried out between October 1, 2013, and September 30, 2015.

Listed below, and in the following attachment, are proposed modifications to the FY2014 and FY2015 UPWP. Included in these amendments are new initiatives, project modifications, and funding adjustments. The proposed modifications have been presented to the public through the May 11, 2015, online public outreach opportunity. The Surface Transportation Technical Committee took action at its May 22, 2015, meeting to recommend Regional Transportation Council approval.

Transportation Planning Fund (TPF) Modifications

Chapter VIII - Overview of Work Program Funding (update text and Exhibit VIII-1 to reflect receipt of \$98,579 in supplemental Transportation Planning Funds)

Other Modifications

- 3.04 Transportation and Air Quality Communications – Clean Cities Program (add \$600,000 additional DOE funds to enhance and provide training on alternative fuels and alternative fuel vehicles)
- 5.11 Regional Aviation Planning – Airport Cooperative Research Project (new initiative - program \$50,000 FAA funds for NCTCOG to act as a subcontractor to Grafton Technologies to help develop a guidebook of evidence-based best practices, training materials and outreach materials to foster ongoing stakeholder collaboration for airport land-use compatibility)

- 5.12 Regional Military and Community Coordination – Regional Joint Land Use Study (new initiative – add \$455,000 DOD and \$45,000 RTC Local funds for a regional study to update previous work conducted for the Naval Air Station Fort Worth, Joint Reserve Base and analyze encroachment issues common to additional military facilities throughout the region)
- 5.14 Strategic Corridor Initiatives – Environmental Assistance and Coordination (update text to reflect the use of Regional Toll Revenue funds to support the development of projects in coordination with the environmental analysis required by the National Environmental Policy Act)
- 5.14 Strategic Corridor Initiatives – Technical/Planning Assistance, Environmental Assistance and Coordination, Rail and Roadway Studies, High Speed Rail – Three Corridors, and Environmental Review of Off-System RTR Projects (update text to reflect the use of Transportation Development Credits as a source of matching funds)

Please contact Vickie Alexander or me at (817) 695-9240 if you have any questions or comments regarding these proposed modifications to the FY2014 and FY2015 UPWP prior to the Regional Transportation Council meeting. A request for Regional Transportation Council approval of the proposed modifications will be requested at the meeting.

va
Attachment

**PROPOSED MODIFICATIONS
TO THE FY2014 AND FY2015 UNIFIED PLANNING WORK PROGRAM
Amendment #5, June 2015**

5.11 Regional Aviation Planning

Airport Cooperative Research Project - This initiative will utilize funding from the Federal Aviation Administration and will be completed in FY2016. This work is included as part of the Airport Cooperative Research Program Project 03-37, Using GIS for Collaborative Land-Use Compatibility Planning Near Airports. NCTCOG will assist other external project partners as a subcontractor to help develop a guidebook of evidence-based best practices, training materials, and outreach materials to foster ongoing stakeholder collaboration for airport land-use compatibility. This project is needed to assist airports, local governments, and other stakeholders in using GIS to help protect safety, health, quality of life, and public investments related to airports in or near local jurisdictions. Anticipated products include:

- **Inventory of existing literature and best practices for airport compatibility planning using GIS;**
- **White paper and technical documentation for specifications, regulatory factors, and funding sources on airport land-use planning and GIS;**
- **Surveys and participation in focus groups with stakeholders;**
- **Training and public outreach materials; and**
- **Documentation of project deliverables and reports.**

5.12 Regional Military and Community Coordination

Regional Joint Land-Use Study - The Department of Defense Office of Economic Adjustment (DOD OEA) funds planning studies to identify recommendations to maintain military operations and support compatible development surrounding military installations. NCTCOG has received funding from the DOD OEA to conduct a Regional Joint Land Use Study (JLUS). The Regional JLUS will update the JLUS previously conducted for NAS Fort Worth, JRB, and analyze encroachment issues common to additional military facilities throughout the region. Staff anticipates procuring a consultant to assist with technical work. RTC Local funds will also be used for this project. Anticipated products include:

- **Inventory of current and future land uses surrounding regional military installations;**
- **Recommendations for storm water drainage best practices near military airfields;**
- **Model ordinances related to airport overlay zoning and regulating the location of potential flight hazards;**
- **Outreach documents and presentations to stakeholder groups; and**
- **Grant management requirements.**

5.14 Strategic Corridor Initiatives

This subtask is a multi-faceted program to assist transportation agencies and the Regional Transportation Council in advancing critical regional projects through development, approval, and implementation as soon as possible. The goal of this program is to help reduce cost escalation due to inflation, alleviate congestion faster, and assist in meeting air quality goals. As regional roadway and freight/passenger rail projects continue to increase in complexity, scope, and impacts, the NCTCOG Transportation Department has identified a need to expand its involvement beyond its current planning and programming functions to improve project implementation in the Dallas-Fort Worth region. Throughout FY2014 and FY2015, the program activities will provide assistance to advance all surface modes of transportation including passenger rail, freight rail, and roadway improvements, particularly on those projects that deal with multiple transportation modes. The program will also work to advance project development and potential implementation of proposed corridor improvements evaluated through Capital and Operational Asset Management System efforts under Subtask 5.04. Work products will vary depending on the work performed.

- Technical/Planning Assistance – This work program task will provide additional technical assistance for local, State, and federal partners to expedite the implementation of major transportation projects such as the DFW East-West Connector. Surface Transportation Program–Metropolitan Mobility funds and RTC Local funds, **as well as Transportation Development Credits** will support this effort.
- Environmental Assistance and Coordination – NCTCOG staff will serve in a key critical role for the region in providing assistance and guidance in the development of environmental NEPA documents for various projects such as the Trinity Parkway, US 175/SM Wright, and SH 183. Efforts will include, on an as-needed basis: (1) assisting in the research, analysis, and development of new methodologies for resource studies/analysis for NEPA documents such as the regional tolling and MSAT analyses; (2) providing research, analysis, and preparation of documents or sections for NEPA documents; and (3) reviewing NEPA documents. Surface Transportation Program–Metropolitan Mobility funds, **Regional Toll Revenue** and RTC Local funds, **as well as Transportation Development Credits** will support this effort.
- Rail and Roadway Studies – Staff will support the preliminary engineering and evaluation of projects such as Loop 9 Feasibility Study, IH 30/IH 35E Horseshoe, SM Wright, SH 170 Feasibility Study, SH 360, and the MY-35 Plan Statewide Study. Surface Transportation Program–Metropolitan Mobility, Texas Department of Transportation and RTC Local funds, **as well as Transportation Development Credits** will support this effort.

High Speed Rail – Three Corridors – In 2011, TxDOT was awarded federal grants from the USDOT High Speed Rail Program to complete preliminary engineering and obtain environmental clearance for high speed rail service from Houston to the Dallas-Fort Worth region, and to conduct planning and service-level environmental work for intercity passenger rail service between Oklahoma City and the South Texas border through the North Texas region. A private-sector team has also expressed its intent to privately fund and implement High Speed Rail from Downtown Dallas to Houston. In addition, TxDOT will also use federal grant funds to conduct preliminary engineering and environmental clearance efforts on the Downtown Dallas to Downtown Fort Worth corridor. NCTCOG staff will provide support to TxDOT and its consultant and the private-sector teams for work activities on these three corridors within the Planning Area Boundary, as applicable. NCTCOG work activities will be supported with Surface Transportation

Program—Metropolitan Mobility and Regional Toll Revenue funds, **as well as Transportation Development Credits**, and may include alternative alignment analysis, ridership estimates, air quality analysis, environmental analysis support, and public involvement support. Regional Transportation Council Local funds will be used to support project-related travel expenses. The following products will be delivered as the result of work done on this project:

- Various maps identifying Dallas-Fort Worth region alternatives, and RTC policies; and
- Development of ridership modeling analysis for various high speed rail alignments and station locations.

Environmental Review of Off-System RTR Projects – Per an agreement with TxDOT, implementing agencies must submit a local environmental document for NCTCOG review prior to approval. NCTCOG staff efforts will include: (1) assisting in the preparation of local environmental review documents by implementing agencies receiving RTR monies on an as-needed basis, (2) educating implementing agencies on applicable federal and State regulations on an as-needed basis, (3) refining the previously developed local environmental review checklist on an as-needed basis, (4) reviewing local environmental documents submitted to NCTCOG to comply with the agreement with TxDOT, and (5) posting local environmental documents received on the RTR Web site. Regional Toll Revenue (RTR), Surface Transportation Program–Metropolitan Mobility (STP–MM) and RTC Local funds, **as well as Transportation Development Credits** will support this effort. The following products will be delivered as the result of work done on this project:

- Database of environmental reviews of RTR-funded projects;
- A letter for each checklist reviewed with NCTCOG comments; and
- Quarterly status reports of the environmental status of RTR projects to STTC and RTC.

VIII. Overview of Work Program Funding

Proposed Budget

The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL Section 112 and FTA Section 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA Section 112 and FTA 5303 funds for FY2014 and FY2015 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match

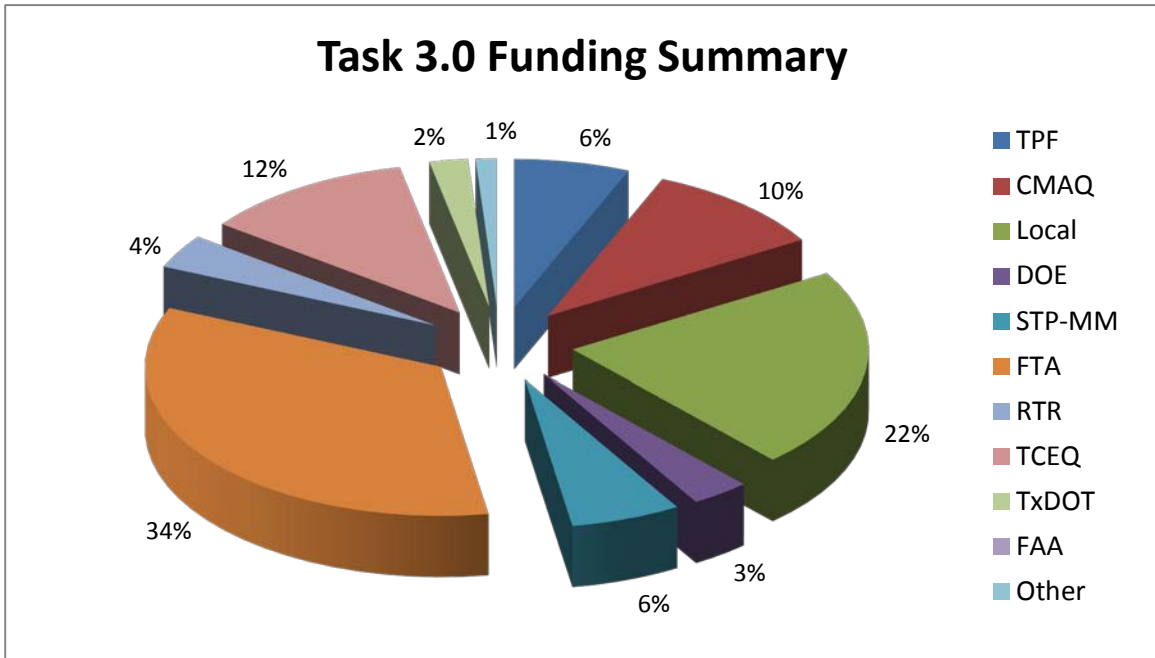
funds needed for all metropolitan planning organizations. The FY2014 and FY2015 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL Section 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$6,530,339 in FY2014 and ~~\$6,530,339~~ **\$6,628,918** in FY2015 for a two-year total of ~~\$13,060,678~~ **\$13,159,257**. The Federal Transit Administration Section 5303 funding is \$2,635,163 in FY2014 and \$2,691,978 in FY2015 for a two-year total of \$5,327,141. An estimated balance of \$5,600,685 in unexpended/unobligated FHWA PL Section 112 funding will be available from the FY2013 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL Section 112 and FTA Section 5303 funding for the FY2014 and FY2015 UPWP is estimated at ~~\$23,988,504~~ **\$24,087,083**. Transportation Planning Funds in the amount of \$19,026,000 have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA Section 5303 allocation of \$5,327,141, the estimated FY2013 FHWA PL Section 112 fund balance of \$5,600,685, and \$8,098,174 of Fiscal Years 2014 and 2015 FHWA PL Section 112 funding. The remaining balance of Fiscal Years 2014 and 2015 FHWA PL Section 112 funds of ~~\$4,962,504~~ **\$5,061,083** is anticipated to be carried over to Fiscal Year 2016.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$1,212,000	\$1,448,000	RTR	
		\$574,000	STP-MM	
		\$144,000	Local	
Subtotal				\$3,378,000
3.02	\$768,000	\$20,000	STP-MM	
		\$300,000	TCEQ	
		\$5,000	Local	
Subtotal				\$1,093,000
3.03		\$4,024,000	CMAQ	
		\$2,011,691	STP-MM	
		\$6,055,500	TCEQ	
		\$640,000	DOE	
		\$631,700	EPA	
		\$2,909,400	Local	
Subtotal				\$16,272,291
3.04		\$994,000	CMAQ	
		\$704,000	STP-MM	
		\$1,118,000	DOE	
		\$379,000	Local	
Subtotal				\$3,195,000
3.05	\$1,493,000	\$710,000	FTA	
		\$297,000	Local	
		\$736,000	TxDOT	
Subtotal				\$3,236,000
3.06		\$17,986,000	FTA	
		\$577,000	RTR	
		\$8,106,000	Local	
		\$420,000	TxDOT	
Subtotal				\$27,089,000
3.07		\$531,000	CMAQ	
		\$120,000	Local	
Subtotal				\$651,000
Total	\$3,473,000	\$51,441,291		\$54,914,291

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



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$833,000			
		\$2,611,000	STP-MM	
		\$136,000	RTR	
		\$99,000	TxDOT	
		\$237,000	Local	
Subtotal				\$3,916,000
5.02	\$849,000			
Subtotal				\$849,000
5.03	\$412,000			
		\$647,000	FHWA	
		\$1,812,000	STP-MM	
		\$16,189,000	RTR	
		\$15,247,000	Local	
		\$160,000	CMAQ	
Subtotal				\$34,467,000
5.04	\$250,000			
		\$75,000	FHWA	
		\$75,000	Local	
Subtotal				\$400,000
5.05	\$659,000			
		\$285,000	STP-MM	
		\$111,000	Local	
		\$200,000	FHWA	
Subtotal				\$1,255,000
5.06				
		\$13,392,000	CMAQ	
		\$5,172,000	STP-MM	
		\$134,000	FHWA	
		\$2,089,000	RTR	
		\$1,618,000	TxDOT	
		\$4,611,000	Local	
Subtotal				\$27,016,000
5.07	\$39,000			
		\$550,000	STP-MM	
		\$27,000	TxDOT	
		\$113,000	Local	
Subtotal				\$729,000

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08		\$91,000	STP-MM	
		\$23,000	Local	
Subtotal				\$114,000
5.09	\$79,000			
Subtotal				\$79,000
5.10	\$355,000			
		\$120,600	STP-MM	
		\$43,400	Local	
Subtotal				\$519,000
5.11	\$75,000			
		\$895,000	FAA	
		\$40,000	STP-MM	
		\$181,000	Local	
Subtotal				\$1,191,000
5.12				
		\$8,000	HUD	
		\$128,000	Local	
		\$455,000	DOD	
Subtotal				\$591,000
5.13				
		\$278,000	Local	
Subtotal				\$278,000
5.14				
		\$1,719,000	STP-MM	
		\$8,552,000	Local	
		\$20,500,000	FTA	
		\$13,283,000	RTR	
		\$106,000	TxDOT	
Subtotal				\$44,160,000
5.15				
		\$400,000	STP-MM	
		\$406,000	TxDOT	
Subtotal				\$806,000
Total	\$3,551,000	\$112,819,000		\$116,370,000

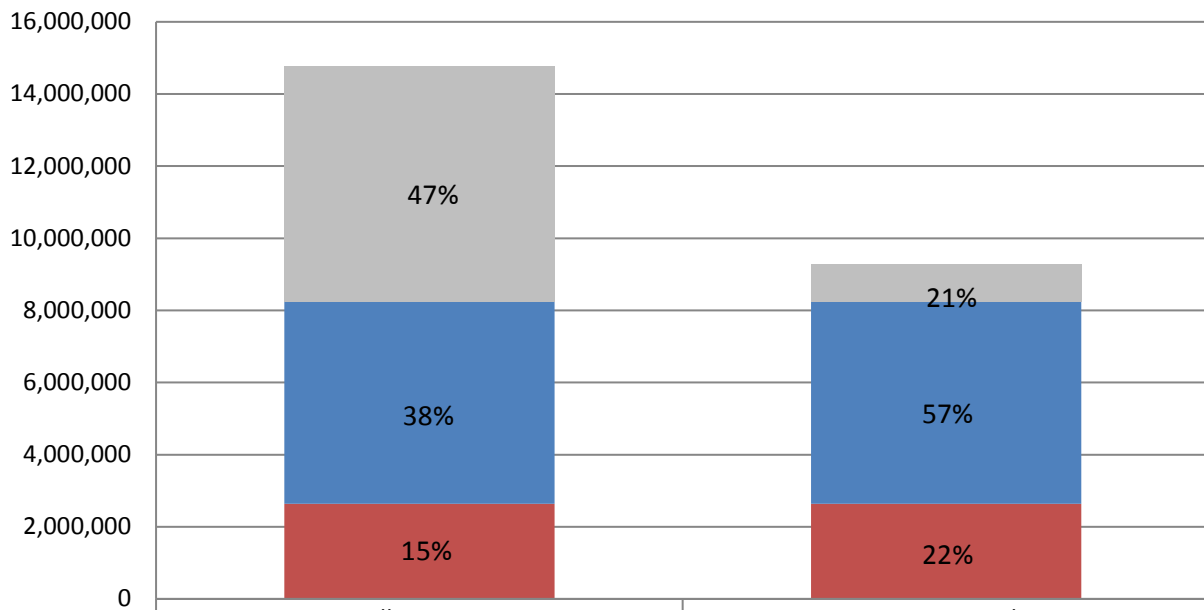
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding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

EXHIBIT VIII-1

FY2014 AND FY2015 TPF PROGRAMMING SUMMARY

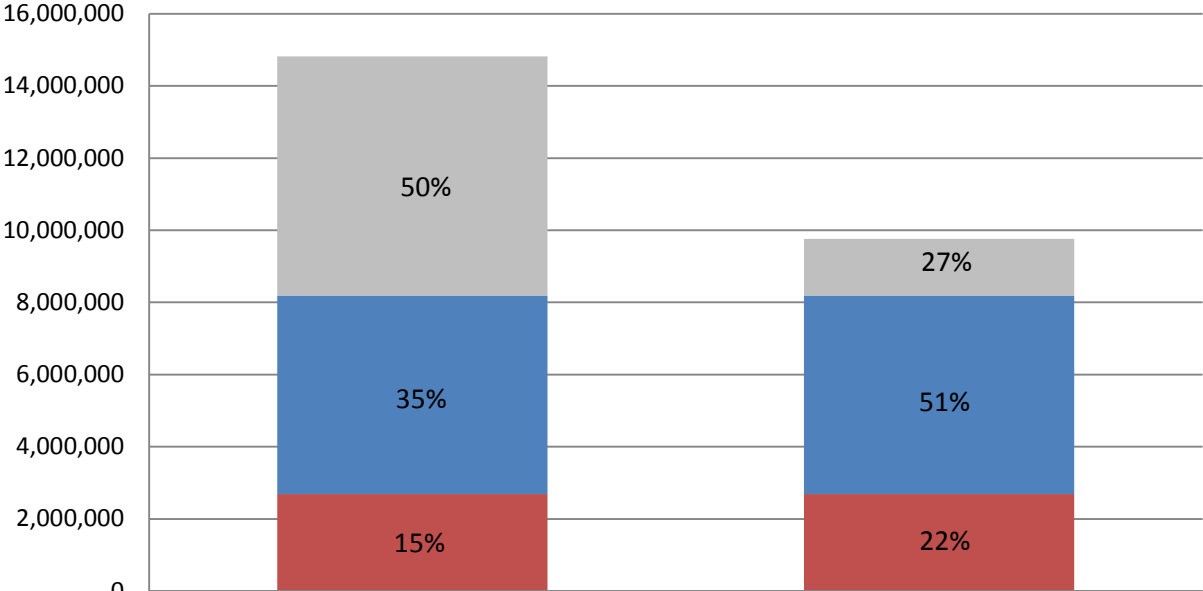
	FY2014		FY2015	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,635,163	2,635,163	2,691,978	2,691,978
FHWA (PL-112)				
Carryover	5,600,685	5,600,685	5,496,187	5,496,187
New Allocation	6,530,339	1,034,152	6,628,918	1,567,835
Total TPF	14,766,187	9,270,000	14,817,083	9,756,000
Carryover		5,496,187		5,061,083
Two-Year Totals				
FTA Section 5303	5,327,141			
FHWA PL-112	18,759,942			
Total	24,087,083			
Programmed	19,026,000			
Carryover	5,061,083			

Summary of TPF 2014 Funding Levels



	Allocation	Programmed
FHWA (PL-112)	6,530,339	1,034,152
Carryover	5,600,685	5,600,685
FTA (5303)	2,635,163	2,635,163

Summary of TPF 2015 Funding Levels

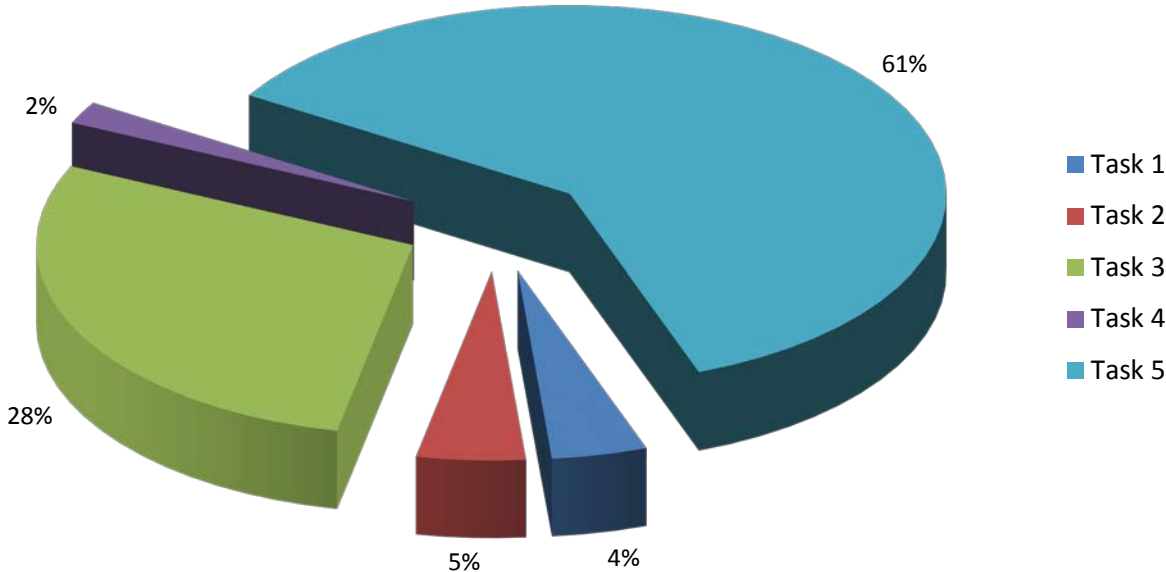


	Allocation	Programmed
FHWA (PL-112)	6,628,918	1,567,835
Carryover	5,496,187	5,496,187
FTA (5303)	2,691,978	2,691,978

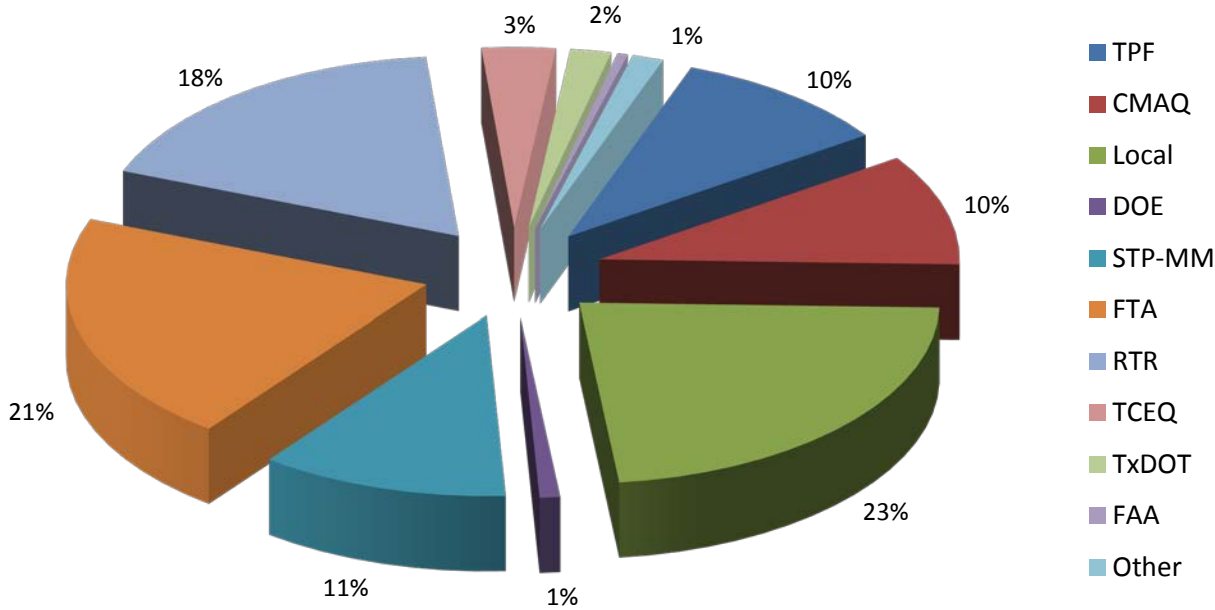
**EXHIBIT VIII-3
FY2014 AND FY2015 UPWP FUNDING SUMMARY**

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 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF	\$5,927,000	\$3,114,000	\$3,473,000	\$2,961,000	\$3,551,000	\$19,026,000
CMAQ	\$0	\$0	\$5,549,000	\$0	\$13,552,000	\$19,101,000
DOD	\$0	\$0	\$0	\$0	\$455,000	\$455,000
DOE	\$0	\$0	\$1,758,000	\$0	\$0	\$1,758,000
EPA	\$0	\$0	\$631,700	\$0	\$0	\$631,700
FAA	\$0	\$0	\$0	\$0	\$895,000	\$895,000
FHWA	\$0	\$100,000	\$0	\$308,000	\$1,056,000	\$1,464,000
FTA	\$0	\$279,000	\$18,696,000	\$0	\$20,500,000	\$39,475,000
HUD	\$0	\$0	\$0	\$0	\$8,000	\$8,000
Local	\$908,000	\$1,058,000	\$11,960,400	\$184,000	\$29,599,400	\$43,709,800
NCTCOG Local	\$130,000	\$0	\$0	\$0	\$0	\$130,000
RTR	\$0	\$0	\$2,025,000	\$127,000	\$31,697,000	\$33,849,000
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STP-MM	\$901,000	\$4,326,000	\$3,309,691	\$48,000	\$12,800,600	\$21,385,291
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$6,355,500	\$0	\$0	\$6,355,500
TxDOT	\$0	\$94,000	\$1,156,000	\$0	\$2,256,000	\$3,506,000
Subtotal	\$7,866,000	\$8,971,000	\$54,914,291	\$3,628,000	\$116,370,000	\$191,749,291

Summary of Funding Task



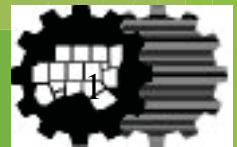
Summary of Total Funding



Modifications to the FY2014 and FY2015 Unified Planning Work Program

**Regional Transportation Council
June 11, 2015**

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



New Initiatives

Project	Financial Action	Description
Regional Aviation Planning – Airport Cooperative Research Project (5.11)	\$ 50,000 FAA	NCTCOG, acting as a subcontractor to Grafton Technologies, will help develop a guidebook of evidence-based best practices, training materials, and outreach materials to foster ongoing stakeholder collaboration for airport land-use compatibility.
Regional Military and Community Coordination – Regional Joint Land Use Study (5.12)	\$455,000 DOD \$ 45,000 RTC Local	Add regional study to update previous work conducted for the Naval Air Station Fort Worth, Joint Reserve Base and analyze encroachment issues common to additional military facilities throughout the region.

Adjustments to Existing Projects

Project	Financial Action	Description
Transportation and Air Quality Communications – Clean Cities Program (3.04)	\$600,000 DOE	Program additional funds to enhance and provide training on alternative fuels and alternative fuel vehicles
Strategic Corridor Initiatives - Environmental Assistance and Coordination (5.14)	None	Reflect use of Regional Toll Revenue funds to support the development of projects in coordination with the environmental analysis required by the National Environmental Policy Act

Adjustments to Existing Projects (cont'd)

Project	Financial Action	Description
Strategic Corridor Initiatives – Technical/Planning Assistance, Environmental Assistance and Coordination, Rail and Roadway Studies, High Speed Rail – Three Corridors, and Environmental Review of Off-System RTR Projects (5.14)	None	Reflect the use of Transportation Development Credits as a source of matching funds
Overview of Work Program Funding (Chapter VIII)	\$ 98,579 TPF	Reflect receipt of supplemental FY2014 and FY2015 Transportation Planning Funds, which results in an increase in carry over funds to FY2016

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

Funding Source	Amount	UPWP Task(s)
Local	\$45,000	5.12
DOE	\$600,000	3.04
DOD	\$455,000	5.12
FAA	\$50,000	5.11

Transportation Planning Funds Two-year Summary

FY2014 and FY2015 FTA 5303 Funds	\$ 5,327,141
FY2014 and FY2015 FHWA PL Funds	\$13,159,257
FY2013 FHWA PL Funds (unspent)	<u>\$ 5,600,685</u>
Total	\$24,087,083
Anticipated Expenditures	\$18,360,920
Expected PL Balance to Carry Over to FY2016	\$ 5,726,163

Modification Schedule

- | | |
|----------------|---|
| May 11 | Public Outreach |
| May 22 | Action by Surface Transportation
Technical Committee |
| June 11 | Action by Regional Transportation
Council |
| June 25 | Action by NCTCOG Executive Board |
| June 26 | Submittal to Texas Department of
Transportation |

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

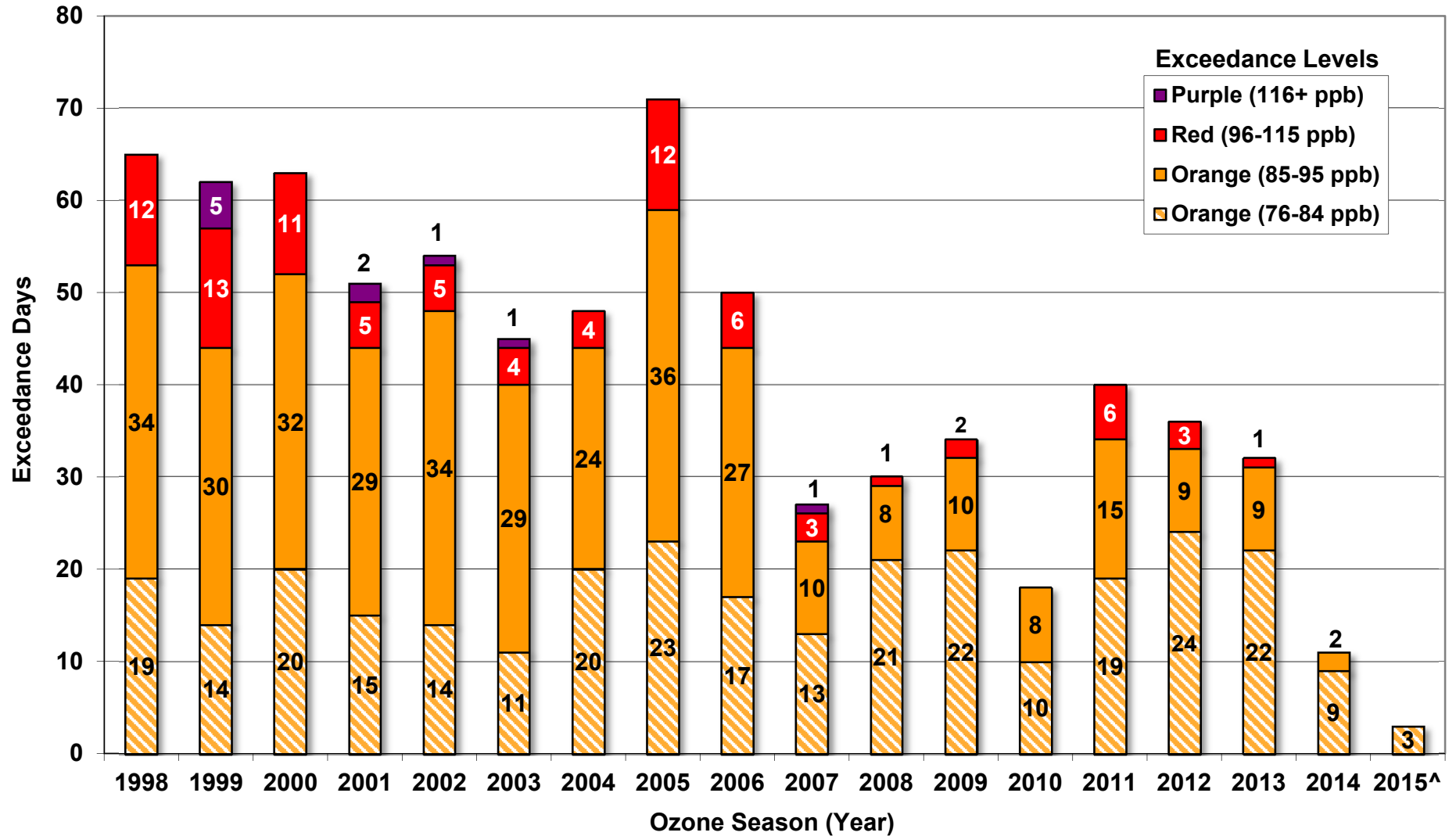
Phone: 817/695-9242

E-mail: valexander@nctcog.org

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

2015 OZONE SEASON

8-Hour Ozone Exceedance Days



Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 75 ppb.

= Additional level orange exceedance days under the revised standard that were not exceedances under the previous 84 ppb standard. (AQI level orange = 76-95 ppb)

[^]Not a full year of data, current as of 5/31/2015

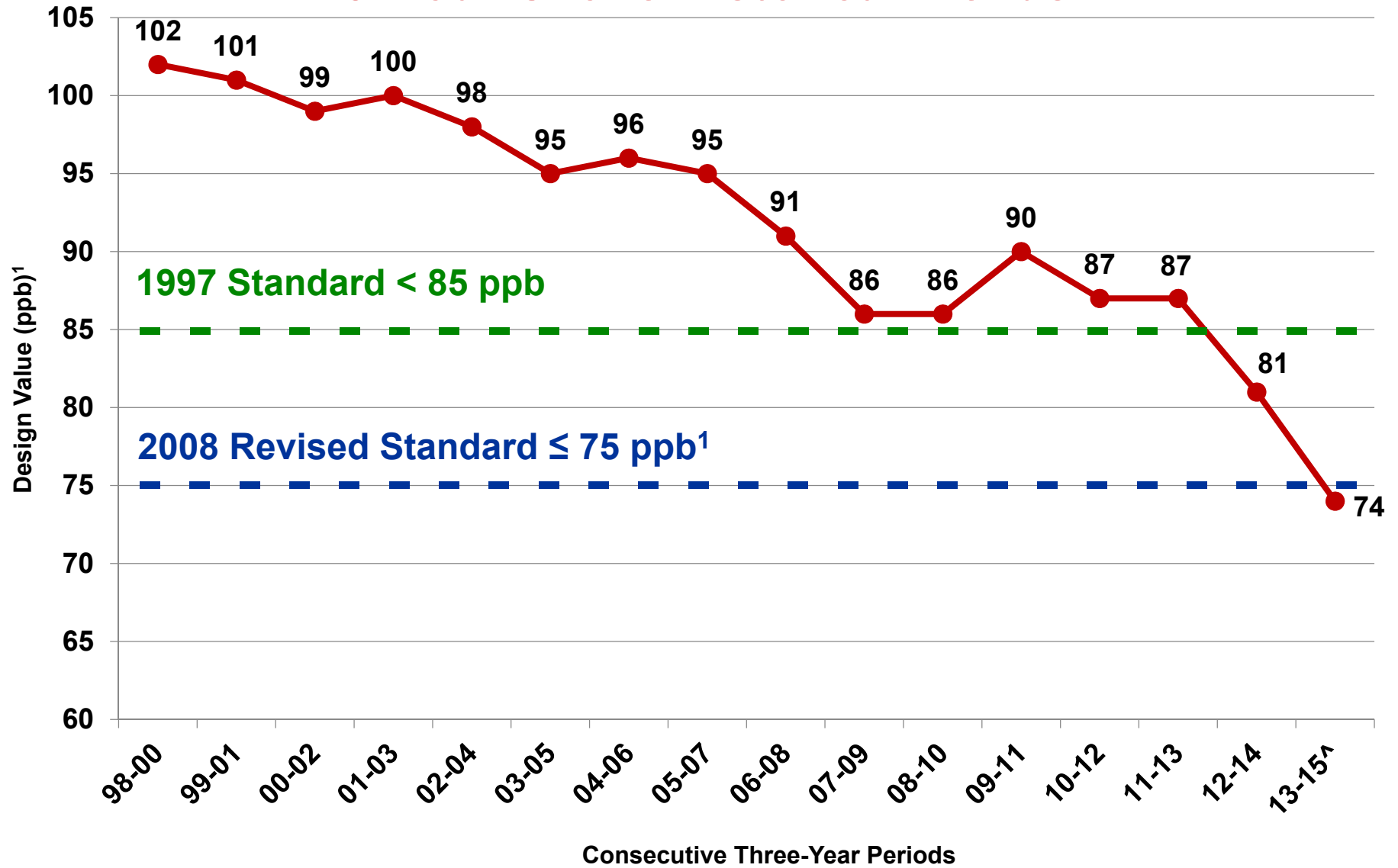
Note: The 2009-2013 data has been certified by TCEQ, and is currently undergoing review by the EPA for concurrence.

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

ppb = parts per billion

2015 OZONE SEASON

8-Hour Ozone Historical Trends



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

[^]Not a full year of data. Current as of 5/31/2015.

2015 OZONE SEASON

References

For Technical Information:

Jenny Narvaez
Principal Air Quality
Planner
jnarvaez@nctcog.org
817-608-2342

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

For Air North Texas Information:

Mindy Mize
Program Manager
mmize@nctcog.org
817-608-2346

Pamela Burns
DFW Clean Cities Coordinator
Communications Supervisor
pburns@nctcog.org
817-704-2510

Air North Texas: www.airnorthtexas.org
NCTCOG Ozone Updates: www.nctcog/ozone

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

Air Quality Funding Opportunities for Vehicles

Funding programs that address air quality, such as clean vehicle projects, are available from a number of federal, State, local, and non-profit entities. This site provides links to various current and recurring grant opportunities and incentives for clean technology.

- Air Quality Funding Home
- Other Air Quality Funding Opportunities
- Sign-Up for Email Updates

Current Vehicle Grant Funding Opportunities

Select Language ? ?

	Eligible Focus Areas										
	Heavy-Duty Vehicles					Light-Duty Vehicles					
	Application Deadline	School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Other	Idle-Reduction Technology	Passenger Vehicles	Taxis	Idle-Reduction Technology	Eligible Applicant Type
AirCheckTexas Drive a Clean Machine Program	Open							X			PC
NEW - Clean Diesel Funding Assistance Program	Open until 06/15/15	X	X	X	X	X	X				PB
Drayage Loan Program	FCFS		X			X					PV
Federal and State Incentives and Laws (Including Tax Credits)	Open	X	X	X	X		X	X	X		PV
Light-Duty Motor Vehicle Purchase or Lease Incentive (LDLPI) Program	FCFS until 06/26/15							X	X		PB, PV, PC
NEW - NCTCOG 2015 Clean Diesel Call for Partners	06/05/15		X	X	X	X	X				PB, PV, PC
Propane Vehicle Incentives for Texas	FCFS	X	X		X	X		X	X		PB, PV
Rebate Grants Program	FCFS until 05/29/15	X	X	X	X	X					PB, PV, PC
Texas Natural Gas Vehicle Grant Program	05/31/15	X	X	X	X	X					PB, PV

FCFS = First-Come, First-Served; PB = Public Sector; PV = Private Sector; PC = Private Citizens; TBD= To Be Determined

[NCTCOG Funding Opportunity Archive](#)

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

5/26/2015 MF/MG

[CONTACT US](#) | [SITE MAP](#) | [LEGAL](#) | [SYSTEM REQUIREMENTS](#)

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

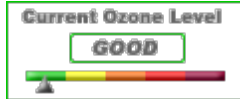


go green
breathe clean
a campaign for clean air

winner



Español



- home
- about us
- know your impact
- just for kids
- air facts
- partner resources
- links



- current ozone activity
- biking/walking routes
- commute info
- report smoking vehicles



take action

- contact us
- faqs
- join us
- events

Clean Air Action Day

It's up to each of us to take responsibility for the air we breathe.

Clean Air Action Day 2015 will be on the first Friday of summer, June 26.

On Friday 6.26.15 do something extra for clean air. Whether you change how you get to work, adjust Friday night plans or start the weekend early with a trip to the lake, there is something to do to reduce your ozone-causing pollution.

[2014 Results](#) | [2013 Results](#) | [2012 Results](#) | [2011 Results](#) | [2010 Results](#)



Take Action — Choose Clean Air

What clean air choices will you make Friday, June 26?

* indicates required fields

Company

Email Address*

ZIP Code*

[Check all that apply]

- Carpool or vanpool
- Use mass transit
> [Fare, schedule and route information](#)
- Bike or walk
> [Bicycling and walking routes](#)
- Telecommute
- Take lunch to summer activities or work
- Maintain consistent driving speed by avoiding quick accelerations and hard braking
- Avoid idling
> [Engine Off North Texas](#)
- Combine trips or drive less
- Report smoking, polluting vehicles (#SMOKE)
> [Regional Smoking Vehicle Program](#)
- Confirm you are up-to-date on regular vehicle maintenance and state emissions and safety inspection
> [Texas Vehicle Inspection Program](#)
- Consider an electric or other alternative fuel lawn mower
> [Clean, green lawn](#)
- Switch to energy efficient light bulbs
- Pursue energy efficient home improvement projects
> [Home, green home](#)



try transit to give your car a break and do something good for air quality. You also won't have to worry about getting stuck in traffic.



Fares
Map
Schedule



Fares
Map
Schedule



Fares
Map
Schedule



Fares
Map
Schedule



tryparkingit.com is another place where you can log an alternative commute, whether riding transit, bicycling, or working from home, and track how you are improving traffic congestion and air quality in North Texas.

ridesharing is also a clean-air commute alternative. Solicit

Choose a clean vehicle option if purchasing a new vehicle (electric, hybrid, natural gas, propane, biofuels, SmartWay)

> [Resources and options](#)

Use a vehicle-approved biofuel in your car (i.e., E85 and B20)

> [Resources and options](#)

Call for an alternative-fueled or hybrid vehicle if going to the airport or around town

> [North Texas Green & Go Partnership](#)

Buy local or at places where less driving is required (e.g., [farmers markets](#), [walkable communities](#), etc.)

Encourage someone else to make clean air choices on 6.26.15

Tell a friend about Air North Texas and options that help improve air quality in the region

Commit to Be Air Aware the entire ozone season

> [Be Air Aware](#)

Other [please specify]

carpool matches and vanpool interests through an extensive database of commuters who share similar routes and schedules

Share Your Story

Tell and show us more about what you did and why clean air is important.

Send comments or upload a photo or video about your commitment or Clean Air Action Day experience.



[Share your story today >>>](#)

[VIDEO: See how North Texans took action >>>](#)

Promote the Cause – Help Us Spread the Word

Link to us and we'll do the rest. Simply copy and paste the following HTML code into your web page or blog to add the Save the Date button with a link to Air North Texas.

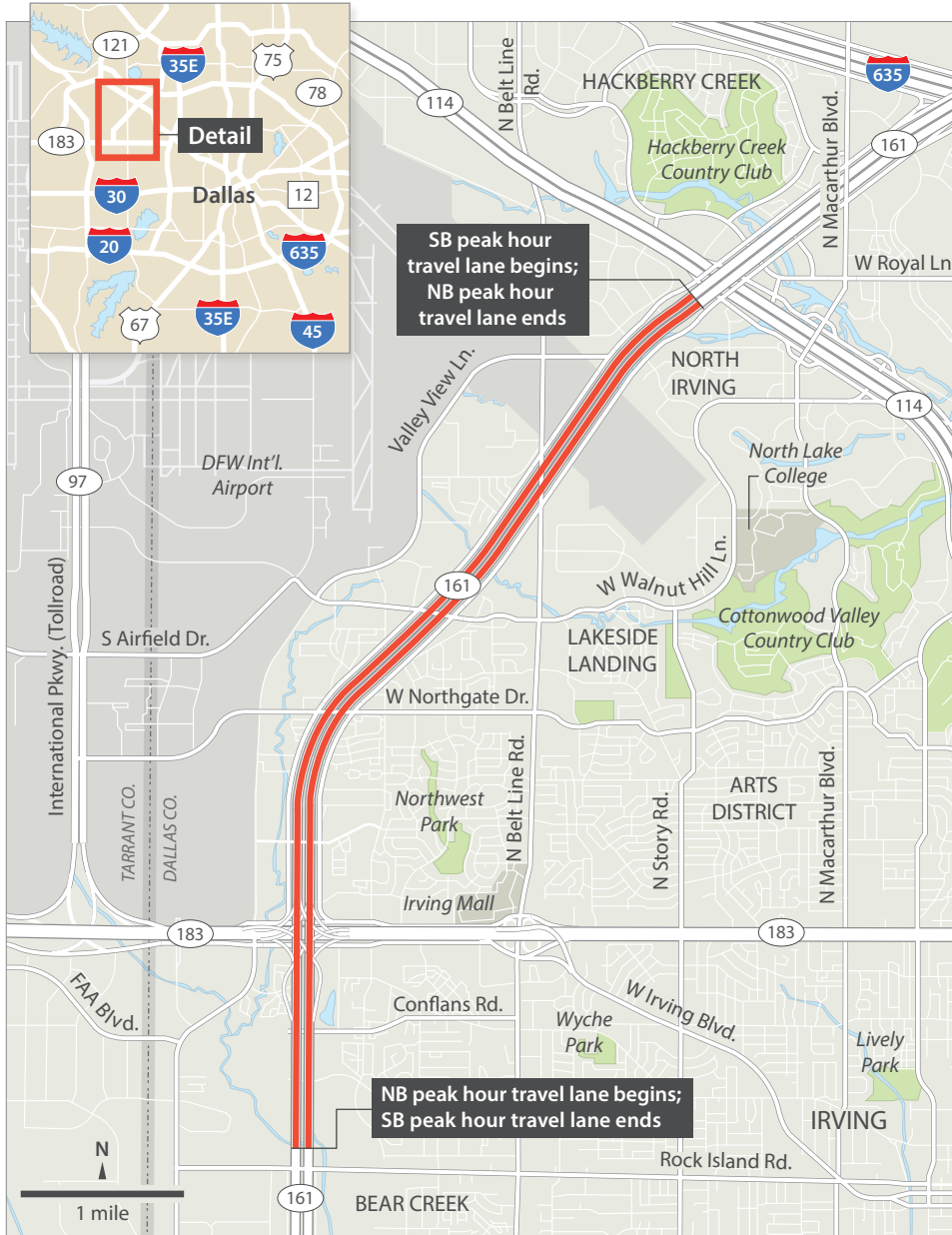
```
<a href="http://www.airnorthtexas.org/cleanair.asp"></a>
```

Air North Texas is powered by the North Central Texas Council of Governments in support of regional air quality initiatives. For comments and information contact transinfo@nctcog.org.

[Legal Disclaimer](#)

SH 161 PEAK HOUR TRAVEL LANES PROJECT UPDATE

"Work with others to provide safe and reliable transportation solutions for Texas."



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT STATUS:

- Contract awarded to Austin Bridge & Road, LP (\$3.7 million)
- High mast lighting foundations installed
- Camera foundations installed

ONGOING:

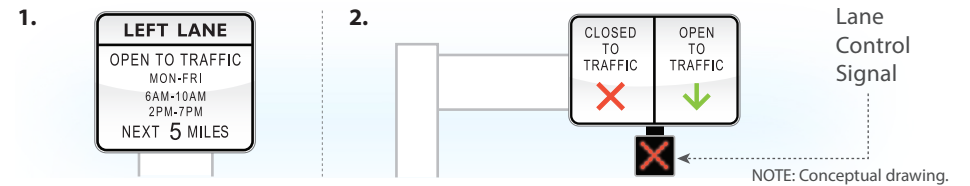
- Guardrail installation

- Electrical work

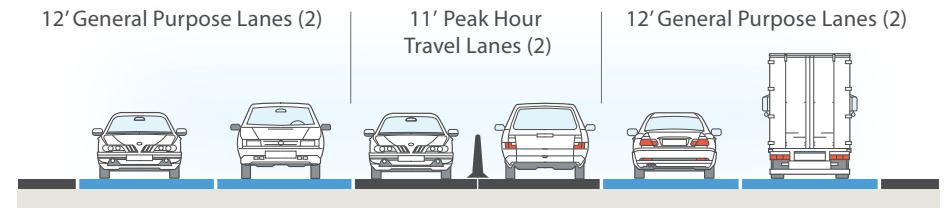
ELEMENTS:

- Traffic cameras
- Dynamic message signs
- Illumination
- Pilot project providing wreckers
- Emergency pull-off locations

REGULATORY SIGNS



PEAK HOUR



OFF-PEAK HOUR



NOTE: Illustrations are not drawn to scale.

TxDOT graphic

WHAT DO YOU THINK? TELL US.

Regional Transportation Public Input Opportunity

Monday, June 8, 2015

2:30 pm

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

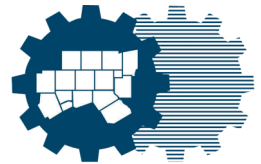
For anyone wanting to ride transit to the **June 8** public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-serve basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Jahnae Stout at least 72 hours prior to the meeting at 817-608-2335 or jstout@nctcog.org.

After the meeting, a video recording will be available online at: www.nctcog.org/meetings.

Public Meeting

Development of Mobility 2040

As the metropolitan planning organization for the Dallas-Fort Worth area, NCTCOG is required to maintain a long-term transportation plan that defines a blueprint for the region's multimodal transportation system and guides expenditures of local, state and federal transportation funds. This long-range plan must have a time horizon of at least 20 years. Staff are beginning to develop Mobility 2040, the next long-term transportation plan, and will outline topics for public input and a schedule for work.



**North Central Texas
Council of Governments**

Draft Recommendations for the Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP)

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

Proposed Modifications to the List of Funded Projects

A comprehensive list of funded transportation projects through 2018 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, state and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis. The current set of project modifications will be available for public review and comment.

Other Information to be Highlighted:

- Clean Air Action Day
- Conformity Approval for Mobility 2035-2014 Amendment

For special accommodations due to a disability or language translation, contact Jahnae Stout at 817-608-2335 or jstout@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made. Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2335 o por e-mail: jstout@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.



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

June 2, 2015

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area. The RTC is pleased to support the 2015 Transportation Investment Generating Economic Recovery (TIGER) grant application for the **Bear Creek Road Complete Streets Project** submitted by the City of Glenn Heights.

The Bear Creek Road Complete Streets Project consists of constructing two miles of Bear Creek Road into a four-lane divided urban arterial, improving the City's connections to the regional transportation network. The project will enable automobile, bicycle and pedestrian traffic to travel through Glenn Heights safely and efficiently, and provide access to either Interstate Highway 35E or the Dallas Area Rapid Transit (DART) Express Bus Park & Ride facility. The project is consistent with the Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2015-2018 Transportation Improvement Program for North Central Texas.

Again, the RTC supports the 2015 TIGER grant application for the City of Glenn Heights' Bear Creek Complete Streets Project. Thank you for your time and consideration. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG), at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell". The signature is fluid and cursive, written over a white background.

Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch

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



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

June 2, 2015

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area. The RTC is pleased to support the 2015 Transportation Investment Generating Economic Recovery (TIGER) grant application submitted by Dallas Area Rapid Transit (DART) for a multi-modal, zero emission "Final Mile" project.

DART's proposed \$12,000,000 initiative would introduce a fully electric, final mile mobility solution between DART's Northwest Park and Ride facility in Plano, Texas, and two major local employment centers. The project would utilize a combination of zero-based emission transportation elements including 12 new electric buses, the installation of six universal charging stations, and a bike sharing program with 200 bicycles and up to 20 docking stations. The bicycle docking stations would be located within the business district to provide quick access to business employees, patrons, and thousands of residents living in nearby multi-family communities.

The project is consistent with the Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2015-2018 Transportation Improvement Program for North Central Texas.

Again, the RTC supports the 2015 TIGER grant application submitted by DART. Thank you for your time and consideration. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG), at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell", is written over a faint, larger version of the signature.

Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch

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



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

June 1, 2015

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the 2015 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant application from the North Central Texas Council of Governments (NCTCOG) for the **Park Lane/Vickery Meadow Complete Streets Project**. A membership roster of the RTC is enclosed.

The Park Lane/Vickery Meadow Complete Streets Project will construct a primary Complete Street on Park Lane in the City of Dallas that will significantly improve access to the Park Lane Dallas Area Rapid Transit (DART) light rail station in an economically distressed area of the community. The project will also implement a series of connected road diets and construct other pedestrian and bicycle facilities that accommodate multimodal transportation users utilizing various Federal Highway Administration (FHWA) safety countermeasures.

The City of Dallas is one of the 30 Pedestrian Safety Focus Cities across the country identified by the Federal Highway Administration (FHWA). NCTCOG, in partnership with the City of Dallas, participated in the first FHWA Pedestrian Roadway Safety Assessment (PRSA) in Texas earlier this year for the Vickery Meadow neighborhood. The Assessment was focused on pedestrian and bicycle safety issues in this neighborhood and connections to transit and schools. The final report recommended Complete Street retrofits and street reconstruction to improve safety for all multi-modal users. Proposed improvements in this TIGER project application are based on this PRSA.

The application includes innovative and multi-jurisdictional projects that will improve the interaction and connections between areas of the nation's fourth largest region of nearly seven million people.

This application meets the needs of the TIGER program with a project that will create jobs, stimulate the economy, and improve regional mobility and multi-modal transportation options. The project is consistent with Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment. If the project is successful in receiving funds, the RTC will support its inclusion in the 2015-2018 Transportation Improvement Program for North Central Texas.

The Honorable Anthony Foxx
Page Two

June 1, 2015

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

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell". The signature is fluid and cursive, with a large initial "M" and "C".

Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch
Enclosure

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



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

June 1, 2015

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the 2015 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant application from the North Central Texas Council of Governments (NCTCOG) for the **Interstate Highway (IH) 35W Multimodal Improvements Project** in Fort Worth, Texas.

The IH 35W Multimodal Improvements Project will enhance connectivity, reduce congestion, encourage greater transit usage, and improve trip reliability along the 17-mile IH 35W corridor between the Fort Worth Central Business District and Alliance Airport. It will supplement the ongoing North Tarrant Express Project construction by adding direct access from the eastbound IH 30 to northbound IH 35W direct connector ramp into the proposed IH 35W managed lane facility. It will also introduce new bus vehicles, facilities, and amenities as part of a guaranteed-speed express bus transit system between two of North Central Texas' largest employment areas, which is consistent with ongoing planning efforts.

This application meets the needs of the TIGER program with a project that will create jobs, stimulate the economy, and improve regional mobility and multi-modal transportation options. This project is included in the [Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment](#). All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the Regional Transportation Council will support its inclusion in the 2015-2018 Transportation Improvement Program for North Central Texas.

Again, the RTC supports NCTCOG's TIGER grant application for the IH 35W Multimodal Improvements Project and the mobility, quality of life and economic benefits it would provide to the region. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell", is written over a faint, larger version of the same signature.

Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch

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



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

June 1, 2015

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area. The RTC is pleased to support the 2015 Transportation Investment Generating Economic Recovery (TIGER) grant application for the **Trinity River Bridge Rehabilitation Project** submitted by the Fort Worth Transportation Authority (The T).

The Trinity River Bridge Rehabilitation project consists of replacing the existing bridge, currently used by both Trinity Railway Express (TRE) commuter trains and freight trains, with a new double-track bridge to enhance the structural capability of the bridge, increase its capacity and eliminate delays to the TRE commuter trains.

The project is consistent with the Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. The project is included in the 2015-2018 Transportation Improvement Program for North Central Texas.

Again, the RTC supports the 2015 TIGER grant application for The T's Trinity River Bridge Rehabilitation Project. Thank you for your time and consideration. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG), at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell", is written over a faint, circular official seal.

Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch

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



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

June 1, 2015

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area. The RTC is pleased to support the 2015 Transportation Investment Generating Economic Recovery (TIGER) grant application for the **East/West Bus and Rail Connector Project** submitted by the Denton County Transportation Authority (DCTA) in North Texas.

The East/West Bus and Rail Connector project is a key component of DCTA's larger regional plan and consists of 34 miles of express bus service, an intermodal transit center, park and ride facilities and premier coach buses. The project is consistent with the Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2015-2018 Transportation Improvement Program for North Central Texas.

Again, the RTC supports the 2015 TIGER grant application for DCTA's East/West Bus & Rail Connector Project. Thank you for your time and consideration. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG), at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell", is written over a light blue circular stamp.

Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch

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



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

June 1, 2015

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the 2015 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant application from the North Central Texas Council of Governments (NCTCOG) for the **North Texas Regional Connection through Technology and System Integration Project**.

The North Texas Regional Connection through Technology and System Integration Project will integrate systems to better share resources allowing data exchange, system operations, system balance between modes and interoperability with future technologies. This application meets the needs of the TIGER program with a project that will create jobs, stimulate the economy, and improve regional mobility and multimodal transportation options.

The project will help build the regional Intelligent Transportation System (ITS) network, fill critical gaps, connect additional agencies and implement a technology to advance connected vehicles in the region. The project will also cover areas of environmental justice concern, focus on idling vehicles to reduce emissions and promote economic vitality through improved safety and operations of the existing transportation system. These connections will open communication to key regional partners to leverage resources to improve incident response, traveler information and identification of alternative routes or modes.

This project is consistent with the [Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment](#). All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the Regional Transportation Council will support its inclusion in the 2015-2018 Transportation Improvement Program for North Central Texas.

The Honorable Anthony Foxx
Page Two

June 1, 2015

Again, the RTC supports NCTCOG's TIGER grant application for the North Texas Regional Connection through Technology and System Integration Project. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch

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



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

June 1, 2015

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area. The RTC is pleased to support the 2015 Transportation Investment Generating Economic Recovery (TIGER) grant application for the **Northwest Dallas Connectivity Improvements Project** submitted by Dallas County, Texas.

The Northwest Dallas Connectivity Improvements Project will provide continuous frontage roads along the Interstate Highway 35E corridor. The project will also improve pedestrian and bicycle connectivity by improving facilities between the Dallas Area Rapid Transit Green Line and nearby employment centers and athletic complex.

The project is consistent with the Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. The project is included in the 2015-2018 Transportation Improvement Program for North Central Texas.

Again, the RTC supports the 2015 TIGER grant application for Dallas County's Northwest Dallas Connectivity Improvements Project. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG), at (817) 695-9241.

Sincerely,

Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch

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



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

June 1, 2015

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area. The RTC is pleased to support the 2015 Transportation Investment Generating Economic Recovery (TIGER) grant application for the **Dallas/Fort Worth (DFW) International Airport Terminal Station Project** submitted jointly by the DFW International Airport and the Fort Worth Transportation Authority.

The DFW International Airport and the Fort Worth Transportation Authority are collaborating on a 27-mile commuter rail line, which will follow a route from southwest Fort Worth through downtown and on to the DFW International Airport Terminal A/B Station. The DFW Terminal Station is part of TEX Rail and will provide regional rail passengers a direct connection to all DFW Terminals. The project is included in the Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2015-2018 Transportation Improvement Program for North Central Texas.

Again, the RTC supports the 2015 TIGER grant application for the DFW Airport Terminal Station project submitted by the DFW International Airport and the Fort Worth Transportation Authority. Thank you for your time and consideration. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG), at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell".

Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch

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



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

June 1, 2015

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area. The RTC is pleased to support the 2015 Transportation Investment Generating Economic Recovery (TIGER) grant application for the **Signature Bridge Project** submitted by the City of Irving, Texas.

The Signature Bridge Project will provide direct vehicular access to a new development site at State Highway (SH) 114 and pedestrian access to the Dallas Area Rapid Transit (DART) Orange Line Station and create a signature bridge element over SH 114. The bridge will serve as the main entrance to development of the former Texas Stadium site and is a key element of the city's Diamond Interchange Project at SH 183, SH 114, and Loop 12.

The project is consistent with the Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the RTC will support its inclusion in the 2015-2018 Transportation Improvement Program for North Central Texas.

Again, the RTC supports the 2015 TIGER grant application for the City of Irving's Signature Bridge Project. Thank you for your time and consideration. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG), at (817) 695-9241.

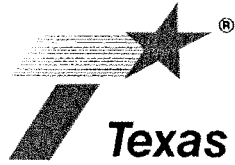
Sincerely,

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Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch

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



Texas Transportation Commission

125 EAST 11TH STREET • AUSTIN, TEXAS 78701-2483

May 20, 2015

Mike Cantrell
Chairman
Regional Transportation Council
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Chairman Cantrell:

Thank you for your letter of May 7, 2015, regarding maintenance allocations as they relate to toll facilities. I appreciate your forwarding these comments to me. The Commission and the Department will be reviewing category funding allocation formulas later this year and your thoughts will be considered in that process. We certainly look forward to working with you, Mr. Morris and other knowledgeable, interested individuals throughout the state.

As this process moves forward, please feel free to contact me at your convenience. My contact information is shown below.

Sincerely,

Tryon D. Lewis,
Chairman
Texas Transportation Commission
Tryon.Lewis@txdot.gov
P: (512) 783-8218

cc: Victor Vandergriff, Commissioner, Texas Transportation Commissioner
LtGen J. F. Weber, USMC (Ret), Executive Director, TxDOT
John Barton, P.E., Deputy Executive Director, TxDOT
Brian Barth, P.E., District Engineer, TxDOT Fort Worth District
Paul Montgomery, P.E., District Engineer, TxDOT Paris District
Kelly Selman, P.E., District Engineer, TxDOT Dallas District

RECEIVED

MAY 28 2015

TRANSPORTATION



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

May 27, 2015

The Honorable Cindy Burkett
Representative
Texas House of Representatives
P.O. Box 2910
Austin, TX 78768

Dear Representative Burkett:

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

Identifying additional transportation revenue is a top priority for the RTC and we ask that you support a long-term funding source to meet the transportation needs of the DFW area. Both the House and the Senate have each proposed legislation that would allow voters to dedicate additional funding for highways through SJR 5. Although each chamber takes a different approach to funding transportation, either one would address a portion of the funding shortfall. This proposed bill is currently pending final legislative action. It is imperative that an additional transportation revenue source or a combination of sources is approved to help maintain and improve the region's transportation system.

As you consider legislation that would increase funding for transportation, the RTC would also like to provide you with some additional information. Enclosed are the following:

- The Case for Tolling and Project Leveraging Fact Sheet
- The Case for Rail Transit Fact Sheet
- 2014 Comparison of Selected Cities Comparing Congestion Levels and Population
- Mobility 2035, Balancing Free and Tolled Facilities, Near Term Managed Lane System Openings

Again, it is critical that legislation increasing transportation revenue be passed. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell". The signature is fluid and cursive, with a large initial "M" and "C".

Mike Cantrell, Chair
Regional Transportation Council
Commissioner, Dallas County

RH:ch
Enclosures

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

The Case for Rail Transit

Public transportation provides a needed mobility solution for many, while providing a mobility choice for all. For a lot of residents, transit is their only mode of transportation. To create and sustain a complex and diverse society, choice is compulsory.

SUBSIDY

Yes, public transportation receives a financial boost from sources other than ridership. This is also true for highways and roadways. The current 18.4 cents federal and 20 cents state motor fuel taxes have not been raised in more than 20 years. The combined 38.4 cents per gallon paid by motorists is used for roadways and public transportation.

In addition, the 38.4 cents federal and state motor fuel taxes per gallon and other user fees only cover approximately 58 percent of direct highway costs.¹ This leaves approximately 42 percent of highway system costs subsidized by other funding sources (i.e., sales taxes, property taxes, general revenues, etc.). Conversely, public rail transportation user fees generally cover about 50 percent of total system costs.² In general, public rail transportation system user fees and highway system user fees each contribute approximately the same percentage of costs to their respective systems.

PROPERTY VALUE

Passenger rail systems increase property value. In cities with passenger rail systems, property values rise with proximity to rail stations and fall in proximity to highway interchanges.³ Locally, this fact is borne out in several locations. Most recently, the decision by State Farm Insurance executives to locate their corporate headquarters adjacent to existing (DART Red Line) and proposed (Cotton Belt Line) passenger rail systems has increased property values. The City of Richardson is a direct beneficiary to the State Farm Insurance corporate relocation and increased property values near passenger rail stations. Increased property value equates to increased property taxes and higher revenues collected for local governments.

SAFETY

Overall, riding in a passenger car is less safe than riding public rail transportation. In 2013, 3,377 people died on Texas roadways. In the Dallas-Fort Worth 12-county region, 553 people died on area roadways.⁴ In Fiscal Year (FY) 2013, no deaths were reported on the DART light rail system or the Trinity Railway Express. In FY 2013, the DART light rail system experienced 1.36 passenger accidents per 1,000,000 passengers carried, with no fatalities. During FY 2013, the Trinity Railway Express experienced 3 collisions and no fatalities.⁵

¹ Goodyear, Sarah, 2010, <http://grist.org/article/2010-10-21-william-lind-makes-the-conservative-case-for-public-transit-but/>

² Goodyear, Sarah, 2010, <http://grist.org/article/2010-10-21-william-lind-makes-the-conservative-case-for-public-transit-but/>

³ Goodyear, Sarah, 2010, <http://grist.org/article/2010-10-21-william-lind-makes-the-conservative-case-for-public-transit-but/>

⁴ Texas Department of Transportation, 2014. http://ftp.dot.state.tx.us/pub/txdot-info/trf/crash_statistics/2013/11-2013.pdf

⁵ Dallas Area Rapid Transit, 2014, page 10. <http://www.dart.org/about/dartreferencebookmay14.pdf>

Nationally, the fatality rates indicate commuter passenger rail travel is safer than traveling by automobile. Per billion miles traveled, the fatality rates are:⁶

- 7.28 – cars and light trucks
- 0.43 – commuter and long haul trains

RIDERSHIP

As is the case with most public transportation system providers, rail passenger ridership has increased over the past 12 years. While Trinity Railway Express (TRE) ridership dipped slightly due to a fare increase and the recession's end, ridership has returned to levels higher than 2002. The DART light rail system similarly has seen annual ridership increases. While the DART light rail system has continued to add service, ridership levels are currently their highest. The following table identifies the total annual trips for the DART light rail system and the TRE.

Total Annual Ridership (Millions)							
System	2002	2010	2011	2012	2013	2014	Increase 2002 to 2014
DART Light Rail	13.7	17.8	22.3	27.7	29.5	29.5	53.6%
Trinity Railway Express (TRE)	2.1	2.5	2.4	2.3	2.1	2.3	8.7%

Source: Dallas Area Rapid Transit

REGIONAL RAIL VEHICLES

The Dallas-Fort Worth region has begun the process of migrating from traditional “push-pull” passenger rail vehicle technology to a technologically-advanced regional rail vehicle. The traditional heavy diesel locomotive pulling passenger rail cars is characterized by the current TRE service. The push-pull passenger rail system is depicted in Figure 1. The technologically-advanced regional rail vehicle employed by the Denton County Transportation Authority for the A-Train service is shown in Figure 2. The modern regional rail vehicle will be used for the TEX Rail project.

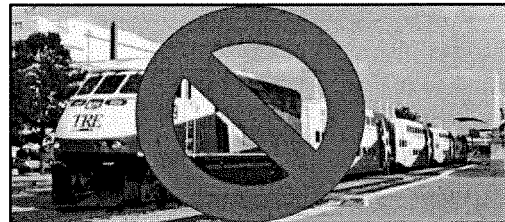


Figure 1 – Traditional “push-pull” passenger rail vehicles used by the TRE

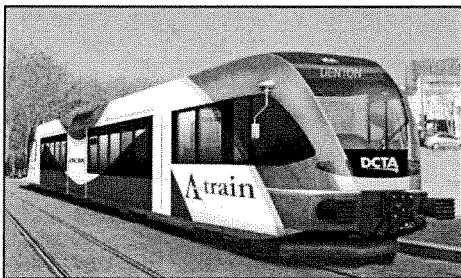


Figure 2 – Modern passenger rail vehicles used by the DCTA for the A-Train service

⁶ Walsh, Bryan, 2013. <http://science.time.com/2013/12/02/despite-metro-north-crash-riding-the-rails-is-safer-than-riding-a-car/>

The Case for Tolling and Project Leveraging

SYSTEM

The Dallas-Fort Worth region is a large, diverse place ranging from dense urban areas to rural environments. As a result, the mobility needs of residents and businesses vary greatly. Not all of our residents want, need, or value transportation exactly the same. In addition, our individual transportation needs may change over time, necessitating a range of options. For these reasons, it is important that the region's transportation system is safe and reliable, satisfies mobility needs, and provides transportation choices. As the region continues to grow it will be necessary to accommodate rising travel demand, provide choices, and balance transportation investments across a variety of modes.

Investment from the public and private sectors will be essential to providing for the basic travel needs of both people and goods. While the private sector tends to focus on modes of transportation that help accommodate the efficient movement of goods, such as rail lines or aviation facilities, they are beginning to invest in facilities that serve the general public. These investments include facilities like managed lanes that provide extra capacity, reliable travel times, and have a means to pay for their continued maintenance over time. Facilities like these provide transportation choices, reduce construction and maintenance obligations for the state, manage travel demand, and free up capacity in the other travel lanes. Likewise, continued public investment in public transportation, bicycle and pedestrian facilities, and roadways will be important in providing travel options for all users. From freeways and tollways to local streets, passenger rail lines to local buses, and large intermodal facilities to truck lanes, it is critical to the economic health of the region to continue to plan and implement a balanced transportation system.

LEVERAGE

Leveraging public dollars with private funding opportunities has greatly impacted the region. When looking at the toll projects completed since the tools were made available by the Texas Legislature, the public sector has leveraged \$2.9 billion and benefited by over \$22 billion committed by the private sector. For toll roads in particular, the ratio of private to public sector dollars needed to completed projects is 10 to 1. For managed lanes, that same ratio is 4 to 1.

Facility Type	Public Sector Funding	Private Sector Contribution ¹	Private to Public Sector Ratio
Toll roads	\$1,643,265,063	\$16,552,500,241	10 : 1
Tolled Managed Lanes	\$1,348,000,000	\$5,987,000,000	4 : 1
	\$2,991,265,063	\$22,539,500,241	

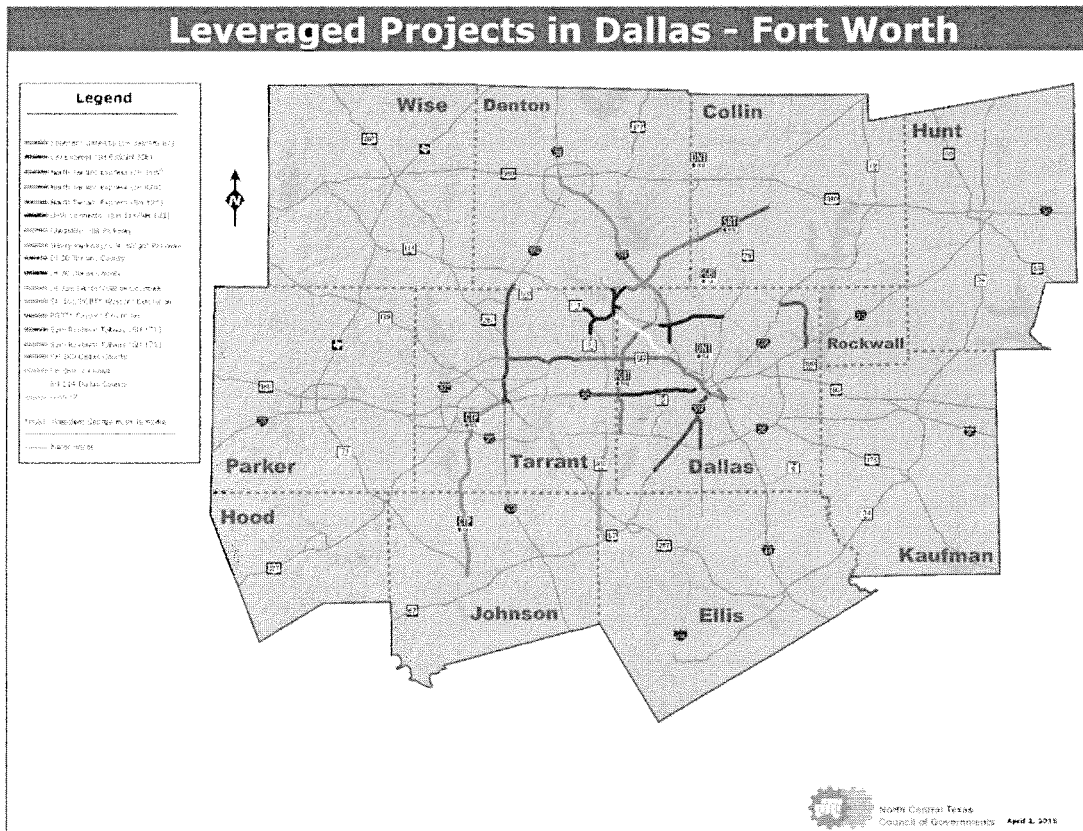
¹ Includes funding for initial construction costs, future capacity improvements, maintenance/rehabilitation costs, concession payments, and revenue sharing.

BENEFITS

Billions of dollars in transportation projects throughout the region have been made possible through innovative funding and partnerships. From the recently completed DFW Connector to the North Tarrant Express, LBJ Express and other improvements, partnerships are increasingly important.

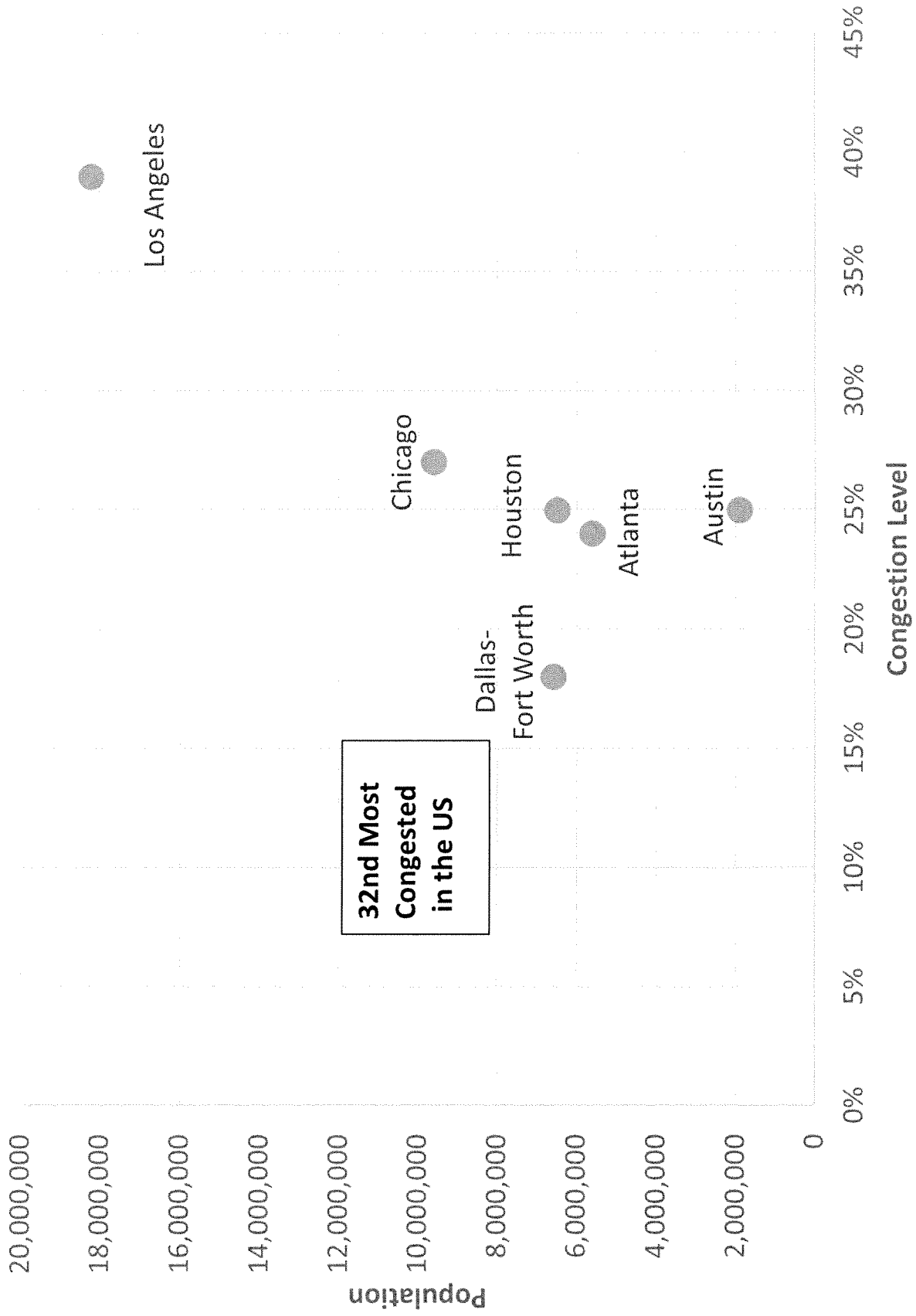
The Regional Toll Revenue (RTR) funding initiative was created in 2007, after the North Texas Tollway Authority (NTTA) agreed to build and maintain State Highway 121. In exchange for this, NTTA paid the region \$3.2 billion. These funds have been used to expedite about 200 transportation projects. RTR funding expedites transportation projects by providing funding for all modes of transportation. Some specific projects include the Denton County Transportation Authority A-train, US Highway 75 in Collin County and the Interstate Highway 35E corridor in Dallas and Denton counties.

RTR Distribution 2009-15		
Roadways	\$3,072,194,253	83%
Air Quality	\$325,465,160	9%
Maintenance	\$34,003,000	1%
Passenger Rail	\$278,321,000	7%



Partnerships have resulted in the funding of several major roadway projects. This map shows leveraged projects in the Dallas-Fort Worth area, many of which have used innovative finance, and the creation of a transportation system.

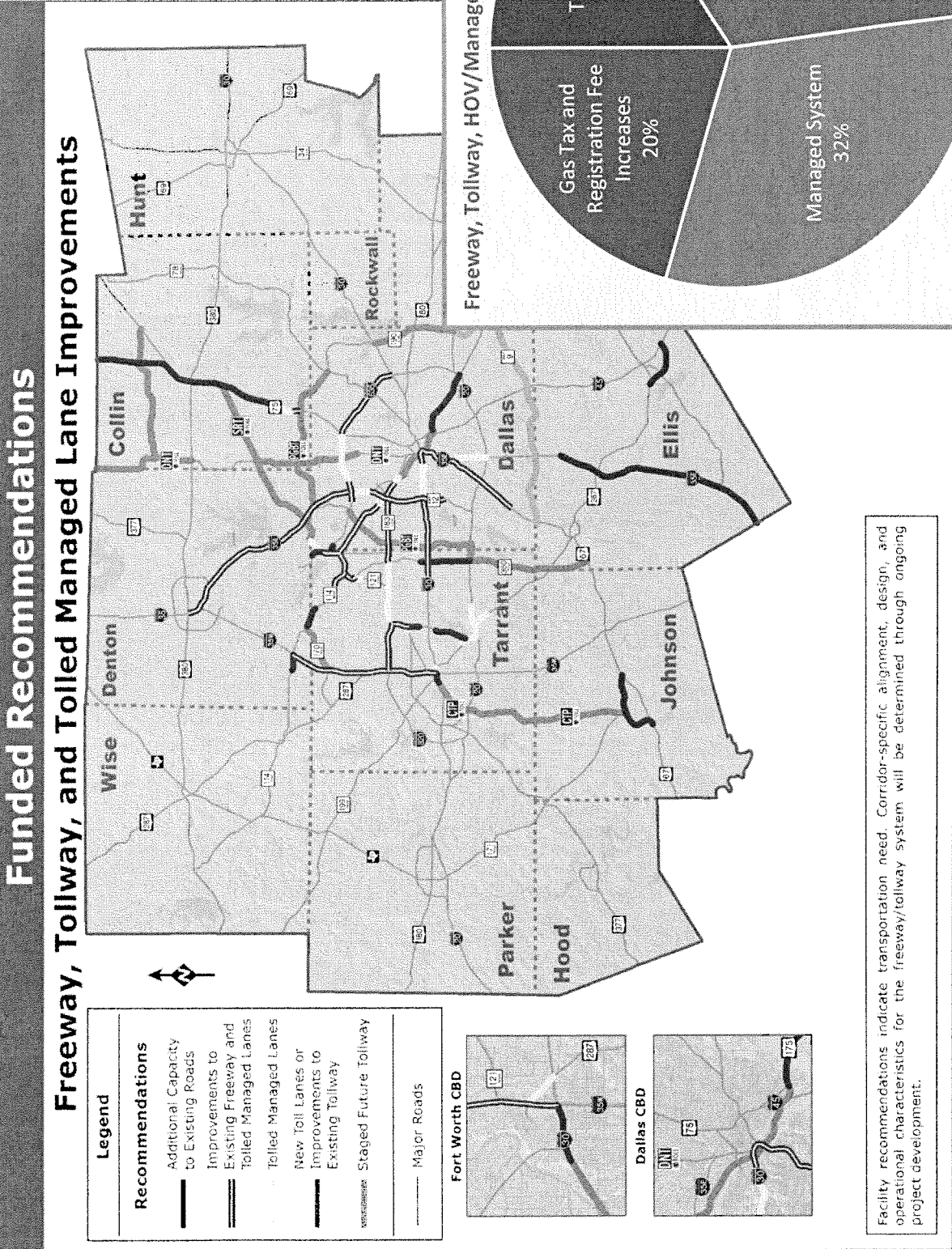
2014 Comparison of Selected Cities Comparing Congestion Levels and Population



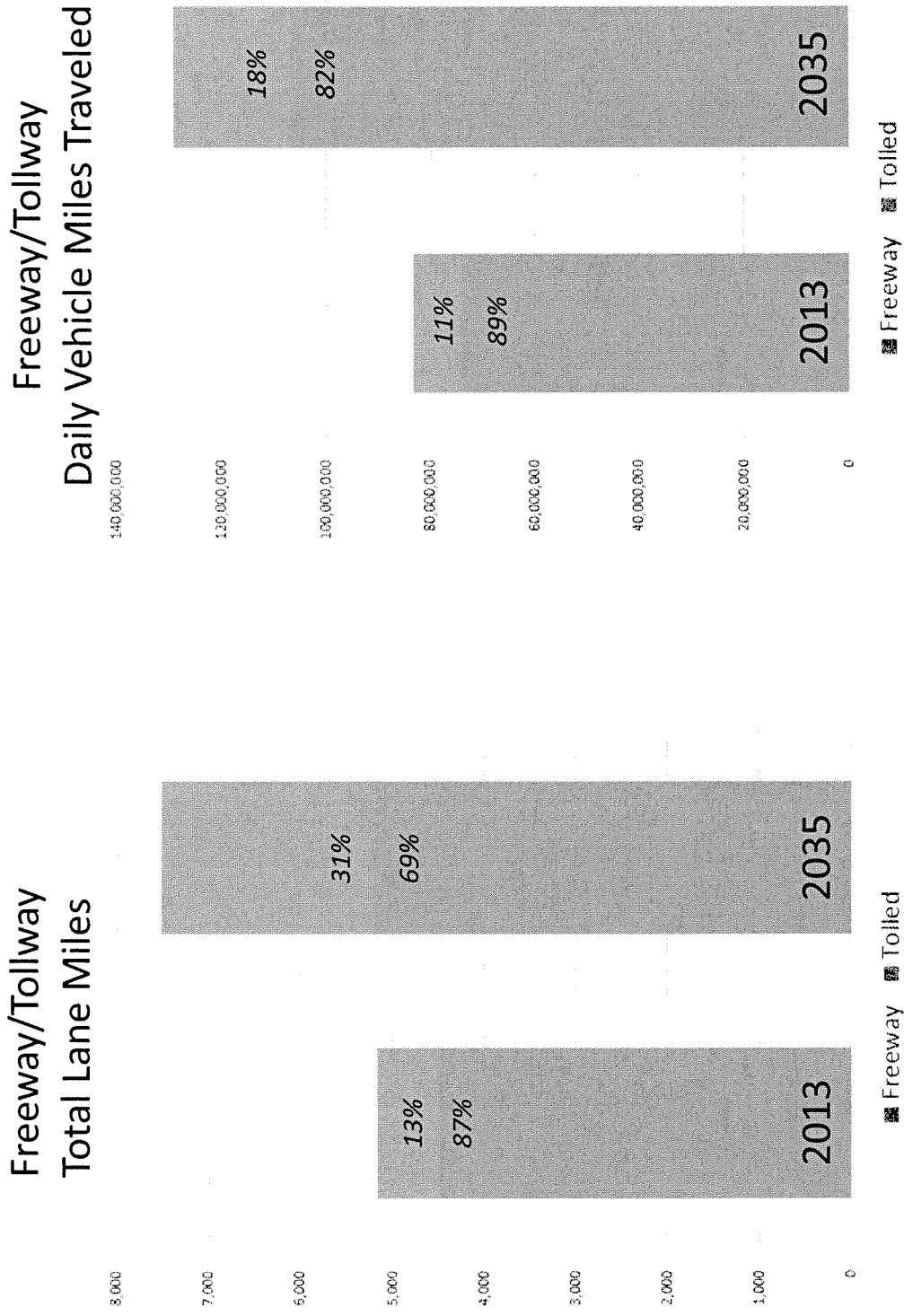
Source: TomTom Traffic Index 2014 Data (INRIX data ranks DFW as 24th in 2014)

Mobility 2035

A Balanced System



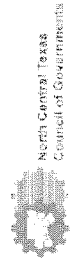
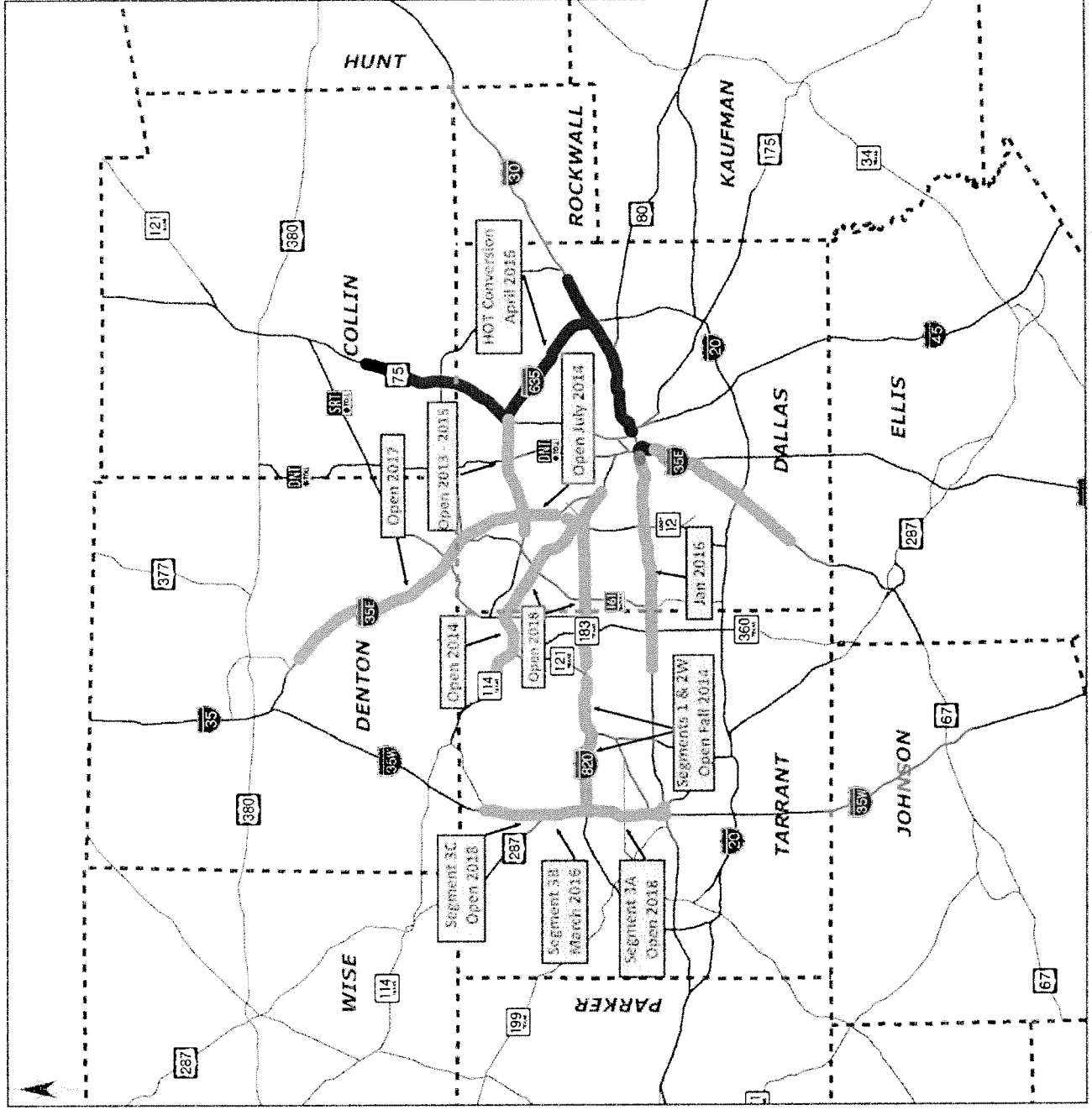
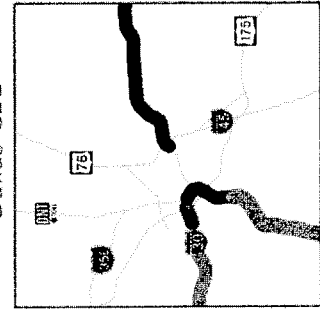
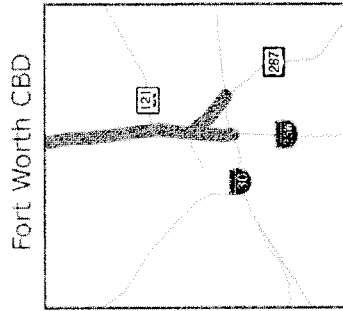
Balancing Free and Tolled Facilities



Near Term Managed Lane System Openings

Current Express/HOV + New Managed Lanes

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





May 20, 2015

Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

Re: Unresolved Section 5310 Funding Issue

Dear Mr. Morris:

For the last several years the City of Mesquite has been progressively implementing innovative ways to deliver cost-effective public transportation services to our residents. To date the City has been a successful positive force for change in public transportation in our region. However, staff has encountered an issue that needs your immediate attention with respect to the Regional Federal Transit Administration's (FTA) interpretation of Section 5310 funding. This interpretation adversely affects our city significantly. The most troubling aspect of this situation is that there are eight other cities currently using 5310 funding in the very manner that the City of Mesquite is being told is contrary to 5310 regulations.

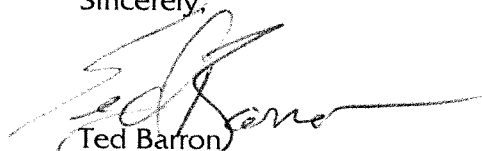
Last year, at the encouragement of NCTCOG staff, the City evaluated changing its paratransit service, formerly known as Mesquite Transportation for the Elderly and Disabled (MTED). This service was a City-operated paratransit service, which was transformed to a demand responsive public transportation (DRT) service operated by STAR Transit under a contract with the City. The City Council agreed to this change, which became effective on October 1, 2014, for two reasons. First, the City's cost share would drop from 50 percent to 20 percent per FTA Circular C 9070.1G dated June 6, 2014, page III-16 and the FTA Fact Sheet on Section 5310 funding (attached). Second, STAR Transit promised to deliver 40 percent more trips for the same overall taxpayer investment. Unfortunately, it appears that the Regional FTA Office has a different interpretation of the Section 5310 rules that has prevented the City from receiving any reimbursement for this DRT service and is not applying the rules consistently within Region 6.

The STAR Transit DRT service has been extremely popular and successful, making 23,113 trips in seven months. This is a 46 percent increase in trips as compared to those provided by MTED, and there is resident demand for additional trips during the morning peak hours. However, staff is not willing to approach Council with a request for increased funding nor even continue the DRT service next fiscal year if the previously promised reimbursement does not materialize.

Mr. Michael Morris, P.E.
May 20, 2015
Page Two

To date, the City of Mesquite has not received any reimbursement and has born 100 percent of the cost for seven months of DRT service totaling \$343,396. The City has made good faith efforts with NCTCOG staff and the Regional FTA Office to resolve this issue without success. Therefore, I am asking for your personal involvement in resolving this Section 5310 funding interpretation issue with the Regional Administrator for Region 6 so that the City of Mesquite can afford to continue to provide efficient, cost-effective public transportation to its residents.

Sincerely,



Ted Barron
City Manager

TB/JD/vw
Attachment - FTA Section 5310 Fact Sheet

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MAY 27 2015
TRANSPORTATION



U.S. Department of Transportation
Federal Transit Administration

MAP-21
Moving Ahead for Progress in the 21st Century

**FACT SHEET:
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
SECTION 5310**

	FY 2013 (in millions)	FY 2014 (in millions)
Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities	\$254.8	\$258.3

Purpose

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.



Statutory References

49 U.S.C. Section 5310 / MAP-21 Section 20009

Eligible Recipients

- States (for all areas under 200,000 in population) and designated recipients.
- Subrecipients: states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Activities

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

What's New?

- Consolidates New Freedom Program and Elderly and Disabled Program.
- Operating assistance is now available under this program.

Funding

- Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities.
- ★ Federal share for capital projects (including acquisition of public transportation services) is 80%.

(cont.)



U.S. Department
of Transportation

Federal Highway
Administration

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

May 19, 2015

In Reply Refer To:
HRTM-1

Mr. Michael R. Morris
Research and Technology Coordinating Committee
Transportation Research Board
500 Fifth Street, NW.
Washington, DC 20001

Dear Mr. Morris:

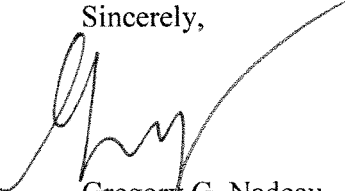
On behalf of the Federal Highway Administration (FHWA), I would like to thank you for your recent service on the Research and Technology Coordinating Committee (RTCC) of the Transportation Research Board. The Committee provides tremendous service and valuable advice to the FHWA Administrator regarding our Research and Technology (R&T) Program. We appreciate you taking the time and effort to participate on the Committee, and we also thank you for sharing your ideas and expertise. We certainly hope that your time and service on the Committee was an enlightening and enjoyable experience for you.

During your tenure on the RTCC, the Committee's review of FHWA's R&T program has included the whole process of research agenda setting, stakeholder involvement, conduct of research, peer review, and deployment. In particular, the RTCC has provided guidance on four topics: 1) FHWA's essential roles in highway RD&T, 2) Performance Evaluation of RD&T Projects, 3) Communication of the value of RD&T, and 4) Development of a Strategic Plan for FHWA's Turner-Fairbank Highway Research Center.

The FHWA has seriously considered the recommendations of the Committee, and has taken action to improve those areas. I think the most RTCC product, Special Report 317: "The Essential Federal Role in Highway Research and Innovation" is a culmination of the RTCC's contributions in advising FHWA. While the report summarizes FHWA's role and accomplishments in the conduct of research, development and technology, it also reflects FHWA actions based on initial RTCC advice, such as maintaining a strong high-risk advanced research program and accelerating deployment of research results. Thus, the success highlighted in Special Report 317, is also an acknowledgement of the RTCC's effectiveness.

Again, I thank you for your contributions, time, and efforts through serving on the Committee. You should be proud of the work that you accomplished as a member of the RTCC.

Sincerely,


Gregory G. Nadeau
Acting Administrator

RECEIVED
MAY 27 2015
TRANSPORTATION



City of Dallas

May 15, 2015

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

Re: People Mover Study Funding Proposal

Dear Mr. Morris:

The purpose of this letter is to request funding in the amount of \$1 million from the North Central Council of Governments to perform an Automated People Mover (APM) Study for the Valley View - Galleria Area of Dallas, also known as Dallas Midtown. The study is intended to determine the feasibility of developing an Automated People Mover as a mobility option for Midtown, assess and identify the technology needed, recommend alignments and station locations, evaluate the cost of implementation, operation and maintenance, and develop a project schedule.

The award winning Valley View – Galleria Area Special Purpose District PD 887 was established by Ordinance No. 29032 and passed by the Dallas City Council on June 12, 2013. The area is bordered by Southern Street to the north, Preston Road to the east, LBJ Freeway to the south and the Dallas North Toll Road to the west and is one of Dallas' major regional centers, encompassing approximately 450 acres.

A comprehensive Vision for Midtown was established through a collaborative public participation effort that included major land owners, developers, neighborhood groups, city staff and technical experts. The Vision re-imagines an under-performing, obsolete mall along with its ancillary single-use strip development parcels into a richly diverse, walkable mixed-use and mixed income community anchored around a central open space network and connected by a pedestrian friendly, multi-modal, finely-grained network of complete streets. The implementation of this Vision will propel the existing population of 4,500 people to more than 20,000 new residents living, working and playing in an exciting, urban neighborhood over the next 20 years and offering a wide range of shopping, office, entertainment and residential choices.

This transformative Vision is achievable primarily because of Midtown's unique location within the Metroplex. Positioned at the confluence of two of North Central Texas' most heavily traveled highways, Midtown has become the geographic center of the Metroplex. Traffic counts on the Dallas North Tollway exceed 550,000 vehicles per day and, despite an ongoing major reconstruction project, LBJ Freeway registers over 250,000 vehicles daily. These two major transportation corridors provide a premiere regional location as a major employment center with significant Class A office space, abundant destination retail business, and luxury hotels. This area is second only to Downtown Dallas in terms of jobs-to-households ratio.



City of Dallas

The study shall also include an Education Opportunity component that examines the possibility of including an academic facility (school/library) that would be a shared amenity not only serving Midtown residents but the surrounding neighborhoods as well.

The APM will be a unique enhancement to Dallas' newest urban destination by completing a fully integrated transportation network of pedestrian and bike amenities, bus and auto facilities and light rail and commuter rail options that connect Midtown to the DFW airport, and the major employment centers of Park Central, Texas Instruments and the Dallas Parkway Corridor.

Finally, we believe an APM in Midtown will appreciably improve the regional transportation network while enhancing the immediate Midtown neighborhood by providing seamless regional inter-modal connectivity between the cities of Dallas and Addison and cross-town connectivity in the Dallas - Fort Worth region to the cities of Richardson, Plano and Carrollton via the Cotton Belt.

Thank you for your consideration of this request and I look forward to working with you on this important effort. If you have specific questions, please contact me at (214) 670-7817.

Sincerely,

A handwritten signature in cursive script that reads "Lee M. Kleinman".

Lee M. Kleinman
Dallas City Council
District 11

RECEIVED

MAY 27 2015

TRANSPORTATION



City of Dallas





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

May 26, 2015

Mr. John Barton, P.E.
Deputy Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701

Dear Mr. Barton:

On May 27, 2015, the Texas Transportation Commission (TTC) will hold a workshop related to Project Prioritization and Selection Resources. This topic is of particular interest to the North Central Texas Council of Governments. While I am not able to attend the workshop in person, our staff will be monitoring the presentation online. In advance of the TTC's discussion, I wanted to provide some information related to historic methods of funding allocation to categories in the Unified Transportation Program and further allocation within Category 2 among the large Metropolitan Planning Organizations (MPOs) in the State. The attached correspondence documents the process that the TTC went through to arrive at the funding allocations. This was based on the notion that regions like Dallas-Fort Worth would be willing to utilize toll financing, but only if there was a commitment by the TTC to formula allocate mobility funding. This would result in regions not being penalized in a statewide selection process by having the best projects chosen as toll roads to advance construction of those projects versus waiting for mobility funds to become available.

Thank you for your service to the Texas and for your dedication to improving transportation across the State. I look forward to working with Texas Department of Transportation staff following the workshop this week on how previous commitments to MPOs can be met as project selection continues into the future. Please feel free to contact me at (817) 695-9241 with any questions.

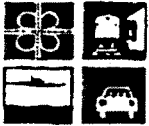
Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping initial "M".

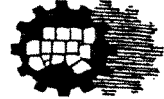
Michael Morris, P.E.
Director of Transportation

AW:ch
Attachments

cc: The Honorable Victor Vandergriff, Texas Transportation Commission
Lt. General Joe Weber, Texas Department of Transportation
Bill Hale, P.E., Texas Department of Transportation
Brian Barth, P.E., Texas Department of Transportation
Kelly Selman, P.E., Texas Department of Transportation

**Regional Transportation Council**

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



September 12, 2002

Mr. John W. Johnson
Chairman
Texas Transportation Commission
125 E. 11th Street
Austin, Texas 78701-2483

Mr. Robert Nichols
Commissioner
Texas Transportation Commission
125 E. 11th Street
Austin, Texas 78701-2483

Mr. Ric Williamson
Commissioner
Texas Transportation Commission
125 E. 11th Street
Austin, Texas 78701

Mr. Michael W. Behrens, P.E.
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

Dear Commissioners Johnson, Nichols, and Williamson, and Mr. Behrens:

The Regional Transportation Council (RTC) serves as the transportation policy body for the Dallas-Fort Worth Metropolitan Planning Area. In past years, the RTC and the Texas Transportation Commission have created several partnership programs, which have resulted in greater transportation funding for needed and backlogged projects within the State. In a continuing effort to identify innovative ways to increase transportation funding available for State and regionally significant projects, the RTC would like to propose another partnership between the RTC and the Texas Transportation Commission.

The proposed program would include the following three elements. First, the Commission would agree to program an equitable allocation of Category 2 Metropolitan Area Transportation funds. The statewide committee on this topic is recommending that this equitable allocation be based on a series of performance measures. Second, the Commission would agree to allow flexibility in the selection of Priority 2 projects in the Unified Transportation Program (UTP), which would permit the reprioritization of projects in the 2005-2013 timeframe. Third, the Commission would continue using its Strategic Priority Funds to leverage local funding commitments. This leveraging strategy will allow for the implementation of more transportation projects within the State.

In exchange for an equitable allocation, an opportunity to review Priority 2 projects, and continued participation in the Commission's Strategic Priority Partnership Program, the RTC will commit \$250 million of its anticipated Surface Transportation Program-Metropolitan Mobility (STP-MM) funds to be allocated to freeway-related projects. The greatest need identified in the Dallas-Fort Worth region includes these high volume freeway facilities. If requested, the region is prepared to assist the Commission in selecting these projects. In addition, an equitable allocation of Category 2 funds will result in a significant increase in tollway-related bond funds.

Page Two

September 12, 2002

For the Dallas-Fort Worth region, the above elements would result in \$2.5 billion in freeway-related capacity improvements between 2003 and 2013.

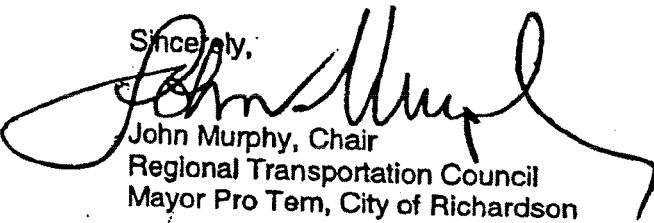
As part of this partnership program, the RTC would like the opportunity to review Priority 2 projects in the UTP. These projects would be reevaluated based on their need, scope, readiness, and potential for staged construction. Through this effort, implementation of large metropolitan freeway and tollway projects can proceed on schedule and before their environmental clearances expire. This approach would greatly streamline projects that have received public support and environmental clearance.

Finally, the Dallas-Fort Worth region has taken a leadership role in the development of toll road facilities to mitigate traffic congestion and increase the reliability of the transportation system. The RTC respectfully requests that the Texas Transportation Commission commit to providing an equitable annual allocation of Category 2 funds. The institution of such a policy would allow flexibility in the funding and implementation of transportation projects and greatly enhance additional toll road construction.

The RTC desires a continuation of the longstanding annual partnership between the Texas Transportation Commission and the RTC for the allocation of Strategic Priority Funds, and requests consideration of the new elements proposed above. This partnership program would allow staged construction of 10 to 20 major corridor level projects to be initiated. Moreover, the program would decrease Texas Department of Transportation (TxDOT) project administrative costs, because the Surface Transportation Funds would be aggregated into a fewer number of projects. The RTC has already initiated discussions with its transportation agency and local government partners to establish similar partnership programs in the Dallas-Fort Worth Metropolitan Area that facilitate a balance of transportation improvements across the region.

The Regional Transportation Council appreciates the Texas Transportation Commission's commitment to long-term project funding, and looks forward to continued coordination with TxDOT and the Texas Transportation Commission on the implementation of transportation projects in North Central Texas. If you have any questions about the proposed partnership program or wish to discuss this opportunity in further detail, please contact Michael Morris or Dan Rocha at (817) 695-9240.

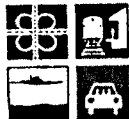
Sincerely,



John Murphy, Chair
Regional Transportation Council
Mayor Pro Tem, City of Richardson

CMJ:tmb

cc: Maribel Chavez, P.E., District Engineer, TxDOT Fort Worth District
Jay Nelson, P.E., District Engineer, TxDOT Dallas District
Amadeo Saenz Jr., P.E., Assistant Executive Director for Engineering Operations
Mark Young, P.E., Regional Planning Engineer, TxDOT Regional Planning Office
2001-2002 UPWP Element 3.01 Project File



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



April 11, 2003

Mr. Michael Behrens, P.E.
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Ms. Maribel Chavez, P.E.
District Engineer
TxDOT, Fort Worth District
P.O. Box 6868
Fort Worth, Texas 76115-0868

Mr. Jay Nelson, P.E.
District Engineer
TxDOT, Dallas District
P.O. Box 3067
Dallas, Texas 75221

Dear Madam and Sirs:

I would like to commend the Texas Department of Transportation on the open process used to obtain recommendations for the Texas Transportation Commission on the Category 2 portion of the Unified Transportation Program. This work group examined various options and recommended an approach in the best interest of the State of Texas.

I would like to also indicate my support for the committee findings, specifically the recommendation to move forward with performance based programming within the metropolitan areas of the State. Dedicated TxDOT funds will improve grassroots efforts to increase revenue without jeopardizing current revenue streams. This process will also lead to larger more critical regional projects being constructed. In addition, enclosed is a Regional Transportation Council resolution, also confirming the Metropolitan Planning Organization's support for the recommendations.

If you have any questions, please contact me at 817-695-9241.

Sincerely,

Michael Morris, P.E.
Director of Transportation

MM:fb
Enclosure

**RESOLUTION REAFFIRMING THE REGIONAL TRANSPORTATION COUNCIL'S
POSITION ON PERFORMANCE-BASED PROGRAMMING
(R03-02)**

WHEREAS, the North Central Texas Council of Governments has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Metropolitan Area by the Governor of Texas in accordance with federal law; and,

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

WHEREAS, consistent with section 134 of title 23 of the United States Code, the primary functions of the Regional Transportation Council are to provide guidance for multimodal transportation planning and to assure coordination among transportation modes, local entities, and planning activities; and,

WHEREAS, the Regional Transportation Council has been successful in the past in working with its transportation partners—Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority, North Texas Tollway Authority, and the Dallas/Fort Worth International Airport—to improve mobility in the region.

NOW, THEREFORE, BE IT HEREBY RESOLVED:

Section 1.

That the Regional Transportation Council reaffirms its commitment to partner with the Texas Department of Transportation and supports "performance-based programming" of Category 2 funds by the Texas Transportation Commission.

Section 2.

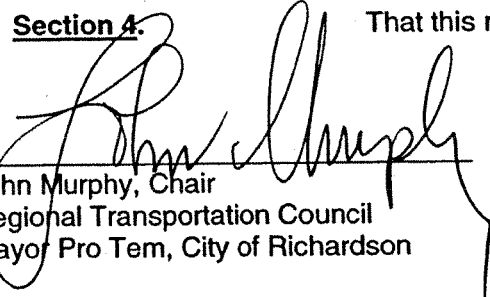
That the Regional Transportation Council supports the recommendations of the Statewide Committee on Category 2 funding, which recommends transportation funding to the metropolitan districts by formula.

Section 3.

That this resolution shall be transmitted to the Texas Transportation Commission and Texas Department of Transportation.

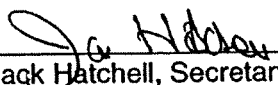
Section 4.

That this resolution shall be in effect immediately upon its adoption.



John Murphy, Chair
Regional Transportation Council
Mayor Pro Tem, City of Richardson

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on April 10, 2003.



Jack Hatchell, Secretary
Regional Transportation Council
Commissioner, Collin County



Texas Department of Transportation

P O BOX 149217 • AUSTIN, TEXAS 78714-9217 • (512) 486-5000

February 18, 2004

Mr. Michael Morris, P.E.
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

File: TPP (P)
(512) 486-5050

Dear Mr. Morris:

There have been new developments regarding projects in the current Unified Transportation Program (UTP). The Texas Metropolitan Mobility Plan (TMMP), approved by the Texas Transportation Commission (commission) in August 2003 outlines the intent to continue the development and letting of projects currently identified in the 2004 UTP in FY 2004 – 2007 and then begin the distribution of targets based upon the percentages you developed early last year. The commission has decided to implement the recommendation of the TMMP in the 2005 UTP. In light of this decision, the Metropolitan Planning Organizations (MPO) will now have the opportunity to reprioritize all projects in the 2004 UTP scheduled outside of FY 2007. The MPOs may keep these projects in the 2005 UTP or they may replace them with higher priority projects. The Category 2 Workgroup, therefore, needs to reconvene in order to address these modifications and initiate prioritization of future projects.

This prioritization effort will include each area's analysis of their projects, either within the existing UTP (beyond the FY 2007) or additional projects not yet identified in the 2004 UTP. The metropolitan areas must first identify and prioritize projects they desire to be placed in the 2005 UTP in FY 2008 – 2015. The Category 2 Work Group must then agree, by consensus, to the projects scheduling within fiscal constraints. Finally, the work group must re-establish the 15 – Increment Corridor Segment List that was included in the work group's final report (again, within fiscal constraints).

In order to accomplish this task, the Transportation Planning and Programming Division, in coordination with the Administration, Finance, Design and Right of Way Divisions has developed programming targets for each area based upon the anticipation of future Category 2 letting capability. Attached is a chart that represents figures based upon TxDOT's most recent projection of transportation revenues and does not include any large increases in federal funding that may or may not be included in the next federal authorization bill.

We anticipate needing one working day to meet and accomplish our initial goal of setting new project priorities for FY 2008 – 2015 of the 2005 UTP. (Re-establishing the 15 – Increment Corridor Segment List will probably require additional time and meeting after each area has developed its initial regional mobility plan). In order to complete our goal of compiling a projects schedule for Category 2 programming for FY 2008 – 2015, you will need to bring your list of prioritized projects to the meeting so we can balance each year of the 2005 UTP with all of the

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FEB 26 2004

TRANSPORTATION

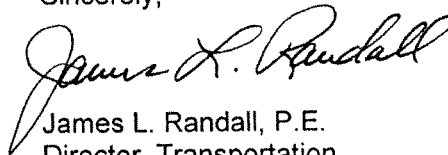
MPOs' projects (much like we did at the final meeting last year). We should be able to complete our work in one day if everyone arrives prepared.

Below are some possible dates for the next Category 2 Work Group meeting. Please contact Max L. Proctor by email or by phone at (512) 486-5050, no later than Friday, February 27, regarding your preference/availability of the following dates:

- Tuesday, March 2
- Wednesday, March 3
- Tuesday, March 9
- Wednesday, March 10
- Thursday, March 11
- Thursday, March 18
- Friday, March 19

Thank you in advance for exhibiting the same cooperative spirit that made our previous endeavor a success.

Sincerely,



James L. Randall, P.E.
Director, Transportation
Planning and Programming

Attachment

cc: Max L. Proctor, P.E., Transportation Planning and Programming Division, TxDOT

SUMMARY OF REGIONAL DISTRIBUTION OF CATEGORY 2

TMA	2005 UTP (2004 - 2007)*		2005 UTP (2008 - 2015)**		(2016 - 2030)***	
	PROGRAMMED DOLLARS	DISTRIBUTION PERCENTAGE	RESULTING DOLLAR TARGET	DISTRIBUTION PERCENTAGE	RESULTING DOLLAR TARGET	TOTAL DOLLAR TARGET
CAMPO	\$335,941,149	9.263%	\$421,000,000	9.263%	\$827,000,000	\$1,583,941,149
CORPUS CHRISTI	\$29,504,000	3.292%	\$150,000,000	3.292%	\$294,000,000	\$473,504,000
EL PASO	\$120,426,229	4.661%	\$212,000,000	4.661%	\$416,000,000	\$748,426,229
HIDALGO COUNTY	\$164,500,000	3.806%	\$173,000,000	3.806%	\$340,000,000	\$677,500,000
HGAC	\$893,705,061	29.502%	\$1,340,000,000	29.502%	\$2,632,000,000	\$4,865,705,061
LUBBOCK	\$54,070,965	1.996%	\$91,000,000	1.996%	\$178,000,000	\$323,070,965
NCTCOG	\$684,779,522	36.320%	\$1,650,000,000	36.320%	\$3,241,000,000	\$5,575,779,522
SAN ANTONIO	\$238,199,100	11.159%	\$507,000,000	11.159%	\$996,000,000	\$1,741,199,100
	\$2,521,126,026	100.000%	\$4,544,000,000	100.000%	\$8,924,000,000	\$15,989,126,026
Targeted Programming		\$4,542,814,724		\$8,877,158,645		\$15,941,099,395

Notes

* In preparation for the 2005 UTP, we have shown dollar value of Category 2 projects in the 2004 UTP scheduled for FY 2004 - 2007

** Dollar value of Category 2 projects that the metropolitan areas may include in the 2005 UTP for FY 2008-2015

*** Dollar value of Category 2 projects that the metropolitan areas may identify for future development and subsequent letting in FY 2016 - 2030

ROGER HARMON
JOHNSON COUNTY JUDGE

Alison Hitchcock, Administrative Assistant
Holly Morris, Budget Coordinator



Rexann Knowles, Secretary
Kimber Zorn, Receptionist

#2 Main St – Johnson County Courthouse, Cleburne, Texas 76033

May 18, 2015

Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
Regional Transportation Council
P.O. Box 5888
Arlington, Texas 76005-5888

RE: Southern Loop around Cleburne, Johnson County, Texas

Dear Mr. Morris:

I would like to request that a study be done regarding the Southern Loop around Cleburne, Texas from Hwy 67 East to Hwy. 67 West.

I think it is important that the infrastructure be in place for the rapid future growth of this area.

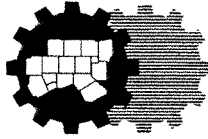
Please let me know if you need any additional information or if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Roger Harmon".

Roger Harmon
County Judge

RH/alh



North Central Texas Council Of Governments

May 18, 2015

Mr. Bruno Rumbelow
City Manager
City of Grapevine
P.O. Box 95104
Grapevine, Texas 76099

RE: NCTCOG TEX Rail Assistance

Dear Mr. Rumbelow:

The Regional Transportation Council (RTC) has a high interest in a successful TEX Rail passenger rail project. The project's implementation will be consistent with the RTC's adopted *Mobility 2035 – 2014 Amendment*, the region's fiscally constrained long-range transportation plan.

We are aware the Fort Worth Transportation Authority is currently preparing a Federal Transit Administration New Starts Application as a key component for funding the TEX Rail project. NCTCOG staff completely supports the New Starts Application. We also understand the City of Grapevine may have concerns regarding the project's financial equity among partners.

NCTCOG staff is prepared and available to discuss financial equity issues with all TEX Rail partners. NCTCOG staff also offers any required assistance to the City of Grapevine to further the TEX Rail passenger rail project toward implementation. NCTCOG has an array of possible funding and finance assistance techniques available for use by the City of Grapevine. We are TEX Rail partners and stand committed to assist in any manner required, however, the current focus on starting construction is our first priority.

Please contact me with any special requests or needs at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

Michael Morris, P.E.
Director of Transportation

cc: Stan Laster, P.E., Director of Administration and Engineering, City of Grapevine
Christie Gotti, Senior Program Manager, NCTCOG
Kevin Feldt, AICP, NCTCOG



ORIGINAL

TEXAS HOUSE *of* REPRESENTATIVES

Chris Turner

State Representative, District 101

May 6, 2015

Mr. Michael Morris
Director of Transportation
NCTCOG
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Mr. Morris,

Legislation addressing the use of the Texas Mobility Fund was recently considered and passed in the Texas House of Representatives. During consideration, an amendment was added that would prohibit the use of certain Texas Mobility Funds to construct toll roads. The addition was made very quickly and without a record vote, which did not give members an opportunity to ask questions regarding the implications to projects in their districts.

Soon after passage, it was brought to my attention that prohibiting the use of these funds for toll road projects could negatively impact the construction and completion of State Highway (SH) 360. Upon learning this, I immediately reached out to Judge Tryon Lewis, chair of the Texas Transportation Commission; Lt. Gen. Joe Weber, executive director of the Texas Department of Transportation; and Chairman Joe Pickett, the author of HB 122 and chairman of the House Committee on Transportation. After speaking with them and having an in-depth dialogue on the House floor with Chairman Pickett the next day, I received full assurance from all that the SH 360 project will move forward as scheduled.

For your information, I have enclosed the House Journal which includes the conversation between myself and Chairman Pickett, as well as a copy of the legislation as amended.

If you have any questions regarding this letter, the enclosed information, or any other matter, please do not hesitate to contact me or my Chief of Staff, Emily Amps. The Capitol office number is 512-463-0574 or you may email emily.amps@house.state.tx.us.

Sincerely,

Chris Turner

RECEIVED

MAY 11 2015

TRANSPORTATION

Chris.Turner@house.state.tx.us

Gutierrez on motion of J. White.

Isaac on motion of J. White.

Muñoz on motion of J. White.

Nevárez on motion of J. White.

Sheets on motion of J. White.

Springer on motion of J. White.

S. Thompson on motion of J. White.

HB 122 ON THIRD READING

(by Pickett)

HB 122, A bill to be entitled An Act relating to the Texas Mobility Fund.

HB 122 - STATEMENT OF LEGISLATIVE INTENT

REPRESENTATIVE C. TURNER: I wanted to just have a brief dialogue with you, if I may, on the floor here. You and I have talked several times over the last 24 hours, and you mentioned the discussion last night about some projects that might be affected by the legislation that we considered yesterday on second reading. Specifically, you and I discussed State Highway 360 in Tarrant County. As you know, this is a joint project between the North Central Texas COG, the North Texas Tollway Authority, and TxDOT. The Transportation Commission in February approved an agreement to move forward with construction of the project, scheduled to begin this summer. It's your intent, with this legislation as amended yesterday, that the legislation would in no way impact the delivery or the timing of that project, is that right?

REPRESENTATIVE PICKETT: That's correct, Representative Turner. In fact, the letter that I have, even though it's dated this morning, we worked late last night, yourself and Mr. Workman, and we got this cleared up, and we got the commitment actually at about 10 o'clock last night. Some members were called and actually given apologies, and there's several members that will still be receiving apologies from an agency across the street that will remain unnamed—TxDOT—for some of that misinformation that got out. But yes, sir, it is my intent that the project 360 that you specifically mentioned, this will not affect it in any way, shape, or form, funding, nor time frames. It won't affect anything other than what the project is already—going the normal, whatever, bumps in the road or, you know, short of environmental issues—but as far as this bill and funding, absolutely not.

C. TURNER: Great. Thank you, Mr. Pickett. Second question, in our mutual conversations that we've had, both with staff at the agency and also with the chairman of the commission, our former colleague Judge Lewis—it's my understanding, I want to make sure it's your understanding—they all agree that this legislation should in no way impact the delivery of these projects, including SH 360?

PICKETT: That's correct. Chairman Lewis visited with me on the break that we had here on the floor this morning and wanted to face-to-face reiterate that with myself, which he just did.

C. TURNER: As he did with me. And they have sufficient funding available to deliver these projects?

PICKETT: They do, and that's before the plan for this session even goes forward. So even under the current situation, the answer to that is absolutely yes.

C. TURNER: Finally, they have sufficient flexibility to, if they need to, reallocate some funds internally—they have sufficient flexibility to do that and for that not to affect the timing of the delivery of these projects?

PICKETT: Chris, that's correct and it's probably a good time to let members know that we don't fund projects by the totality; it's all about cash flow. As those commitments come in, TxDOT pays those bills and there is plenty of cash flow to do all that things that you said. Again, the answer is absolutely yes.

REMARKS ORDERED PRINTED

Representative C. Turner moved to print remarks between Representative Pickett and Representative C. Turner.

The motion prevailed.

REPRESENTATIVE WORKMAN: I do think it's important that we reduce the debt that we've accumulated over the years for transportation, and I support the bill, but I would like to ask you a question to follow up with what Representative Turner has asked. And that is, is it the intent of this legislation that any project that is currently on the Unified Transportation Program have their funding cut?

PICKETT: Wait a minute, I don't want to get caught here; let me answer it correctly. It is my intent that no project be cut or be removed from the Unified Transportation plan because of this bill or Mr. Simmons' amendment.

WORKMAN: Okay, thank you. And Mr. Chairman, we talked about SH 45 here in Travis County and the Y at Oak Hill and we want to make sure that those projects continue to get their funding.

PICKETT: It does, and I personally, and hopefully you have gotten this, too, actually had that communicated to you directly by either John Barton, General Weber, or Chairman Lewis. The answer to that is, yes.

WORKMAN: I did get that and I appreciate that. Thank you, sir. Finally, I just want to ask you one more question and that is, if we pass **HB 122** does this mean that we can never use debt again for building roads?

PICKETT: No, sir. In this particular one-of-three bonding capabilities it will be the legislature's decision going forward if we want to issue any more debt. We still have two others that still have capacity that's strictly an appropriations process. So we still have capacity; we will still be able to issue debt. In this particular fund it will be up to the legislature.

By: Pickett

H.B. No. 122

A BILL TO BE ENTITLED

AN ACT

1
2 relating to the Texas Mobility Fund.

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

4 SECTION 1. Sections 201.943(a) and (1), Transportation
5 Code, are amended to read as follows:

6 (a) Subject to Subsections (e), (f), ~~and~~ (g), and (1), the
7 commission by order or resolution may issue obligations in the name
8 and on behalf of the state and the department and may enter into
9 credit agreements related to the obligations. The obligations may
10 be issued in multiple series and issues from time to time in an
11 aggregate amount not exceeding the maximum obligation amount. The
12 obligations may be issued on and may have the terms and provisions
13 the commission determines appropriate and in the interests of the
14 state. The obligations may be issued as long-term obligations,
15 short-term obligations, or both. The latest scheduled maturity of
16 an issue or series of obligations may not exceed 30 years.

17 (1) Except as otherwise provided by this subsection,
18 obligations ~~[Obligations]~~ may not be issued under this section or
19 Section 49-k, Article III, Texas Constitution, after January 1,
20 2015 ~~[if the commission or the department requires that toll roads~~
21 ~~be included in a regional mobility plan in order for a local~~
22 ~~authority to receive an allocation from the fund].~~ The commission
23 may issue obligations to refund:

24 (1) outstanding obligations to provide savings to the

1 state; and

2 (2) outstanding variable rate obligations and may
3 renew or replace credit agreements relating to the variable rate
4 obligations.

5 SECTION 2. Section 201.946(d), Transportation Code, is
6 amended to read as follows:

7 (d) To the extent money is on deposit in the fund in amounts
8 that are in excess of the money required by the proceedings
9 authorizing the obligations and credit agreements to be retained on
10 deposit, the commission may use the money for any purpose for which
11 obligations may be issued under this subchapter, other than for
12 toll roads.

13 SECTION 3. This Act takes effect immediately if it receives
14 a vote of two-thirds of all the members elected to each house, as
15 provided by Section 39, Article III, Texas Constitution. If this
16 Act does not receive the vote necessary for immediate effect, this
17 Act takes effect September 1, 2015.

Editorial: Traffic is West Dallas' new challenge

Published: 03 May 2015 06:15 PM

Updated: 03 May 2015 06:15 PM

Stoplights at the base of the Margaret Hunt Hill Bridge slow traffic as it empties onto Singleton Boulevard in West Dallas, but good luck trying to pick your way to the popular entertainment and dining venues that have sprung up near the landmark span. If you are one of the Trinity Groves fun-seekers forced to park in the lots south of Singleton, chances are you'll be dodging a lot of cars before you get to your north-side destination.

There's a crosswalk mid-block, but without a traffic signal or alternative way to slow eastbound traffic, it's a tricky maneuver. Trinity Groves officials say they want a pedestrian signal at the crosswalk; others prefer to do away with the crossing.

For now, it's simply an accident waiting to happen.

It's a problem that illustrates a bigger issue for West Dallas: As new development springs up near the bridge, city planners must pay greater attention to making sure that traffic, pedestrians and residents of the nearby La Bajada neighborhood are able to safely coexist.

La Bajada residents fear this is not happening. They once endured heavy truck traffic running north-south between the levees to industrial operations along Singleton. Now these routes have become even busier shortcuts to Trinity Groves and other new developments.

"I don't know what the solution is, but it is going to get worse," says Eva Elvove, a long-time West Dallas resident. She says residents left a recent community meeting without a clear promise of help from city officials or City Council member Monica Alonzo.

Elvove is right — traffic is sure to get worse. Within the next couple of years, more than 1,000 apartment units will be built in an area roughly bordered by Commerce Street, Sylvan Avenue and Singleton in West Dallas. As this development emerges, and three new north-south streets connect Commerce to Singleton, traffic through La Bajada also will escalate.

Notwithstanding traffic, Trinity Groves' success is the best thing to happen to West Dallas in decades. It is changing the image of a community that for too long was thought of as little more than an industrial dumping ground and has done away with the shortsighted thinking that the bridge would lead to nowhere.

When serious redevelopment began at the foot of the bridge about four years ago, city officials listened to West Dallas residents and devised a strategy to protect the La Bajada neighborhood from rampant commercial speculation.

Now the conversation needs to turn to traffic to make sure that congestion doesn't overwhelm and endanger residents and visitors alike.

More momentum builds for TEX Rail

To the possible disappointment of some people in Colleyville who still oppose the project, leaders of the Fort Worth Transportation Authority, the T, are building momentum for TEX Rail trains between downtown Fort Worth and Dallas/Fort Worth Airport's north-end Terminal B.

Colleyville opponents say they don't like the idea of TEX Rail trains bringing noise and disturbance to their community, and one of their hopes is to derail federal funding for the project.

Fortunately, their hopes are thin. The ability to move people efficiently between key points in Dallas-Fort Worth is becoming more crucial with every day of population growth, and the Fort Worth-DFW connection is one of the most crucial.

Even though the federal funding, approximately half of TEX Rail's expected \$862 million cost, is not yet approved, it is close enough that the T board has contracted for eight self-propelled diesel rail cars.

Including engineering costs and other expenses, the cost of the cars is \$106.7 million. The T has options to purchase more cars.

With each car self-propelled, a locomotive won't be needed. They are said to have a smooth ride, much like streetcars.

In contrast to the sentiment among some in Colleyville, neighboring North Richland Hills and Grapevine are pushing hard for TEX Rail.

The T board approved a \$527,590 contract with Urban Engineers to design two TEX Rail stations in North Richland Hills. One is planned for the northwest corner of Loop 820 and Iron Horse Boulevard, while the other is on Smithfield Road between Mid-Cities Boulevard and Main Street.

North Richland Hills does not have room on its sales tax allocation to devote to membership in the T, but city leaders are working on innovative ways to pay.

One is to devote the expected new tax revenue from development around the stations.

TEX Rail still has a long way to go. The T is aiming to start the 27-mile service in 2018, with an expected initial average daily ridership of 10,000.

The project has enthusiastic support among leaders in Fort Worth, as well as those in North Richland Hills and Grapevine.

Read more here: <http://www.star-telegram.com/opinion/editorials/article20301234.html#storylink=cpy>

Vonciel Jones Hill: Trinity Parkway supports growing south

By VONCIEL JONES HILL

Published: 06 May 2015 08:16 PM

Updated: 06 May 2015 08:16 PM

An additional transportation artery to and from southern and southeast Dallas is essential to the growth and development of those portions of the city, and, correspondingly, to the city as a whole. The Trinity Parkway would provide that additional capacity. The number of lanes on the road is secondary to the necessity of the road itself. Additionally, the road, to serve its optimal purpose, needs to be a reliever road and not just a city street with park access.

Until recently, parkway opponents' consistent refrain was that the road would destroy the potential downtown park. Setting aside the reality that no such park currently exists, anyone who wants to maximize the Trinity River's potential should see that a road complements a park between the levees. That notion was clear in the recently released report of Mayor Mike Rawlings' "dream team."

That report shows that the park and the road can coexist. Not only could the two coexist, they can do so in a way that enhances, not diminishes, the park.

Since the dream team's report, voices of opposition have now focused on the cost of the road. No one argues that building a road is cheap. Roads cost billions of dollars to construct. Moreover, funding for the complete build-out (which is what opponents are demanding up front for the parkway) is never available at the beginning of projects. Continual and creative financing accompanies the building of all roads, including the LBJ Freeway project, which is lauded by Trinity Parkway foes.

Certainly, financing the Trinity Parkway will be a challenge. However, that challenge is worth the traffic relief, economic development and air quality benefits that will result.

In the next decade, Dallas' population will grow exponentially. That growth will bring additional congestion to the already overcrowded streets and highways into and out of southern and southeast Dallas. Multimodal transportation options are needed, but those options will not eliminate vehicular traffic.

However, additional traffic is not without economic benefit. Highway ingress and egress points are retail, recreational and residential incubators. For multiple examples, look no farther than the Dallas North Tollway or Central Expressway or State Highway 121.

Traffic congestion also brings additional air-quality issues. A reliever road would lead to less time on the road and, consequently, less time for pollutants to invade the air.

Parkway opponents argue that creating jobs in southern Dallas will obviate the necessity for the parkway. That thinking is shortsighted and provincial. People who live in south and southeast Dallas should have the flexibility of working wherever they can find the most favorable employment, regardless of the geographic locale. Their jobs should not be limited by transportation choices.

Additionally, people living outside southern and southeast Dallas should be able to travel to those areas for jobs existing and created there. Intercity mobility, because of jobs, is a beneficial factor in breaking down barriers of racial and ethnic separation within this great city.

The Trinity Parkway has already proved beneficial to southern Dallas in the reconstruction of S.M. Wright Freeway. Opponents are quick to point out that the S.M. Wright fix is proceeding without the parkway. Unfortunately, they have never bothered to ask how that fix was enabled. If they would ask that question, they would discover that Michael Morris, director of transportation for the North Central Texas Council of Governments, and Linda Koop, then chair of the Regional Transportation Council, worked with the Federal Highway Administration to straighten Dead Man's Curve and pursue the economic development boon of lowering S.M. Wright.

I respect the desire of everyone who wants an additional downtown park. Simultaneously, I ask that all respect the needs of southern and southeast Dallas to have an additional transportation artery that enhances our community, just as other roads have enhanced and enriched other communities.

Vonciel Jones Hill represents District 3 on the Dallas City Council and chairs the Transportation and Trinity River Corridor Project Committee. She is also a member of the Regional Transportation Council and the North Central Texas Council of Governments' executive board. Reach her at vonciel.hill@dallascityhall.com.

U.S. Needs Hybrid Infrastructure Financing Approach Bond Buyer 5/7/15 10:00am ET By Chris Hamel

Washington policy makers are lumbering toward a funding solution to address the massive backlog of U.S. infrastructure needs — a discussion likely to continue well into the next Presidential administration. Underlying this funding issue is an equally important debate focused on advancing a financing model — not to be confused with securing more funding — the proper resolution of which is critical to the prudent expenditure of whatever amount of additional revenue is forthcoming.

For over a decade, two financing models of addressing the poor condition of U.S. infrastructure have sparred with each other. The long-standing municipal bond market has generally prevailed, aided by its access to low cost, attractive funding levels as its interest payments have tax-free status under federal and state law. The other, and more recent model, is the public-private partnership (P3) model, an officially sanctioned approach of many other Western developed countries, including Canada, Australia and much of Europe.

One key difference between these developed countries and the U.S. is the latter's municipal market with its special status under the federal tax code giving state and local government lower cost borrowing than even the U.S. Treasury itself. As such, it is less available to P3 projects due to federal tax code restrictions on the private use of municipal bond proceeds.

The importance of this financing cost differential is evident, for example, in the public sale of a 50 year right to operate and receive the benefit of the water system of Allentown, Pa. To execute on this plan, in 2013 the City held an auction to award the contract to the highest bidder. Despite private investors and operators active in the P3 market responding to the auction, the winning bid went to a County authority in which Allentown is located. Its high bid was financed with the proceeds of lower cost, tax exempt debt thus enabling it to pay more than any other bidders.

For several years, bipartisan policy makers, including representatives from within the Obama administration along with economic think tanks and academics have advocated for the adoption of the P3 financing model by state and local government for their respective infrastructure programs. Despite this advocacy, the P3 market has been slow to develop in the face of the significant municipal versus private financing cost differential.

This is despite certain advantageous aspects of the P3 financing model. To cite just two examples: the design-build procurement approach, which offers efficiencies on project cost, and life-cycle budgeting that in many cases better plans for maintenance of essential infrastructure over the time period of its expected use.

Beyond the funding differential between P3 and the municipal market, there are other more structural reasons why P3 has not yet been widely adopted. For example, P3's procurement approach — design/build and operate/maintain — runs counter to many existing public bidding procedures embedded in the legal structures of state and local government.

Additionally, many public officials mistake P3 as a funding source which it surely is not — private operators expect to be repaid for their services and financing. Therefore, just like traditionally procured infrastructure, some form of governmental revenue source and/or user fees are essential to the success of P3 procurements.

And, in a few states and cities, some in organized labor have expressed opposition because of concern that P3 is a vehicle to displace workers — although in reality, this is typically not the case. Finally, it is inherently different from the historic infrastructure model of bidding-out a construction contract, financing it with municipal tax-exempt debt and overseeing the project by way of a governmental agency.

Change of this magnitude takes time and a great deal of public education. Understanding the benefits of P3 requires in-depth knowledge of both the financial markets and the world of infrastructure design, engineering and construction.

To that end, in the fall of 2014, the U.S. Department of Treasury convened a conference to sort through how best to advance an infrastructure agenda. Part of that discussion led to ideas on how a combination of the two financing models might work best to accomplish an important policy objective of more and better infrastructure. Put another way, if tax exempt financing is the lowest cost financing option for state and local government, how might it be combined with the P3 model to achieve the benefits of both approaches?

This, in part, led to the Obama administration's proposal to create a new class of tax-exempt debt that is permitted within the context and requirements of P3 projects. The proposal, which has been well-received by a variety of infrastructure industry experts, is an important recognition of the financing cost challenge faced by P3 sponsors and a hopeful sign of a way forward in creating a new hybrid infrastructure financing model. According to former Governor Haley Barbour of Mississippi, and as reported in *The Bond Buyer*, this new category of tax-exempt debt "could be the icebreaker that gives states the ability to do their first P3 project and see the advantages."

Senators Ron Wyden, D-Ore., and John Hoeven, R-N.D., have introduced their own version of the Obama Administration's proposal intended to accomplish the same goal: broaden availability of tax exempt financing for private involvement in public infrastructure projects.

The approach of New York Governor Andrew Cuomo's administration to the financing and construction of the new Tappan Zee Bridge is another example of using a hybrid financing model to develop a large-scale infrastructure project within the context of current law.

Simply stated, Governor Cuomo's Administration has used the design-build procurement aspect of the P3 model to select a private engineer and contractor to lower the overall cost of constructing the bridge. However, the financing of the project remains in the traditional municipal market, achieving the lowest cost financing option.

These examples reflect a more nuanced understanding of the advantages of the respective infrastructure models, suggesting a convergence of the two rather than a competition as the optimum course. The infrastructure industry alongside its partners in government should increasingly focus on how to do more with existing revenues and this hybrid approach may best address a national goal long in search of a pathway forward.

While it may take longer than the next two years to bring this concept together to scale, it is the type of bipartisan, common sense solution both parties in Congress, the White House, and state and local officials can embrace. Participants in the infrastructure industry — P3 and municipal alike — should apply their best thinking to advance an integration of their two worlds for our country's critical infrastructure needs.

Dallas council election results leave Trinity toll road issue murky

By BRANDON FORMBY bformbv@dallasnews.com

Staff Writer

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Three Dallas City Council incumbents who support the controversial Trinity Parkway toll road easily won re-election Saturday, but most of the six races for open seats will require runoffs.

In two surprises, however, teacher Carolyn King Arnold, who opposed the project, won the eight-person race for District 4 in east Oak Cliff outright, and insurance business owner and toll road opponent Mark Clayton won the five-person race for District 9 in East Dallas.

By late Saturday, it appeared that the future council would be split 6-6 on the Trinity Parkway project until three runoff races are decided June 13. Mayor Mike Rawlings, a staunch supporter of the toll road, easily won re-election.

Federal officials last month approved construction of the parkway as a tolled highway with at least six lanes and several large interchanges that would be built next to a massive riverside park. The City Council is still pursuing that version of the project but wants to see if it can initially build fewer lanes and interchanges and let future leaders decide when to expand to the full version.

Debate centers on whether the council should leave open the door to eventual construction of that large-scale version or kill it and seek approval for just the smaller version.

A poll commissioned by *The Dallas Morning News* found last month that nearly two-thirds of residents with an opinion on the project opposed a larger version. Many said they would be opposed even if a smaller version were built first.

The city has not yet determined whether a vision for the smaller version, developed by 12 experts dubbed the “dream team,” would be compatible with federal approvals already obtained.

For and against

Monica Alonzo, who was re-elected in District 6, and Rawlings said their victories showed residents support the staged construction approach.

Rick Callahan, who also supports that approach, easily won re-election.

“They are wanting to make sure we continue with what we’ve been working on,” Alonzo said of her constituents in West Dallas.

But toll road opponents picked up two seats. Clayton, who will replace Sheffie Kadane, said he was “very surprised” that he won outright. He said his message of listening to residents resonated with voters.

“The city doesn’t have to be about telling them what they can have,” he said. “If you listen to what they want and deliver on that, you can have a great Dallas.”

Arnold couldn’t be reached for comment late Saturday.

4 runoffs ahead

The races for District 3, in southwest Dallas; District 7, in southern Dallas; District 8, in far southern Dallas; and District 10, in northeast Dallas, are all headed for runoffs.

In District 3, Trinity Parkway supporter Casey Thomas will face project opponent Joe Tave. In District 7, Tiffinni Young will face Kevin Felder. Young has indicated some support for the toll road but has avoided taking a definitive position. Felder opposes it.

In District 8, Dianne Gibson will face Erik Wilson. Gibson is undecided on Trinity Parkway, while Wilson has said he’s fine with keeping the large-scale build-out as an option.

In District 10, Paul Reyes and Adam McGough will face off to replace Jerry Allen. Reyes likes the dream team’s recommendations as the first phase of construction but has said he probably wouldn’t support withdrawing plans for the eventual high-speed, tolled highway. McGough said he also likes the team’s recommendations and has indicated support for the road in general; he wouldn’t say whether he would withdraw the full-scale build-out option.

Trinity Parkway supporters Lee Kleinman and Jennifer Staubach Gates were unopposed, as were project opponents Sandy Greyson, Scott Griggs, Philip Kingston and Adam Medrano.

AT A GLANCE: WINNERS AND RUNOFFS

District 3

Runoff: Casey Thomas vs. Joe Tave

District 4

Winner: Carolyn King Arnold

District 5

Winner: Rick Callahan

District 6

Winner: Monica Alonzo

District 7

Runoff: Tiffinni Young vs. Kevin Felder

District 8

Runoff: Dianne Gibson vs. Erik Wilson

District 9

Winner: Mark Clayton

District 10

Runoff: Paul Reyes vs. Adam McGough

About those runoffs

A runoff is needed if no candidate in a race wins outright by getting more than half the votes.

The top two finishers in those races will advance to the second round June 13.

If you skipped Saturday's election, you can still vote in the runoff.

Balancing Act: Driving us crazy? Solving commuting woes can be key to happiness

Miami Herald/FWST 5/12/15 By Cindy Krischer Goodman

Carla Vertesch winces when she speaks about the day she left work later than usual and endured nearly two hours of traffic. Late to after-care, she found her daughter in tears, last child remaining. Her daughter begged her never to come that late again. The next day, Vertesch went into her office and negotiated an arrangement to leave work earlier, giving her a two-hour window for a commute that should take 45 minutes.

With clogged highways and a rebounding economy, commuters are once again negotiating with bosses and changing jobs to cut back on the time they spend on the road. According to transportation consultant Alan Pisarski, as of 2014, the average American spends 25.8 minutes each way driving to work, but at peak hours and on congested roadways, most of us find it takes double or triple that time. For those who battle traffic, the commute to work has become an increasing factor in work/life satisfaction.

Research shows that the longer a person's commute, the more profound the effects on personal well-being and life satisfaction. Spending hours in a car, day after day can be a drain on productivity and happiness. To improve work/life balance, attorney Patricia Ferran looked at her options. "Driving an hour each way made my day feel longer, and I wanted more free time," she says. In her job for a year, Ferran set out to find a new one, narrowing her choices to law firms who were hiring at similar salaries and were within 10 miles of her home. She also searched for law firms with cases mostly in area courts. She found one about 10 minutes from her home: "Now I can sleep more and go out at night with friends because I'm not as tired."

People tend to commute for better-paying jobs or to live in nice or affordable neighborhoods. A 2013 Census Report shows that more than 1.5 million American workers commute 90 minutes from work to home, a time toll that can make it a struggle to put dinner on the table, pick the kids up from childcare, make it to an exercise class, or have downtime before going to sleep and doing it again the next day.

For one person, an hour-long commute may be doable; for another, it could be a terrible burden, notes Sue Romanos, president/CEO of CAREERXCHANGE, a Florida staffing agency. "It really depends on the individual," she says. "People who are lower-wage earners are not inclined to travel as far, especially because gas costs and tolls will eat up some of the money they are making."

With unemployment improving, executive recruiters and staffing-firm leaders are fielding more requests from people looking for jobs closer to home. "We deal with it every day," says Jorge A. Gonzalez, executive vice president of Albion Staffing Solutions in Doral, Fla. "The commute is one of the top three hot-button points behind compensation and work hours." Candidates are specific that a new position be in close proximity of their home or where they have childcare, Gonzalez says. Lately, he has been getting more rejections from job candidates who don't want to drive the distance - even with the promise of a higher salary. "Employees now have choices, and they will turn down an amazing job because the commute is out of what they consider comfortable."

It wasn't primarily the distance or time that led Susan Greene to change jobs - it was the stress and toll on her health. After 21 years as marketing director, Greene's driving pattern changed.

First, Greene moved south to Miami, and then her law firm employer moved north to Fort Lauderdale. The effect was that her commute grew longer and put her on crowded highways: "I was dealing with at least two hours a day of stress. I found it wasn't just about the time I was spending on the road, but also about the craziness of taking my life into my hands." Just recently, Greene took a new job as chief marketing officer for a company about 10 minutes from home. "It's liberating," she says. "I can make dinner plans. I am so much happier."

Despite the risks to life satisfaction, people who like their job and co-workers are more willing to cope with a longer commute. In Detroit, James Robertson made national headlines for walking 21 miles through some of the city's worst neighborhoods - for four hours each way - to get to and from work. Robertson said he endures the brutal walk to work in harsh weather because he likes his job and the people he works with and because the plant manager makes him a nice homemade dinner, which he eats in the lunchroom during his shift every night. While Angela Foskolos' commute is nowhere as torturous, she added about two hours of driving to her day when she took on a new position with her company, a currency exchange near the Miami International Airport. Foskolos said her cross-counties commute is a tradeoff for a higher salary and additional experience, but mostly she endures it because she likes her co-workers: "Everyone is in an upbeat mood, and the environment is positive. It makes me happier to do the drive."

Track down commuters, and most have done the cost-benefit analysis of their commute, factoring in income, job benefits, workplace culture, the monetary cost of commuting, the health toll, and the effect on family or home lives. But what they often overlook is the gender difference. A study out of the U.K. titled "It's driving her mad" found that women feel the psychological impact of commuting four times as strongly as men - even though men leave earlier in the morning, work later into the evening and have longer trip times. The study found commuting, for women, gets added to an already-heavy workload that often includes childcare and day-to-day household tasks. It may be why women tend to seek the majority of work from home or flexible work arrangements.

In her family, Vertesch says the overall cost of her commute factors heavily into all decisions. Less than a year ago, her husband, Steve Vertesch, fulfilled a longtime goal of owning his own business when the couple opened CertaPro Painters of Central Miami. The business is growing, and that means Steve might be supervising jobs close to home or miles away. Because Carla needs to be the one to pick their two children from after-school care, her commute became a huge factor in their family's work/life balance. With her income critical while CertaPro gets established, the flexibility of her employer became more crucial: "They understood how stressful getting stuck in traffic could be. I know not everyone is as lucky."

Life stage also factors heavily into commutes and career decisions. One woman in her mid-50s, an estimating coordinator at an equipment-rental company, started her job further from home after her children left for college. She now commutes about 50 minutes to an hour each way. Teri Foskolos says when her children were younger, she limited her job choices to those close to her home. She often popped home for lunch or bolted from work to drive her children to activities. Now she works at a higher-paying job that brings her more fulfillment and income: "I can tolerate the conditions on the road. It's now worth it."

A lot of managing the daily commute comes down to making compromises - in terms of limiting where you take a job, what kind of job you take, what neighborhood you live in and the nearby schools, and which partner in a dual-income household sacrifices personal time. "For some of

us, commuting to our jobs is just a normal way of working," South Florida commuter Lynn Holtsberg says.

A FEW FACTS ABOUT COMMUTERS

- More than 1-in-4 workers - 27 percent - commute to work outside their county of residence. (2011 U.S. Census data)
- Of all Americans, 4.3 percent work from home. (2011 US Census data)
- Employees are more likely to start looking for another job when their daily trek to and from work exceeds 45 minutes each way. (2008 research published in Transport Reviews)
- More than 75 percent of commuters travel alone by car. (2013 Census data)
- People who spend the most time on the road experience higher levels of stress because they constantly feel hurried. (2014 study conducted by Canada's University of Waterloo)
- People with rigid work hours and lower incomes were particularly susceptible to decreased life satisfaction associated with long commutes. (2014 study conducted by Canada's University of Waterloo)
- Commutes can be beneficial when people view the time as a break from other commitments and responsibilities. (2008 study published the Journal of Transport Geography)

ABOUT THE WRITER

Cindy Krischer Goodman is CEO of BalanceGal LLC, a provider of news and advice on how to balance work and life. She can be reached at balancegal@gmail.com. Read her columns and blog at <http://worklifebalancingact.com/>

<http://www.star-telegram.com/jobs/article20732274.html>

Let Our Cities Move

By BILL de BLASIO and MICK CORNETT
MAY 13, 2015

EVERY day, millions of Americans rely on a remarkable network of roads, bridges, subways, trains and buses to connect us to work, school and opportunity. But our transportation system, once the envy of the world, is in jeopardy.

In New York City, subways and buses are overcrowded and often unreliable, and roadways and bridges are in dire need of repair and rehabilitation. From the next phase of the Second Avenue subway to plans to connect the Metro-North Railroad to Pennsylvania Station, to the proposed new subway line under Utica Avenue in Brooklyn, there isn't a short- or long-term expansion project that isn't dependent on federal funding.

In Oklahoma City, highway bridges are failing, city and state roads are unable to keep up with the region's growth, and the bus system struggles to meet demands. Just last week in Oklahoma City, the state Transportation Commission [declared an emergency](#) after learning that more than half of the piers supporting a heavily trafficked bridge on an Interstate had been damaged by salt and weather.

The federal government sets transit and highway policies and funding levels for the country through the surface transportation authorization laws, generally in six-year cycles. But since 2009, Congress has funded transportation through a dozen short-term measures, ranging from one week to two years. On May 31, the current transportation authorization bill — the Moving Ahead for Progress in the 21st Century Act of 2012, or [MAP-21](#) — is set to expire. Shortly thereafter, the Highway Trust Fund, which invests about \$50 billion annually, will run out of money to cover the federal share of urgently needed roadway, bridge and transit projects in cities and states across the country.

Even if Congress averts this immediate crisis, the long-term threat to our economic security is just as serious. Right now, congressional leaders and the Obama administration are debating the size of the Highway Trust Fund and the direction of the federal surface-transportation program. Some are content with business as usual: a short-term extension and lurching from crisis to crisis. This would fail to provide the long-term certainty needed to plan and carry out multiyear transportation projects.

Working Americans pay the price of federal apathy. Those with little means have the fewest options; mass transit is often their only way to get around. Transit ridership is at record highs, with 10.8 billion trips in 2014. Meanwhile, in the 102 largest metropolitan regions, motorists take more than 200 million trips every day across deficient bridges. Freight volumes are expected to increase by 24 percent in the next seven years.

Federal investment has not kept pace with this demand, resulting in an outdated, overburdened surface transportation system that is ill equipped to handle current, let alone future, need.

Spending on infrastructure in the United States has sunk to 1.7 percent of [gross domestic product](#), a 20-year low.

The Department of Transportation estimates that by 2030, it will cost \$84 billion to \$105 billion a year just to keep the highway, bridge and transit systems in good repair, and up to \$170 billion a year to improve conditions and performance.

Meanwhile, the rest of the world races ahead. Europe spends 5 percent of G.D.P. on infrastructure, and China 9 percent. Global cities like London and Beijing are investing in transit and rail projects on a vast scale, while in New York City, more than 160 bridges were built over a century ago, and large portions of our subway's signal system are more than 50 years old. Some of the subway cars we ride in were built before 1975.

But we could not do it all on the local level even if we wanted to. In New York City, we cannot even deploy traffic cameras to catch speeding without Albany's permission, let alone raise major revenue for transportation. Without a strong federal partner, the demands of maintaining infrastructure and preparing for future needs are beyond local means.

In Oklahoma City, among the most politically conservative cities in the country, voters passed a temporary sales-tax increase in 2009 to build, among other projects, a \$130 million streetcar line. The nearly eight-year program will raise \$777 million, and it passed with 54 percent approval. There is an appetite among voters to fund these critical transit projects.

Our bipartisan coalition of mayors — which includes Republicans like Richard J. Berry of Albuquerque and [Tomás Regalado](#) of Miami, and Democrats like Betsy Hodges of Minneapolis and Nan Whaley of Dayton, Ohio — is calling on Congress to pass a six-year transportation authorization measure that significantly increases investments from the current level of \$50 billion a year. Anything less and we will be falling behind. We urge both parties to make a deal that will prevent our cities from becoming casualties of gridlock and impasse.

[Bill de Blasio](#), a Democrat, is the mayor of New York City. [Mick Cornett](#), a Republican, is the mayor of Oklahoma City.

http://www.nytimes.com/2015/05/13/opinion/let-our-cities-move.html?smid=tw-share&_r=1

Texans have questions about planned high-speed rail line

By Kyle Workman

The Texas Tribune

Texans Against High-Speed Rail was formed by everyday Texans who have come together to protect their land, livelihood and way of life.

While many have tried to paint the debate over Texas Central Railway's Dallas-to-Houston line as an urban-vs.-rural fight, our group's supporters own properties along the entirety of the proposed routes, including within both metro areas, and we span the political spectrum.

For us, a significant number of questions and concerns remain, some of which are:

- Transportation solution? With TCR lacking railroad professionals in its executive leadership, the project appears to be more about a business venture than a transportation solution.

TCR has yet to provide any reliable information on the project's ability to reduce traffic along Interstate 45, which connects Dallas and Houston. Railway passengers should expect to pay fares roughly equivalent to the price of airfare.

- Transparency? TCR officials have recently attempted to "set the record straight" about the project, even hosting a series of poorly publicized open houses. We attended several ourselves and found that, unlike public meetings for other infrastructure projects, very few facts were actually disclosed.

Information that comes from the company is routinely inconsistent, such as the number of jobs that will be created, station locations and projected construction costs. Worse yet, landowners have been given a laundry list of promises, and TCR actively opposes accountability legislation — all while withholding feasibility studies to substantiate project viability.

- Truly a private project? TCR claims to be a privately funded enterprise that needs no government subsidies. But any use of eminent domain to decrease capital costs is, by definition, a public subsidy.

TCR will also consider other public funding options like low-interest federal and state construction loans. Interestingly, Dallas Mayor Mike Rawlings recently said, according to *The Dallas Morning News*, that the cities of Dallas and Houston would be on the hook for portions of the project.

- Will it benefit all Texans? TCR says it would be one of the largest taxpayers in some counties, but it has yet to address the unavoidable decline in the value of properties that would be affected

by or adjacent to the rail line. Any increase in county tax revenue resulting from the project wouldn't surpass the loss of revenue from the devaluation of the properties or the coinciding drop in personal wealth.

Globally, high-speed rail requires heavy subsidies; in other words, this project will inevitably be funded by all Texans and benefit few.

- Fostering access? Large concrete bridge structures and 12-foot-tall security fences atop 16-foot-tall (or taller) earthen berms with overhead electricity infrastructure will certainly limit the natural migration of wildlife, water runoff and access across the tracks, even with occasional pass-throughs.

Unlike with power line or pipeline easements, landowners can no longer use, access or freely traverse their land when it's taken for high-speed rail.

- Eminent domain = free market? The free market includes both a willing buyer and willing seller. Eminent domain, by definition, does not.

TCR says the project would be cost-prohibitive without eminent domain. Regardless of whether other entities have the same power, eminent domain is not a free-market principle.

Instead of truly advancing its project on the free market, the company has lobbied against legislation prohibiting eminent domain by high-speed rail projects. In most cases, the land in question is considered priceless, from those who have owned it for generations to those who have worked their entire lives to acquire it, truly on the "free market."

Texas may have traffic problems, but this project will do absolutely nothing to address the traffic where it actually is, within the cities of Dallas and Houston.

It will neither solve transportation needs nor be mass transit, only a luxury train experience.

We're proud to represent all Texans who oppose this high-speed rail project and encourage others to consider the impact of these unanswered questions.

Kyle Workman is president of Texans Against High-Speed Rail.

Read more here: <http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article20863107.html#storylink=cpy>

Arlington's red-light camera ban eyed by activists elsewhere

By JEFF MOSIER Follow @jeffmosier jmosier@dallasnews.com

Staff Writer

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Arlington quietly ended enforcement of its automated red-light camera system last week after a voter-led revolt. But the fight over the controversial traffic safety technology might only get louder.

A legislative battle continues in Austin. More anti-camera activists — including one in Denton — are exploring the possibility of starting petition drives similar to the one that led to Arlington's ban. And city officials in Arlington have to figure out what to do about the nearly \$2.2 million they'll lose annually from fines and brace for possible litigation.

While there is much speculation about the broad impact, there is an immediate and tangible effect at 19 Arlington intersections.

Drivers “might see the lights flashing on the cameras,” said Reginald Lewis, a city spokesman. “They're operating, but those violations are not being enforced.”

The Arlington City Council will officially certify its election results Tuesday, but the flow of citations effectively ended a week earlier. Police staff must review the civil citations before they go into the mail, and officers are no longer processing the violations.

City staffers have also been discussing options for the 26 positions that were funded by red-light camera money. Some will be reassigned; others will be eliminated.

“We're disappointed by the election results, but not deterred,” said Charles Territo, spokesman for American Traffic Solutions, which contracts with the city for the cameras. “There's still a significant number of people in Arlington who support the use of the cameras and recognize the safety benefits they bring.”

A 2009 city report found that accidents dropped by 30 percent at Arlington intersections with red-light cameras. In September, a report said accidents were down by 75 percent at red-light camera intersections.

Many city council members and police chiefs believe the cameras are a valuable safety tool. About three dozen supporters, including Arlington council member Charlie Parker, signed a letter sent to the Texas House Transportation Committee.

Opponents have often criticized the cameras as intrusive, lacking due process and ineffective. Since 2009, there's been a strong effort to eliminate the cameras, either at the city or state level.

Houston shut down its system in 2010 after a petition drive and vote to ban the cameras. That happened only after a federal lawsuit, an appeal and a multimillion-dollar settlement.

Citizen efforts

In Texas, citizen-led efforts to ban the cameras have always ended up in court. But there hasn't been a definitive ruling yet on whether these propositions are permitted.

Territo declined to comment about whether American Traffic Solutions intended to sue over the petition drive and the vote that led to the cancellation of the company's contract with Arlington.

The city does have arguments that could mitigate a lawsuit. It can cancel the contract for any reason with only 90 days notice. Another provision allows for "immediate termination" if the program is ruled illegal or is prohibited.

Arlington staff, including the city attorney's office, have been looking over this language and deciding how to proceed.

City officials already had a court fight to keep the city charter amendment on the May 9 ballot. Attorneys advocating to keep the camera system argued this was an improper ballot initiative.

Territo previously declined to say whether the firm paid for that lawsuit, which was led by high-dollar attorneys. The Scottsdale, Ariz.-based company was set to make nearly \$16 million between now and the end of its contract with Arlington.

He said the company agrees with the arguments opposing the legitimacy of those initiatives.

Petition potential

Byron Schirmbeck, who has been crusading against the camera systems in Texas, said litigiousness of the red-light camera companies has discouraged many from pursuing petition drives. He said that Arlington's success could embolden some, particularly if no state ban comes out of Austin.

A ban has passed the Senate but didn't get a vote in the House. The controversy over red-light cameras was heightened recently when state Rep. Jonathan Stickland, R-Bedford, was escorted out of a hearing on the issue. He was accused of improperly signing up witnesses — some of whom weren't even in Austin — to oppose the cameras.

But despite support from many conservatives in the Legislature, it doesn't appear that a camera ban is likely to pass this session.

“If that doesn't happen or it's not a real ban, I think there will be a lot more interest in the petition drives,” Schirmbeck said. “We started the fire back in 2009 and 2010 [in Houston]. Arlington has restoked it.”

Schirmbeck said he's been in contact recently with people from about five Texas cities — three in the Dallas area — about petition drives. He declined to identify most of them since they haven't committed to action.

Denton appears to be the most likely of the bunch, he said. An activist there has been getting advice from one of the leaders of the Arlington effort.

Arlington's is the first petition-led camera ban to reach the ballot since 2010. A couple of others went to voters, but those were placed there by city councils.

Arlington's experience could make these petition drives more enticing. Previously, activists were faced with expensive legal challenges — funded by the red-light camera companies — when they tried to get the city charter amendments on the ballot.

Schirmbeck said that in two cases, judges ruled the measures couldn't go on the ballot. In two other cases, the city councils refused to place the propositions on the ballot.

In Arlington's pre-election litigation, a state appeals court ruled that the proposition must go on the ballot if it had enough signatures. The state Supreme Court declined to overrule the appeals court. The judges didn't decide on the legality of the proposition.

Kelly Canon, the tea party member who led the Arlington petition drive, said she was glad to see both a win and a change to assist other activists.

“We’re going to be helping them every step of the way,” Canon said. “We’re going to be sharing how we did it with whoever wants to know.”

On Twitter:

@jeffmosier

Frustrated Addison officials hint at leaving DART as rail remains elusive

By BRANDON FORMBY bformby@dallasnews.com

Transportation Writer

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Addison officials' continued frustrations with having no passenger rail service to show for their \$238 million in contributions to Dallas Area Rapid Transit are driving new rounds of behind-the-scenes discussions about the unused Cotton Belt corridor.

North Central Texas Council of Governments transportation director Michael Morris has agreed to spearhead an attempt to find funding for fast-tracking transit service on the line, which runs from Fort Worth to southern Collin County.

"It's a very tough equity issue," Morris said. "I don't think anyone likes it."

DART has long wanted service on the portion of the line from Dallas/Fort Worth International Airport to Plano or Richardson, but won't have the money for 20 years at the earliest. The agency is considering turning the right-of-way into a bus rapid transit line until it can afford passenger rail service.

But that doesn't sit well with Addison leaders, whose city has been waiting for rail service since residents helped form DART in 1983. And some City Council members appeared even angrier when Mayor Todd Meier told them at a meeting Tuesday that speeding up service could require Addison to contribute a lump-sum payment for capital costs in addition to the hundreds of millions in sales tax dollars sent to DART for more than three decades.

"This is so frustrating to me that DART has put us in this position," council member Blake Clemens said at that meeting.

Meier also told his colleagues that the city has approached transportation companies to see if they'd be interested in bidding on providing bus service in the Dallas County city. That hints at a path forward that could include Addison pulling out of DART.

But doing so would require a pull-out election, which can occur only every six years. The next one can't occur until 2020.

Even if that were to happen, DART spokesman Morgan Lyons said, Addison would still be on the hook for helping pay its portion of the agency's debt that exists at the time. Under such a situation, the city would no longer have DART bus service despite the continued debt payments.

"You're part of the system," said Lyons. "Any city that were to withdraw would still be responsible for some level of debt."

Even as Addison explores its options and voices frustrations, Meier said discussions with DART officials have gone well.

"They have been really forthcoming," he said.

The Cotton Belt has long been seen as providing a necessary east-west transit connection between northern suburbs, the airport and existing north-south rail lines that currently only connect in downtown Dallas.

Passenger train service could cost as much as \$2.2 billion. The cheapest bus rapid transit option, running a line from Carrollton to Addison, could cost \$70.7 million.

Bus rapid transit is mainly used in Central and South America and differs greatly from traditional bus service. It uses longer vehicles on dedicated lanes and roadways that other vehicles can't drive on. It has fewer stops than typical bus routes and features enhanced stations. The buses are usually given some sort of priority at traffic signals to minimize how long they sit at red lights.

DART officials say they can pave roads alongside the Cotton Belt's existing rail to run buses that don't get caught in traffic like on traditional routes.

The agency organized a trip to Los Angeles in February for area officials to see how bus rapid transit works in that city. Dallas City Council member Lee Kleinman wasn't impressed.

Kleinman said a fundamental flaw in Los Angeles' Orange Line is that buses, even though they have their own dedicated lane, don't have priority at traffic signals. That means buses are hindered by the same signal timing delays as the rest of traffic.

"It wasn't what we would want to have here, in my opinion," he said.

DART also organized trips on the Denton County Transportation Authority's A-Train passenger train from Carrollton to Denton. While DART uses light-rail trains, DCTA uses the kind of passenger trains that would run on the Cotton Belt.

Kleinman said the trains are quieter than light-rail trains. Residents in some Far North Dallas neighborhoods along the Cotton Belt have opposed rail service on the line out of fear that it will be a noise nuisance to people whose homes are adjacent to the track.

"That objection that has historically been should evaporate," Meier said at the Addison meeting.

Meanwhile, Addison officials on Tuesday told City Attorney Brenda McDonald to prepare a report on what the city's options are regarding hopes for rail service and its membership in DART. Officials are expected to be updated later this year. Meier said the ideal goal is to fast-track rail service on the Cotton Belt.

"We're trying to find a way to get it done," Meier said. "That east-west connection completes the system."

Morris, the Council of Governments' transportation director, said the line is vital because it will run along a portion of the region that is expected to more than double in population in coming decades. He said the line won't just better connect existing transit lines, suburbs and the airport, but will also draw denser development.

"This would be a more efficient land-use pattern for the future," he said.

Follow Brandon Formby on Twitter at @brandonformby.

Roundabout proposed for Montgomery, Camp Bowie

Other improvements on Montgomery could include signals, better drainage

By Gordon Dickson

gdickson@star-telegram.com

FORT WORTH — Montgomery Street may soon be getting a makeover, including a roundabout at the intersection with Camp Bowie Boulevard and West Lancaster Avenue.

The proposed improvements on the street between Interstate 30 and Camp Bowie include better drainage as well as “traffic signals, street lights, sidewalks, possible bike lanes and a roundabout,” according to the Arlington Heights Neighborhood Association blog.

A meeting hosted by the neighborhood association is scheduled for this evening, with officials from the city and the consulting firm Freese and Nichols expected to attend and provide details of the plans.

The Montgomery Street corridor connects the West Freeway with the Cultural District. The street lacks the landscaping and other aesthetic pleasantries of many nearby roads, including Camp Bowie Boulevard and University Drive.

A precise construction schedule hasn't been published, but a city report published in March indicates that construction could begin as soon as February and be completed by December 2017.

The preliminary cost of the project is expected to be about \$5.3 million, to be paid with proceeds of bonds approved by voters in 2014.

Gordon Dickson,
817-390-7796

UT-Arlington engineers try to extend life of roads, save state millions

By Jeff Mosier, Dallas Morning News

Engineers at the University of Texas at Arlington are looking to give drivers a smoother ride while potentially saving the state tens of millions of dollars a year.

UTA's engineering department held a demonstration Tuesday of its year-old Accelerated Pavement Testing Center in an East Fort Worth industrial park. The university and the Texas Department of Transportation are working together to determine the most durable or cost-efficient asphalt mix.

Engineers can test different asphalt formulations in the lab. But at UTA's facility, the testing is done with wheels, pavement and computer controls.

"We're testing with real loads," said Dr. Stefan Romanoschi, the facility's director and designer of some of the machinery. "We have a full-size truck axle [with wheels] that goes back and forth 100,000 times over a week."

Five to 10 years worth of wear and tear can be simulated in just a month, even though the wheels are only moving 5 mph. That accelerates testing and allows engineers to experiment with more asphalt formulas.

This research comes at a time when cities and the state are struggling to keep up with road and highway repairs.

"We all drive every day on highways and are faced with using them for many years to come," said Khosrow Behbehani, dean of UTA's college of engineering. "It's important for us to figure out how to best protect this huge investment."

Dallas officials announced last year that they needed \$900 million over four years to improve streets. For a while this year, city crews were working 12 hours a day filling potholes that were worsened by the constant rain.

State transportation officials have said they are underfunded by billions of dollars. TxDOT gave the university researchers a grant of about \$720,000 to test different asphalts.

UTA engineers can't hope to eliminate potholes. But even small gains could equal giant savings.

Romanoschi, also an associate professor of civil engineering at UTA, said a 5 percent improvement in durability would save the state about \$150 million in three years.

A longer-lived asphalt also has the potential to cut down on the amount of time motorists spend in construction zones.

Even if there is no gain in durability, using recycled asphalt, including old roof shingles, could lower the material costs.

The enclosed testing facility, a 68-foot-long steel and aluminum box, cost about \$1 million and was funded by UTA. The state grant is paying for the physical testing that started in March 2014 and will run through the end of this summer.

The testing center is the only one of its kind in Texas. But it's not stuck at the site across from the UTA Research Institute.

The 60,000 pounds of machinery and enclosure is mounted on wheels and could be hauled to different locations. The adjacent testing office — housing video screens monitoring the work and a computer controlling the tests — is also mobile.

The goal is to reproduce real-world conditions as closely as possible, even if that means taking it to areas with different soil or other conditions. The current work is simulating a fully loaded semi, but it can mimic a load as heavy as double the state's legal limit. The wheels also can veer 18 inches from side-to-side to reproduce traffic conditions.

Romanoschi said results have been promising so far, but researchers won't reach any conclusions until after the work is finished this year.

Wade Odell, research project manager with TxDOT's Research and Technology Implementation Office, wouldn't try to predict the results.

“That’s why they call it research,” he said. “We’re hopeful that it yields the positive results that we’re hoping for.”

<http://www.dallasnews.com/news/metro/20150519-ut-arlington-engineers-try-to-extend-life-of-roads-save-state-millions.ece>

Congress punts on transportation funding

Two-month patch awaits final OK

San Antonio Express News 5/20/15 9:30pm By Kevin Diaz

WASHINGTON — With federal highway dollars set to run out at the end of this month, threatening the summer road-work season in Texas and across the nation, Congress decided this week to take a familiar exit: It extended the money for two months and postponed the problem until the end of July.

The temporary patch, which is expected to get final Senate approval this week, would forestall a threatened suspension of federal payments to the states, including Texas, which took in \$3.1 billion in federal highway funds last year, the most of any state except California.

But while lawmakers declare victory before heading home for a Memorial Day recess, a bipartisan chorus of business and transportation groups is growing increasingly frustrated with Congress' continuing inability to lock down the mounting revenues needed to shore up the nation's aging infrastructure of roads and bridges.

Texas voters passed a ballot initiative last year to pump \$1.7 billion in oil and gas revenue into the state's transportation system, giving the Lone Star State a leg up on many of its less fortunate neighbors on the West Coast and the Northeast. But state officials say the lack of a long-term spending plan from Congress is not helping.

"There are a number of strategic corridor improvements needed across the state in both our rural and metro areas that could be more aggressively advanced with a long-term federal funding bill," Texas Department of Transportation spokesman Nick Wade said.

Texas officials say they have been making good progress chipping away at the state's inventory of structurally deficient or functionally obsolete bridges, which comprise about a fifth of the state's 52,937 bridges. But they say they are unable to start major projects without guarantees of all the future federal funding.

Four other states have already discontinued new projects while the congressional impasse continues, now almost a year since the expiration of the last multiyear federal surface transportation bill.

Road funding, historically a bipartisan affair, has prompted a mini-rebellion in the House, which signed off on the two-month extension on Tuesday.

"Enough is enough," said Rep. Peter Welch, D-Vt., who led a rump group of 35 lawmakers in both parties who voted against the stopgap measure.

In a letter to House leaders, he wrote that "America cannot afford to have Congress kick the can down the road while our roads and bridges continue to crumble and workers remain idle."

While many members of the Texas delegation share the same frustration, none were willing to join the protest.

"Two months is better than falling over the cliff right now," Houston Democrat Gene Green said.

The problem, as usual, is money. Lawmakers in both parties say they would like to pass the sort of multiyear road bills Congress used to pass in past decades. But dwindling Federal Highway Trust Fund dollars from gas taxes have taken a toll.

Experts blame a host of factors, including more hybrid and fuel-efficient cars. Many Democrats — and some Republicans — say it's time to bump up the federal 18.4 cent-a-gallon gas tax, which hasn't been raised since 1993. But that's not likely to happen in a Republican-led Congress, and there's no consensus on an alternative.

"I'm just not going to saddle the American people with further taxes," said former Woodville Mayor Brian Babin, a freshman Republican and a member of the House Transportation Committee.

A number of proposals have been floated, including taxing overseas corporate profits and tacking on fees to new exports of crude oil and liquefied natural gas. But those ideas too could be hard to sell in Congress, and certainly unlikely to happen by the end of summer.

“My worry is that if we don’t get something with money in it by the end of July, and Congress leaves (for the traditional summer recess) in August, we will have the Highway Trust Fund go bankrupt,” Green said. “We can’t do that.”

Green said that given the lack of alternatives, he could see raising the federal gas tax another nickel, or indexing it to inflation. “I can defend raising gas taxes for the Highway Trust Fund because people know what it goes for. So I think we need to bite the bullet and deal with this.”

While Congress looks for new sources of road money, the experts say the funding gap keeps getting worse, putting more of a squeeze on the states to do as Texas did and come up their own money.

“Congestion pricing,” user fees and tolls, like the ones being increased along Interstate 10 around Houston, are becoming more commonplace. So are local bond referendums and dedicated state funds, like last November’s Texas Transportation Funding Amendment Proposition 1 that raised \$1.7 billion for highway infrastructure.

But even that cash infusion will pay for “little else” beyond taking care of the current backlog of highway maintenance, according to a recently-published state study called the Texas Transportation Plan 2040.

The document, which projects a state population increase of 17 million over the next 25 years, estimates that it would take about \$10.5 billion a year just to maintain current road conditions in Texas. That’s about double the current annual revenue forecasts.

On the federal level, the Congressional Budget Office predicts that by 2025 the Highway Trust Fund will take in only \$38 billion, while spending about \$60 billion, leaving a \$22 billion annual deficit. Just to keep up with current levels of growth and inflation, a comprehensive national transportation bill lasting six years — the ultimate goal of many lawmakers — would require Congress to come up with an additional \$90 billion in revenues.

Transportation analysts who follow the federal appropriations process say that’s just a bridge too far.

“Anyone who thinks they’re going to find \$90 billion between now and July 31 for a six-year bill is crazy,” said Jeff Davis, founder and editor of the Eno Transportation Weekly.

The fiscal challenges have left Congress playing small-ball with the nation’s critical infrastructure needs, many experts say.

“We’re a little frustrated and disappointed,” said Frederick (“Bud”) Wright, executive director of the American Association of State Highway and Transportation Officials. “It was no surprise that we were facing a May 31 deadline to get something done on a long-term bill.”

The current two-month extension comes on top of an eight-month extension of a two-year federal spending bill, itself a truncated version of previous transportation bills that would set forth spending levels for five or more years at a time.

<http://www.expressnews.com/news/local/article/Congress-punts-on-transportation-funding-6276965.php>

Population gain in Dallas-Fort Worth is eye-popping, census figures show

By MICHAEL E. YOUNG myoung@dallasnews.com

Staff Writer

Published: 20 May 2015 11:08 PM

Updated: 21 May 2015 06:23 AM

After listening to a jumble of census numbers detailing Texas' continued population boom, especially the explosion in his town, Frisco Mayor Maher Maso seems almost apologetic.

"We just can't seem to help it," he said.

The latest estimates from the U.S. Census Bureau indicate that the staggering growth of small and medium-size cities across the Dallas region shows no sign of slowing.

And five Texas cities are among the U.S. top 10 in population gain between July 1, 2013, and July 1, 2014 — Houston, Austin, San Antonio, Dallas and Fort Worth, with each adding from 18,000 to almost 36,000 people in that 12-month period.

But just below them come two considerably smaller cities, Collin County neighbors, which added more people in the year than anywhere else in Texas except for the Big Five. Those would be Frisco, with almost 8,000 new residents, a 5.8 percent population increase in one year, and McKinney, up 7,600, a more than 5 percent increase.

"We don't focus on the numbers too much," Maso said. "It isn't a measure of success. But the main difference here is our growth has been sustained."

When Maso moved to Frisco in 1992, it was a city of about 6,000, he said. By mid-2014, the census estimates, Frisco's population had grown to 145,035.

"Texas has been growing; North Texas has been growing," he said. "Sometimes you think that's the norm."

But it turns out there's no place quite like Texas.

Until this year, Texas was alone with three cities of 1 million or more people. California tied that when San Jose crossed the 1 million mark. But Texas also had five of the top 10 cities in population gain, and six of the 13 fastest-growing by percentage — San Marcos, Georgetown, Frisco, Conroe, McKinney and New Braunfels.

San Marcos, along the booming Interstate 35 corridor between Austin and San Antonio, was the fastest-growing city in the U.S. for the third consecutive year, with its population climbing 7.9 percent between 2013 and 2014 to 58,892.

Dr. Steve Murdock, a former head of the U.S. census and now director of the Hobby Center for the Study of Texas at Rice University, offered an example to put Texas' growth in perspective.

“It’s important to understand that while the Houston MSA [metropolitan statistical area] grew by about 570,000 people to around 6.5 million from 2010 to 2014, and the Dallas-Fort Worth-Arlington MSA grew by 528,000 to about 7 million, the New York MSA, with 20 million people, grew less than either of those two areas,” Murdock said. “It grew by 526,000,” or roughly one-third the growth rate of the two Texas cities.

New York, Los Angeles and Chicago still top the list of the 20 largest cities in the U.S., but Houston, San Antonio and Dallas all make the Top 10, Murdock said, with Austin now at 11 with more than 900,000 residents, a jump of more than 100,000 people since 2010.

“So in five years, one-ninth of its population came to Austin,” Murdock said.

“New York still had 8.5 million people compared with 2.2 million in Houston, but the growth of our cities stands out,” he said. “Austin grew by 12.5 percent, and the only other city in the double-digit range from 2010 to 2014 was Charlotte, N.C.”

While New York grew by 3.9 percent, San Antonio was up 8.2 percent, Dallas 7 percent and Fort Worth 9.5 percent, Murdock said.

And then there are places like Frisco, McKinney, Plano and Denton, all growing fast.

“Here’s an eye-opener,” Maso said. “The majority of people who will live in Collin and Denton counties aren’t here yet. There will be approximately 2.5 million people in Collin and 2 million in Denton in the next 25 years.

“The corporations are coming in here, and when I talk regionally, I tell everyone that Texas is a great state, with lower unemployment, and then I talk about North Texas doing better than the rest of the state. And of course I end up with Frisco — from good to better to best.”

Dr. Lloyd Potter, the Texas state demographer, said the economic growth in the counties north of Dallas “has been fueling the demand for more housing, because people want to live close to where they work.”

And that has led to two very different growth models. Dallas County has seen outbound domestic migration to other parts of Texas and the U.S. in recent years, but balanced that with migration from other counties and high birth rates with its young population.

“But that’s a very different dynamic than what’s happening in Frisco and McKinney, where a small percentage of immigration is international but a large percentage domestic,” Potter said.

The latest round of census numbers continues to show strong growth in the Texas Triangle — the areas connected by Interstate 35 from the Dallas area to San Antonio, the I-45 corridor between Dallas and Houston, and the areas along I-10 between Houston and San Antonio.

Elsewhere, Texas is a far different sort of place, with 102 mostly rural counties in the east, the Panhandle and in West Texas continuing to lose population since 2010.

But the in-fill between Austin and San Antonio in towns like San Marcos and New Braunfels bolsters what some call the new D-FW.

“These might be two metropolitan statistical areas,” Murdock said, “but they’ll be linked in such a way that I don’t know whether people realize when they’ve left one to get to the other.”

And the smaller towns in between are growing in such a way as to be almost indistinguishable from their neighbors.

“I think we’ll continue to see that in much the same way as we do now in Dallas-Fort Worth,” he said.

Five fast facts

Frisco and McKinney are among cities with the highest percentage-rate growth.

Demographers see the San Antonio-Austin corridor as the next Dallas-Fort Worth.

Half of the cities with the largest population gain from 2013 to 2014 are in Texas.

San Marcos is the fastest-growing city in the U.S. for the third consecutive year.

Six of the 13 fastest-growing cities by percentage are in Texas, including Frisco and McKinney.

Legislature won't derail Dallas-to-Houston bullet train

By TOM BENNING

Austin Bureau

Published: 22 May 2015 07:09 PM

Updated: 22 May 2015 09:28 PM

AUSTIN — A proposed bullet train between Dallas and Houston has survived a budgeting measure that could have derailed the push for Texas to have a high-speed rail line.

On Thursday, budget writers removed a Senate-inserted rider in the spending plan that said the Texas Department of Transportation couldn't spend any state money on "subsidizing or assisting in the construction of high-speed passenger rail."

Backers of the planned 240-mile line had said the provision would have effectively killed the privately funded endeavor. High-speed rail opponents, however, said they were simply trying to ensure that the state wouldn't bail out the costly project if private funds dry up.

The two-sentence provision in the massive \$210 billion state spending plan had proved nettlesome in late-session budget negotiations, pitting rural lawmakers against those who represent Texas' two biggest metropolitan areas.

And though the language was deleted on a 6-4 vote of the conference committee negotiating the final budget, it wasn't without stern warnings from project opponents.

"We're being sold a potential bill of goods," said Sen. Charles Schwertner, R-Georgetown. "In the long term, the citizens and the taxpayers are going to be left holding the hook."

Barring any further maneuvering in the Legislature's final days, it appears that the high-speed rail proposal could emerge from the session unscathed.

The plan to create a privately funded 90-minute train ride between Dallas and Houston has drawn increasing attention. Company officials have said the train — estimated to cost about \$10 billion — could be running by 2021.

The effort has been pitched as a traffic reliever to Interstate 45 and a potential boon to development near downtown Dallas.

Backers said the budget provision would have hamstrung the project, since the Transportation Department's expertise and oversight are needed for key elements. And Texas Central Railway said in a written statement late Thursday that it was grateful for the conference committee's vote.

"We believe it is a vote that embraces private enterprise's commitment to provide innovative solutions to the infrastructure needs of a prosperous and growing Texas," the company said.

Rural landowners and elected officials along the proposed route have rallied against the effort in recent months. They've expressed concern about the use of eminent domain and the prospect that the tracks will split communities.

And with time of the essence, they took their fight to the Legislature.

But bills aimed at stopping or slowing the project appear bottled up in both the House and the Senate. And with the budget rider shot down, Schwertner predicted that Texans "will rue the day" that they didn't stop the project when they could.

On Twitter:

@tombenning

Red-light-camera ban likely at end of road in Legislature

By TOM BENNING

Austin Bureau

Published: 23 May 2015 10:35 PM

Updated: 24 May 2015 02:05 AM

AUSTIN — A drive to outlaw red-light cameras in Dallas and other Texas cities has reached a red light of its own.

The House Transportation Committee voted Friday to reject a Senate bill that would've gradually phased out the divisive cameras. That means the effort, opposed by police departments, is effectively dead even after winning overwhelming support in the Senate last month.

A factor that apparently weighed down the proposal was that it also would have prohibited the cameras that capture drivers who ignore stop signs on school buses. And some lawmakers said time simply ran out this session to sort through such issues.

“It’s just something that needs a little bit better vetting,” said Rep. Ron Simmons, a Carrollton Republican who voted against the bill in committee. “At least on the House side, we didn’t really have enough time.”

Red-light cameras have caused controversy since their inception in Texas in 2003.

The devices, which are common in North Texas cities, bring a maximum \$75 fine for drivers photographed running red lights. Police and city officials have argued fiercely to keep them, saying they have changed drivers’ behavior and reduced crashes.

“We really do believe that these cameras make our intersections safer,” Plano Assistant Police Chief Gay Schaffer said at a committee hearing last month.

But following public backlash, legislators have regularly tried to ban the cameras.

Some, citing privacy rights, object to the idea of being ticketed when a police officer isn’t there to witness the violation. Others point out that some scientific studies have cast doubt on the red-light cameras’ overall effectiveness.

Sen. Bob Hall, R-Edgewood, said this week that his anti-camera bill was “designed to constitutionally protect Texans and make Texas roads safer.”

In years past, the House had passed red-light camera bans only to see them stopped up in the Senate. So Rep. Gary Elkins, long a critic of the cameras, decided to wait this year on the Senate, rather than needlessly put the House through another heated debate.

But when the Senate finally acted this year, he found himself unable to get the measure out of a House committee.

“It’s extremely frustrating,” said Elkins, R-Houston.

A side drama to the red-light camera debate had been a raucous House Transportation Committee meeting in late April, when Chairman Rep. Joe Pickett accused Rep. Jonathan Stickland, R-Bedford, of tampering with witness registrations on a red-light camera bill.

Stickland has denied any wrongdoing, and it’s unclear how the incident may have affected the anti-camera push. Pickett, D-El Paso, voted present Friday on the related red-light camera bill, while seven committee members voted against and five others were absent.

Beyond the Legislature, red-light camera opponents have been buoyed by repeal efforts in individual cities. Arlington residents voted this month to outlaw the cameras, after similar bans in Houston and a few other locales.

“Clearly the public doesn’t like it,” Elkins said. “It inherently just seems unfair.”

Dallas residents roll out Trinity Parkway concerns

By BRANDON FORMBY bformbv@dallasnews.com
Transportation Writer

Published: 26 May 2015 11:22 PM

Dallas residents got their first chance to weigh in on recommendations for Trinity Parkway's first phase of construction Tuesday night, and, unsurprisingly, some tempers flared.

But most people expressed skepticism about the divisive project in quiet huddles with city officials who urged them to submit their concerns in writing.

The event at El Centro College's West Dallas campus was the first of several meetings across the city for the public's input about a privately funded group of experts' suggestions for the road.

Many of the comments and questions centered around whether Trinity Parkway will have tolls (it will), how a smaller version would affect traffic (officials don't know) and whether federal officials will allow additional landscaping and trees in the floodway (also not known).

"There's a lot of work to be done," Assistant City Manager Mark McDaniel told the roughly 60 people who attended.

McDaniel, who recently took over the project, didn't wait for questions about flooding. He offered that the current levels of water in the Trinity River flood plain, which drew scores of people to the Continental Avenue pedestrian bridge this weekend, weren't high enough to flood the road at its current planned elevation.

The river crested about 40 feet over the holiday weekend after days of rain. City officials said that's also not high enough to flood the road if it were placed at a lower elevation, as a team of experts has recommended.

The city earlier this year received approval from two federal officials to build Trinity Parkway as a high-speed tollway that would run partially within the Trinity River levees. The approved road calls for several large interchanges. It would be at least six lanes wide and even larger in several places once shoulders, ramps and a maintenance road are factored in.

The large-scale version of the road is commonly referred to Alternative 3C. Federal highway authorities have said they expect that version to be built. It became extremely controversial last year because its size and scope differ fundamentally from what voters approved in 2007.

The potential version of the road discussed Tuesday night is based off recommendations from the group of experts dubbed the "dream team." The city wants that team's recommendations to be

the blueprint for the first phase of Alternative 3C's construction. City officials are months from determining whether federal authorities will go along with the dream team's recommendations.

Comments from residents at the meetings will be sent to the City Council, along with a technical review of the dream team's work so elected officials can determine how to move forward with the project.

The team's suggestions for the first phase of construction include initially building two interchanges and only four lanes. The road would have more vegetation and trees and meander instead of run straight. It would also have parking lots and a place to turn around on the road.

Although the initial phase of the road would be narrower, the parkway's footprint would not be thinner. That's because the dream team's recommended road would be built within the footprint of the large-scale parkway that already has some federal clearance to build later.

After a brief video about the dream team's recommendations, McDaniel took a handful of questions, then asked residents to visit four tables around the room where they could individually discuss the recommendations with city employees.

Sylvia Lagos of Oak Cliff was skeptical the city could afford any version of the road. Dallas officials have yet to finalize how to pay for the project. Alternative 3C is expected to cost \$1.3 billion.

"Where are they going to get the money?" Lagos said. "They can't even fill all the potholes."

Frequent City Hall critic Richard Sheridan interrupted McDaniel at one point and yelled complaints about how the meeting format required people to speak in small groups to city officials. He asked whether there would be restrooms in parks planned alongside the toll road. He then left as Mayor Mike Rawlings entered the meeting.

"They don't want to hear from we, the people," Sheridan shouted as he exited.

Former City Council member Craig Holcomb is now the executive director of Trinity Commons, a nonprofit that supports the city's plans for the Trinity River flood plain. He was surprised by the detailed questions that residents asked after they broke out into small groups and pored over renderings.

"They were looking at the maps and really trying to understand why an access point was there and not somewhere else," he said.

AT A GLANCE: More meetings

Dallas will hold 12 more public meetings about proposals for the first phase of Trinity Parkway:

Thursday: 7 to 9 p.m., Parkhill Junior High School, 16500 Shadybank Drive

Tuesday: 7 to 9 a.m., Dallas Regional Chamber, 500 N. Akard St. #2600

June 8: 6 to 8 p.m., Women's Museum at Fair Park, 3800 Parry Ave.

June 9: 6 to 8 p.m., Wilshire Bank Community Center, 2237 Royal Lane

June 10: 6 to 8 p.m., University of North Texas, 7300 University Hills Blvd.

June 11: 7:30 to 9 a.m., El Centro College's Priest Institute, 1402 Corinth St.

June 15: 6 to 8 p.m., Knights of Columbus Hall, 10110 Shoreview Road

June 16: 6 to 8 p.m., Walnut Hill Recreation Center, 10011 Midway Road

June 18: 6 to 8 p.m., Eastfield College-Pleasant Grove, 802 S. Buckner Blvd.

June 22: 6 to 8 p.m., Methodist Dallas Medical Center's Hitt Auditorium, 1441 N. Beckley Ave.

June 23: 6 to 8 p.m., Dallas City Performance Hall, 2520 Flora St.

House, Senate deal would boost Texas road fund by billions

By TOM BENNING [Follow @tombenning thenning@dallasnews.com](#)

Published: 26 May 2015 11:15 PM

AUSTIN — The Legislature’s two most influential transportation lawmakers have struck a deal to boost the annual road budget by a projected \$3 billion or more, possibly putting Texas in a position to keep congestion from getting worse.

House Transportation Chairman Joe Pickett and Senate Transportation Chairman Robert Nichols said Tuesday the strategy would shift more money toward the construction and maintenance of toll-free roads.

The model, which would require the approval of voters in November 2016, relies on general sales tax and the motor vehicle sales tax. There would also be ways to limit the extra money to the Texas Department of Transportation, if the economy falters.

It is unclear how much money from such an approach will make its way to North Texas. But one guide might be the recent voter-approved \$1.7 billion infusion from a shift of oil and gas production tax revenue, of which \$367 million went to the greater Dallas area.

After pushing for years to get more money for roads — only to be blocked — both lawmakers cast the deal as significant.

“Getting something that was a ‘Hell, no’ two years ago ... shows we’ve come a long way,” said Pickett, D-El Paso.

Texas’ road problems have come front-and-center across the state. TxDOT said two years ago it needed \$5 billion more each year to keep congestion from getting worse and to maintain the state’s roads.

And those funding woes have not been a surprise, since the state gasoline tax has stayed at 20 cents a gallon since 1991. The gas tax money doesn’t go as far these days, because of inflation, vehicles’ increased fuel efficiency and other factors.

Past efforts to boost roads faltered under concerns about blowing a hole in the state’s general revenue budget. Although some of those worries remain, both the House and Senate voted overwhelmingly this year for earlier versions of the transportation agreement.

Under the deal, starting in 2018, TxDOT would get up to an additional \$2.5 billion a year in general sales tax revenue once that pot reached \$28 billion a year. The state collected a little over \$27 billion in sales tax revenue last year, officials said.

That provision would last for 15 years, though lawmakers could vote every decade to extend the setup.

Starting in 2020, the highway fund would also get 35 percent of motor vehicle sales tax revenue over \$5 billion a year. Pickett estimated that cut would produce more than \$250 million a year at first and then be in a position to grow.

That element would expire after 10 years, though lawmakers could also vote to extend in decade increments.

To allay budget writers' concerns that the state's general revenue budget could suffer in tough economic times, Pickett and Nichols created a fail-safe option. Any Legislature, by a two-thirds vote, could reduce either funding method by 50 percent.

"We needed to have a way during crisis periods to be able to pull some of those dollars back," said Nichols, R-Jacksonville.

The proposal's conference committee must wrap up some paperwork before the House and Senate can vote on the deal. The Senate must also pass the proposal's enabling House legislation, which would also provide more transparency and oversight to TxDOT.

On Twitter:

[@tombenning](https://twitter.com/tombenning)

Larry Duncan: Don't let Legislature do away with school bus stop-arm cameras

By LARRY DUNCAN

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If you mention red-light cameras in Texas, you will probably hear opinions on personal privacy, pedestrian safety or a debate about the effectiveness of this tool. That discussion continues in the Texas Legislature. It is critically important, however, to separate the red-light camera debate from the issue of school-bus stop-arm cameras.

Earlier this year, the Texas Senate considered SB 714, legislation that would prohibit red-light cameras. Last month, however, Sen. Don Huffines attached a last-minute provision to the bill that would also eliminate school-bus stop-arm cameras. This was done despite proof that these video cameras prevent child injuries and save kids' lives.

If approved, SB 714 would have dangerous results, creating open season on our schoolchildren's safety.

Dallas County Schools, the agency that operates buses for 14 school districts across Texas, has installed cameras on buses that transport our children to school. Because of special ordinances and interlocal agreements passed by forward-thinking cities and school districts such as Dallas ISD, those vehicles can capture images of drivers illegally passing stopped school buses.

It is alarming and frightening to view videos of drivers flagrantly attempting to pass a school bus. Recently, our [videos](#) of these drivers were featured on ABC News as an alarming display of the dangers children face just to get home.

It would be a tragic mistake to dismiss this available technology and pass an oh-by-the-way law prohibiting these cameras. School-bus stop-arm cameras are a separate issue from red-light cameras.

First, school-bus stop-arm cameras are a proven way to protect our children. There are many studies that suggest a person's fear of being caught is the No. 1 deterrent for committing a crime, and let me remind you that passing a stopped school bus is a crime. Since these cameras were installed and citations began being issued, traffic violations have declined 25 percent in Dallas. Soon, I think we will be able to report an even more significant decrease.

Legislators and drivers also need to understand law enforcement's role in this process; there are safeguards for drivers. First, school-bus stop-arm cameras are operated by a governmental entity; the decision process is not delegated to a private company. Every potential school-bus stop-arm violation video is reviewed by a certified peace officer before a citation is issued. In addition, there are ways for a driver to challenge this action through an adjudication officer or a municipal court. Please note, however, that the overwhelming majority of these fines are paid by drivers because the video evidence clearly shows a vehicle operator overtly and often brazenly passing a stopped school bus.

Presumably, these violators have forgotten basic lessons from drivers education. In Texas, it is unlawful to pass a stopped school bus when children are loading or being dropped off. You also are required to stop on the opposite side of the road when this occurs, unless the roadway is divided by a median.

Unlike traffic stoplights, school buses move, making it difficult to effectively enforce the laws created to protect our children traveling to and from school. Stop-arm cameras help keep children safe, and they ease the workload for police officers. Most important, the video technology is fortified by law enforcement personnel who make the final decisions about the issuance of a citation.

In these final days of the session, please help us urge legislators to do the right thing on school-bus stop-arm cameras. Don't let these important safety measures get eliminated without a statewide, rational and considered debate on the safety of our children who use public transportation to get to and from school.

Larry Duncan is board president of Dallas County Schools, the governmental entity that provides school bus transportation and safety equipment to 14 independent school districts in Texas, including Dallas County and Dallas ISD. Reach him through info@dcschools.com.

<http://www.dallasnews.com/opinion/latest-columns/20150528-larry-duncan-dont-let-legislature-do-away-with-school-bus-stop-arm-cameras.ece>

Flooding causes massive damage to Texas roads, bridges

By Gordon Dickson

gdickson@star-telegram.com

Just east of Cleburne, a hole nearly big enough to swallow a car has opened up on County Road 704C, the result of raging floodwaters that left the inner workings of a culvert and storm drainage pipe exposed.

In Central Texas, officials are scurrying along the Blanco River to rebuild two heavily traveled bridges — one destroyed, the other severely damaged. State officials say the structures crumpled under the bombardment of trees, houses and other large chunks of material that were carried downstream with terrifying force, striking the bridge supports as they passed.

Potholes? They are everywhere. In Blue Mound, just north of Fort Worth, a pothole at least 8 feet long and 3 feet wide — large enough to rip out the suspension of just about any vehicle — surfaced on a residential street.

While lakes are full and the long-standing drought is mostly a memory — thanks to the wettest month on record in Texas — city, county and state officials are trying to get their arms around just how much damage floodwaters have done to roads and bridges.

They already know the damage will likely total tens of millions of dollars — enough that decision-makers might postpone plans to widen roads and make other less-pressing improvements as they shift their limited road funds to emergency repairs.

“It’s hard to quantify at this point because so many roads are still under water,” said Jamie Moore, Johnson County’s emergency management coordinator. Moore estimates that at least \$750,000 worth of road and bridge damage has been found around Cleburne and Joshua, including the giant washed-out culvert on County Road 704C.

And frustrations mount for the traveling public as roadways are quickly closed by high waters.

On Friday, hundreds of motorists were stranded for hours after Loop 12 was submerged in chest-high water at Interstate 30 in west Dallas. State officials said the road would likely be closed for four

to five days. More water filled the intersection Saturday, and workers were left with the task of pumping an estimated 200,000 gallons off the road and inspecting it for damage.

At least 16 roads were closed Saturday morning in Wise County because of high water, prompting Sheriff David Walker to say, "It's kind of a mess right now."

Part of Trinity Boulevard in east Fort Worth, always prone to flooding, was closed Friday and remained shut down Saturday morning as water covered the road and flooded fields on both sides near the Greenbelt Road intersection.

State and local officials across the region hoped for a break in the wet weather this week so the standing water can evaporate and they can fully calculate the losses on highways, byways, bridges, underpasses and other low-lying pathways.

"We don't know what's under the water," Moore said. "Obviously, it [the damage estimate] will increase substantially."

The money game

Counties have contingency funds to cover repairs, and state emergency dollars are also available.

Gov. Greg Abbott has declared disasters in 70 counties, including Denton, Johnson, Parker and Wise, making them eligible for state assistance.

Late Friday, President Barack Obama signed a disaster declaration for Texas and ordered federal aid to supplement recovery efforts. Obama's action makes federal funding available to victims in Harris, Hays and Van Zandt counties.

In Tarrant County, officials are checking asphalt-topped roads for damage below the surface, said Tarrant County Commissioner Gary Fickes of Southlake, whose precinct includes Northeast Tarrant County. They're also checking for damage to culverts, which are often exposed when soil erodes.

"We put down the proper base material, but when you get so much water [that] your base gets saturated, it can break down," Fickes said.

Emergency contracts

The Texas Department of Transportation has a policy that helps district engineers deal with emergency repairs after natural disasters, chief engineer Bill Hale said.

In Hays County, the deadly flooding caused major damage to at least two bridges, including a Ranch Road 12 state highway bridge in Wimberley that is now reduced to one lane. Also, a locally owned structure nearby, the Fischer Store Road bridge, was destroyed, most likely by trees and the remnants of houses carried away by the fierce waters, Hale said.

“Trees can become battering rams when they get washed away,” Hale said.

The state estimated road and bridge damage at \$35 million, Hale said, but that was before rain fell Thursday, Friday and Saturday — so the final tally will likely be much higher.

Locally owned infrastructure can also qualify for state and federal emergency aid, although city or county officials often must put up their own money first and seek reimbursement, officials said.

State and local authorities have the resources to fix broken pieces of the transportation grid on short notice, but it comes at a cost — usually postponing other scheduled work, such as adding new lanes in a growing area or replacing a worn-out piece of roadway or bridge.

“We can use our fund balance, and we have funding available in maintenance and operations, but a lot of times it requires us to delay a project or two,” Hale said.

Some cities have dedicated funds for pothole repair. In Arlington, a voter-approved street maintenance fund supported by a quarter-cent sales tax has provided more than \$123 million to fix potholes and make other relatively simple road repairs since 2002, officials said.

Arlington deploys a “pothole patch truck” with a full-time crew that patrols the streets, looking for problems.

The Denton and Fort Worth street departments also have crews dedicated to potholes.

In the coming weeks, they’ll have their work cut out for them.

THIS REPORT INCLUDES MATERIAL FROM THE ASSOCIATED PRESS.

Gordon Dickson, 817-390-7796

Twitter: @gdickson

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article22697010.html#storylink=cpy>

North Texas Tollway Authority avoids sunset review process

By GROMER JEFFERS JR. gjeffers@dallasnews.com

Political Writer

Published: 31 May 2015 10:26 PM

Updated: 01 June 2015 12:11 AM

AUSTIN — An eleventh-hour move to have the North Texas Tollway Authority reviewed by the state's Sunset Advisory Commission failed Sunday, but it put the agency on notice that at least one lawmaker is questioning the way it operates.

State Rep. Cindy Burkett, R-Mesquite, says the NTTA is no longer a local agency but a potential behemoth that already serves millions of customers.

She supported a resolution that would have allowed a conference committee to add the NTTA to a bill that outlines governmental agencies that are subject to the sunset review process.

“There are very few agencies that touch that number of constituents,” she said, adding that it was an ideal time to look at the NTTA, along with the Texas Department of Transportation.

Agencies reviewed by the Texas Sunset Advisory Commission undergo an exhaustive examination that results in recommendations on how to improve operations. The commission, of which Burkett is a member, makes recommendations to the Legislature. The agency under review could be abolished and given up to one year to shut down.

State Rep. Larry Phillips, R-Sherman, said the NTTA had kept its promise to make necessary changes years ago, when such a review was first threatened. And he said a review could cost customers.

“If they go under review, it just means our toll rates will go up in North Texas,” he said.

Rep. Chris Turner, D-Arlington, produced a letter signed by the county judges of Denton, Dallas and Tarrant counties urging the Legislature not to remove NTTA and its 6.5 million customers from local control. The three officials, who represent the

NTTA's founding counties, said putting the agency under sunset review was a "rather bad policy aimed at singling out one local transportation entity."

"We have been very actively engaged in ongoing cooperation with NTTA in reviewing its financial and operational performance," the letter stated.

Follow Gromer Jeffers Jr. on Twitter at @gromerjeffers.

Texans to Vote on Plan to Boost Road Funding

- by [Aman Batheja](#)
- May 30, 2015

The Texas Legislature voted Saturday to ask the state's voters in November to approve a plan to boost annual transportation funding by billions of dollars.

The House passed [Senate Joint Resolution 5](#) by a vote of 142-1. State Rep. [Harold Dutton](#), D-Houston, was the only "no" vote. The Senate approved the resolution earlier in the day. The measure will now be added to the Nov. 3 ballot.

"Not everybody gets everything that they wanted," House Transportation Chairman [Joe Pickett](#), D-El Paso, told the House before the vote. "But I think we have a really good mixture of what we can proudly vote for and ask the public for their support."

Under the [transportation funding deal reached](#) by Pickett and Senate Transportation Chairman [Robert Nichols](#), R-Jacksonville, Texans will be asked to amend the state constitution to dedicate \$2.5 billion of the general sales tax to the highway fund beginning in 2017 — as well as a portion of future motor vehicle sales taxes beginning in 2019.

Both funding streams will have triggers attached to them in case of downswings in the state economy. The general sales tax revenue dedication could be halted if sales tax revenue comes in lower than about \$28 billion in a fiscal year, which is around what the state collects today, Pickett said.

The motor vehicle sales tax dedication is more complex. The deal worked out there is for the state to transfer 35 percent of the growth of that revenue stream beyond \$5 billion beginning in 2020.

Texans pay a 6.25 percent state sales tax on automobiles. As it stands, all of the vehicle sales tax collected, about \$4 billion annually, goes into the state's all-purpose general revenue fund.

For years, TxDOT has warned lawmakers its funding is several billion dollars below what it needs to maintain current levels of congestion in a fast-growing state.

This will be the second November election in a row in which Texas voters will be asked to approve a constitutional amendment that increases transportation funding. Last November, voters approved [Proposition 1](#), which dedicates some of the tax revenue being collected from the oil boom to road construction and maintenance. This session, budget writers allocated \$2.5 billion from funds raised through Proposition 1. They also boosted TxDOT's budget by ending about \$1.3 billion in so-called diversions, in which gas tax money was going to pay for items other than road construction and maintenance, primarily the Department of Public Safety.

The transportation funding deal between Pickett and Nichols originally included another bill, Pickett's [House Bill 13](#). In the Senate on Thursday evening, Nichols allowed state Sen. [Bob Hall](#) to add an amendment to the bill that would ban cities from using red light cameras. While such a ban had previously passed the Senate, it faced more opposition in the House. Pickett said he had no plans to allow the ban to stay in the bill.

On Friday, Pickett made the unusual decision of using a parliamentary maneuver called a point of order to kill his own bill. He explained afterward that HB 13 was not critical to the transportation funding deal but did have good provisions that were aimed at bringing more transparency to how TxDOT decides which projects to fund.

"This wasn't the way to do it," Pickett told reporters Friday of the changes made to his bill in the Senate. "It was very unprofessional. It's not what we do around here."

Gov. Greg Abbott signs transportation bill near downtown Dallas' Horseshoe Project

By BRANDON FORMBY

Transportation Writer

Published: 02 June 2015 10:28 PM

At a heliport overlooking the \$800 million Horseshoe Project around downtown Dallas, Gov. Greg Abbott on Tuesday signed into law new regulations for how planners pay for transportation projects.

The law requires TxDOT to develop and implement a ranking system that evaluates which transportation projects get state funding.

It also requires metropolitan planning organizations like North Texas' Regional Transportation Council to consider congestion, economic development, environmental impacts and socioeconomic effects when ranking long-term construction plans.

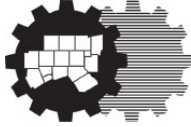
The House and Senate in the final days of the session approved a multibillion-dollar annual boost to the Texas Department of Transportation's budget for roads. Abbott called that move, which must be approved by voters, historic.

The two-pronged financing effort would give TxDOT an additional \$2.5 billion a year in general sales tax revenue once that revenue stream reaches \$28 billion. It raised a little more than \$27 billion last year. The measure would also send 35 percent of motor vehicle sales tax revenues that exceed \$5 billion to the state highway fund, which is expected to initially give TxDOT \$250 million and grow from there.

The measure calling for a statewide referendum on the new funding doesn't require the governor's signature.

Earlier in the day, Abbott signed a bill designating a portion of U.S. Highway 287 through Midlothian the Chris Kyle Memorial Highway. Kyle, the deadliest sniper in American history, was shot and killed at a gun range in 2013. Abbott called Kyle, subject of the Oscar-nominated movie *American Sniper*, a hero.

Abbott also signed into law a requirement that TxDOT study how much money it would take to pay off the debt on all state-subsidized toll roads and develop a plan for removing tolls on those highways.



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
(817) 695-9284
awilson@nctcog.org

Planners Seek Input on Proposed Transportation Changes

North Texans can review, give input on recommendations online

May 26, 2015 (Arlington, Texas) – Transportation planners coordinate regularly with the local governments and transportation providers as well as state and federal agencies to develop and fund transportation and air quality plans within the region. Modifications are often part of this process, and the Regional Transportation Council seeks public input to help guide decisions. North Texans are encouraged to review and comment on proposed modifications to both the Transportation Improvement Program and the Fiscal Year 2014 and Fiscal Year 2015 Unified Planning Work Program.

A comprehensive list of funded transportation projects through 2018 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, state and local sources are included in the TIP. To maintain an accurate project listing, this document is updated periodically. A proposed modification to work along IH 35W from Eagle Parkway to SH 114 is available for public review and comment at www.nctcog.org/input. This modification, if ratified by the Regional Transportation Council (RTC), would eliminate building a bridge at Litsey Road.

Maintaining an accurate listing of projects in the TIP and other transportation activities are outlined in the Unified Planning Work Program (UPWP), which is a summary of the transportation and related air quality planning tasks conducted by the metropolitan planning organization. Proposed modifications to the Fiscal Year 2014 and Fiscal Year 2015 Unified Planning Work Program are available for public review and comment at www.nctcog.org/input.

Regional Transportation Input Opportunity Details

Information is online at www.nctcog.org/input for public review and comment through June 9, 2015, when comments are due. To request printed copies of the information, call (817) 608-2335 or e-mail jstout@nctcog.org.

Submit comments and questions through one of the following methods:

E-mail: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: (817) 640-3028

Phone: (817) 695-9240

Mail: P.O. Box 5888, Arlington, Texas 76005

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
(817) 695-9284
awilson@nctcog.org

NCTCOG Earns EPA SmartWay Affiliate Challenge Honor

Seven partners recognized for commitment to clean air, sustainable freight transportation

May 12, 2015 (Arlington, Texas) – The Environmental Protection Agency recently recognized the North Central Texas Council of Governments as one of seven recipients of a SmartWay Affiliate Challenge award for support of policies and practices that reduce truck emissions and improve freight efficiency.

The SmartWay Affiliate Challenge is a national campaign developed by the EPA to acknowledge organizations that participate in SmartWay and do an exceptional job supporting the partnership's freight sustainability goals. The challenge was open to all affiliates nationwide.

"EPA commends the Affiliate Challenge honorees for their extraordinary level of commitment, enthusiasm and creativity in supporting EPA's SmartWay program, and sustainable transportation," said Christopher Grundler, Director of EPA's Office of Transportation and Air Quality. "The work in this arena helps advance the environmental sustainability of commercial transportation and logistics bringing us all closer to achieving the shared goals of efficient goods movement and clean air."

Ten Dallas-Fort Worth area counties are in nonattainment for ozone and have until 2018 to meet the EPA's standard. The freight industry is crucial to the region's efforts to clean the air. In the region, 18-wheelers account for 52 tons of nitrogen oxides per day, or about 30 percent of all on-road transportation sources, despite representing only five percent of the vehicle miles traveled in the region.

A SmartWay member since 2006, NCTCOG promotes the initiative throughout the Dallas-Fort Worth area and provides education and outreach to potential partners and affected industries through its programs, workshops and webinars.

Additionally, NCTCOG earned recognition, in part, for integrating SmartWay vehicles and technologies in a new Clean Fleet Policy, which 24 entities have adopted. The policy outlines goals and provides workable, cost-effective solutions to reduce ozone-causing pollution from local fleets and support regional efforts to meet the EPA air quality standard.

Along with NCTCOG, the following public and private entities received recognition:

- American Trucking Associations
- Colorado Motor Carriers Association
- Environmental Defense Fund
- Penske Truck Leasing
- Transportation Intermediaries Association
- Wisconsin Clean Cities

The EPA recognized these affiliates at the Transportation Intermediaries Association Capital Ideas and Exhibition Conference in April, during a recent webinar, through social media and on the SmartWay website.

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NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About SmartWay:

EPA launched SmartWay in 2004 to help business improve the sustainability of their freight supply chains. Today the Partnership consists of nearly 3,000 Partners, representing a cross section of the freight supply chain industry. As of today, SmartWay Partners have saved over 144 million barrels of oil. SmartWay's clean air achievements (60 million metric tons of carbon dioxide so far) help protect the health and well-being of citizens.

More information on SmartWay in general: www.epa.gov/smartway.

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**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT REVIEW
OF PROJECTS SELECTED GREATER THAN 10 YEARS AGO**

PROJECTS WITH UNDETERMINED STATUS									
CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CITY	EST. LET	FISCAL YEAR	LIMITS	SCOPE	TOTAL	FUNDING CATEGORY	NOTES
2005-2006 PARTNERSHIP PROGRAM 3	11853.2	ARLINGTON	01/2015	2017	SH 180/DIVISION FROM COOPER TO COLLINS	DIVISION BICYCLE AND PEDESTRIAN PROJECT; CONSTRUCT NEW BIKE TRAIL, 8-FOOT SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT	\$1,050,775	CMAQ	LOCAL MATCH NOT AVAILABLE
2002 STRATEGIC PROGRAMMING INITIATIVE	11428.1	CARROLLTON	12/2016	2017	VARIOUS LOCATIONS IN CITY OF CARROLLTON - OFF-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	\$900,000	CMAQ	PROJECT DELAYED FROM FY 2015 TO FY 2017
2002 STRATEGIC PROGRAMMING INITIATIVE	11428.2	CARROLLTON	12/2016	2017	VARIOUS LOCATIONS IN CITY OF CARROLLTON ON-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	\$200,000	CMAQ	PROJECT DELAYED FROM FY 2015 TO FY 2017
2005-2006 PARTNERSHIP PROGRAM 3	11745	COCKRELL HILL	02/2016	2015	COCKRELL HILL RD FROM NORTH OF MOLER STREET TO DAVIS STREET	RECONSTRUCT ROADWAY; RECONFIGURATION OF INTERSECTION WITH JEFFERSON BLVD INCLUDING APPROACHES	\$3,936,938	RTR	MAY BE READY FOR CONSTRUCTION IN FY 2016
1992 CALL FOR PROJECTS	533	DALLAS	09/2014	2015	LEMMON AVENUE AT BLUFFVIEW	INTERSECTION IMPROVEMENTS	\$2,245,000	LOCAL	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT
1992 CALL FOR PROJECTS	535	DALLAS	05/2017	2017	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	DUAL LEFT TURN LANES ON ALL APPROACHES	\$317,500	CMAQ	
1992 CALL FOR PROJECTS	537	DALLAS	05/2017	2016	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	ADD TURN LANES AND TRAFFIC SIGNAL IMPROVEMENT	\$522,500	CMAQ	
1992 CALL FOR PROJECTS	633	DALLAS	05/2017	2016	HATCHER ST FROM SPRING AVE TO NORTH OF HASKELL AVE/MILITARY PKWY	RECONSTRUCT EXISTING ROADWAY FROM 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH INTERSECTION IMPROVEMENTS AT HASKELL	\$4,694,450	STP-MM	
1992 CALL FOR PROJECTS	665.2	DALLAS	04/2017	2017	PARK LANE FROM US 75 TO GREENVILLE AVE	WIDEN ROADWAY FROM 4 TO 5 LANES (2 EASTBOUND AND 3 WESTBOUND), AND CONSTRUCT RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE	\$7,736,000	STP-MM	

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT REVIEW
OF PROJECTS SELECTED GREATER THAN 10 YEARS AGO**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CITY	EST. LET	FISCAL YEAR	LIMITS	SCOPE	TOTAL	FUNDING CATEGORY	NOTES
1992 CALL FOR PROJECTS	2310.1	DALLAS	10/2016	2015	DENTON DRIVE FROM SOUTH OF WALNUT HILL LANE TO NORTH OF ROYAL LN	RECONSTRUCT DENTON DR FROM 2 LN UNDIVIDED RURAL INTO 3 LN URBAN TRANSIT ORIENTED ROADWAY WITH CENTER TURN LN, BIKE LN, SIDEWALKS, AND SIDEWALK CONNECTION TO HARRY HINES BLVD ALONG BOTH WALNUT HILL LN AND ROYAL LN CONNECTING DART LRT STATION	\$8,703,250	LOCAL	PROJECT MAY BE READY FOR CONSTRUCTION IN FY 2016
1992 CALL FOR PROJECTS	2785	DALLAS	09/2014	2015	LEMMON AVENUE FROM BLUFFVIEW TO AIRDROME	WIDEN FROM 6 TO 8 LANES DIVIDED URBAN FROM BLUFFVIEW TO UNIVERSITY; RECONSTRUCT FROM 6 TO 6 LANES FROM UNIVERSITY TO AIRDROME	\$1,525,000	LOCAL	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT
1992 CALL FOR PROJECTS	2795	DALLAS	03/2016	2015	HARRY HINES BLVD AT MOCKINGBIRD LANE	INTERSECTION IMPROVEMENTS; INCREASE EB LEFT TURN STORAGE AND NB RAMP IMPROVEMENT	\$500,000	LOCAL	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT
1999 CALL FOR PROJECTS	11018.2	DALLAS	08/2014	2015	KATY TRAIL FROM ELLSWORTH AVE TO WORCOLA STREET IN CITY OF DALLAS	CONSTRUCT ELEVATED PEDESTRIAN BRIDGE ON KATY TRAIL - PHASE 6	\$8,100,000	RTR	
2004 RAILROAD CROSSING RELIABILITY PARTNERSHIP PROGRAM	11258.9	DALLAS	04/2021	2018	8 INTERSECTIONS AT KSC RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD, BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS	\$2,260,000	STP-MM	DELAYED DUE TO LOCAL MATCH UNAVAILABILITY
2005-2006 PARTNERSHIP PROGRAM 3	11746	DALLAS	06/2015	2016	CITY OF DALLAS SAFETY PROGRAM	ASSESSMENT AND IMPLEMENTATION OF DALLAS SAFETY PROGRAM TO IMPROVE SAFETY AT INTERSECTIONS	\$703,750	STP-MM & CMAQ	
2005-2006 PARTNERSHIP PROGRAM 3	11808.1	DALLAS	11/2013	2016	CITYWIDE SIGNAL RETIMING AND INSTALL ADVANCED VEHICULAR DETECTION EQUIPMENT	TRAFFIC SIGNAL IMPROVEMENT (ON SYSTEM)	\$519,560	CMAQ	

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OF PROJECTS SELECTED GREATER THAN 10 YEARS AGO**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CITY	EST. LET	FISCAL YEAR	LIMITS	SCOPE	TOTAL	FUNDING CATEGORY	NOTES
TEXAS TRANSPORTATION COMMISSION/REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11217	DENTON	04/2016	2017	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	\$18,950,000	RTR & STP-MM	
TEXAS TRANSPORTATION COMMISSION/REGIONAL TRANSPORTATION COUNCIL PARTNERSHIPS	11265	DUNCANVILLE	08/2016	2017	IH 20 FROM NORTH MAIN STREET TO CAMP WISDOM ROAD	CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS	\$5,000,000	STP-MM	
2004 RAILROAD CROSSING RELIABILITY PARTNERSHIP PROGRAM	11263.7	FORT WORTH	12/2016	2016	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	\$902,300	STP-MM	
2005-2006 PARTNERSHIP PROGRAM 3	11763	FORT WORTH	11/2015	2017	CHAPEL CREEK BLVD AT IH 30	CONSTRUCT NEW 6 LANE BRIDGE WITH 4 THRU LANES AND 2 LEFT TURN LANES TO REPLACE EXISTING 2 LANE BRIDGE	\$7,055,000	STP-MM	
2005-2006 PARTNERSHIP PROGRAM 3	11749	FRISCO	03/2016	2015	MAIN ST WEST OF DNT	ADD 2 EASTBOUND DEDICATED LEFT TURN LANES ON MAIN STREET WEST OF THE DALLAS NORTH TOLLWAY	\$255,900	CMAQ	
2005-2006 PARTNERSHIP PROGRAM 3	11775	FRISCO	06/2018	2018	FRISCO/NTTA FIBER OPTIC CONNECTION FRISCO TMC TO NTTA - DNT	DESIGN & INSTALLATION OF FIBER OPTIC CONNECTION W/THE REGION FIBER CONNECTION FROM FRISCO TMC TO DNT	\$326,098	CMAQ	
1992 CALL FOR PROJECTS	2810	GARLAND	09/2016	2017	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	\$2,205,000	CMAQ	
1999 CALL FOR PROJECTS	11065	GARLAND	05/2015	2015	WINTERS PARK/SPRING CREEK GREENBELT TRAIL FROM BRAND ROAD TO RANGER DRIVE	CONSTRUCT NEW 12' WIDE CONCRETE TRAIL AS PART OF VELOWEB; TWO MILES	\$1,306,008	CMAQ	

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT REVIEW
OF PROJECTS SELECTED GREATER THAN 10 YEARS AGO**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CITY	EST. LET	FISCAL YEAR	LIMITS	SCOPE	TOTAL	FUNDING CATEGORY	NOTES
2004 RAILROAD CROSSING RELIABILITY PARTNERSHIP PROGRAM	11258.6	GRAND PRAIRIE	06/2016	2016	RR CROSSING RELIABILITY PARTNERSHIP PROGRAM; 19TH STREET SW, BAGDAD RD, SE 14TH STREET, CENTER STREET, SW 2ND STREET, AND SW 23RD STREET AT UPRR	INSTALL MISC EQUIPMENT, GATES, ADVANCE PREEMPTION, AND FLASHERS	\$1,140,000	STP-MM	CITY OF GRAND PRAIRIE WORKING WITH UPRR ON PROJECT DETAILS
2004 PARTNERSHIP PROGRAM 1	11536	GRAND PRAIRIE	08/2015	2017	CAMP WISDOM ROAD FROM CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED; CONNECTION WITH SOUTHERN EXTENSION OF BARDIN ROAD	\$9,000,000	RTR	
2005-2006 PARTNERSHIP PROGRAM 3	11757	GRAPEVINE	01/2015	2015	MUSTANG DR AT WILLIAM D TATE AVE	ADD ADDITIONAL EASTBOUND LEFT TURN LANE	\$53,000	LOCAL	PART OF A DEFEDERALIZATION PACKAGE WITH GRAPEVINE
2005-2006 PARTNERSHIP PROGRAM 3	11754.1	HUDSON OAKS	10/2014	2015	ON LAKESHORE DRIVE AT US 180/IH 20	IMPROVEMENTS AT LAKESHORE DRIVE, US 180, AND IH 20 FRONTAGE ROADS, CONSTRUCT TURNAROUND BRIDGE, AND WIDEN EXISTING LAKESHORE DRIVE BRIDGE TO ACCOMMODATE TURN LANES	\$4,718,250	CMAQ & CAT 12(C)	
2005 PARTNERSHIP PROGRAM 2	11547	HURST	05/2014	2012	TRE CROSSING AT PRECINCT LINE	UPGRADE CROSSING BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON-MOUNTABLE CURB MEDIAN	\$1,620,000	CAT 12(S)	FUNDS TRANSFERRED IN 2009; CONSTRUCTION STATUS UNKNOWN
2004 PARTNERSHIP PROGRAM 1	11527	IRVING	05/2020	2035	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	\$0	LOCAL	CONSTRUCTION NOT FUNDED
2005 PARTNERSHIP PROGRAM 2	11584	IRVING	06/2014	2013	TRE DOUBLE TRACKING AT VALLEY VIEW (TAR/DAL CL) AND WEST IRVING	CONSTRUCT SECOND TRACK FROM DALLAS/TARRANT COUNTY LINE (AT VALLEY VIEW LN) TO WEST IRVING STATION	\$4,752,000	CMAQ	FUNDS PREVIOUSLY TRANSFERRED TO DART, CONSTRUCTION MAY BE COMPLETED, BUT SPECIFIC DATES ARE UNKNOWN

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT REVIEW
OF PROJECTS SELECTED GREATER THAN 10 YEARS AGO**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CITY	EST. LET	FISCAL YEAR	LIMITS	SCOPE	TOTAL	FUNDING CATEGORY	NOTES
2002 STRATEGIC PROGRAMMING INITIATIVE	11450	LANCASTER	04/2016	2015	DANIELDALE RD FROM IH 35E TO HOUSTON SCHOOL RD	RECON. 2 LN UNDIV TO 2 LN UNDIV URBAN FROM IH 35E NB FR RD TO LONGHORN TRL & RECON. 2 LN UNDIV TO 3 LN UNDIV WITH CONTIN. CNTR TURN LN W/TRANSITION LNS, SIGNALS, & ADD COMBO LNS FOR LT & RT TURN LNS FROM LONGHORN TRL TO HOUSTON SCHOOL RD	\$345,750	STP-MM	PROJECT MAY LET IN 2015 OR 2016
2001 PARK IN RIDE CALL FOR PROJECTS	11189.5	NORTH RICHLAND HILLS	09/2017	2018	IH 820 AT SH 26 INTERCHANGE IN NORTH RICHLAND HILLS	CONSTRUCT 100 SPACE PARK AND RIDE FACILITY IN TXDOT ROW BENEATH FM 1938 RAMPS AT NE MALL INTERCHANGE	\$300,000	CMAQ	
2002 STRATEGIC PROGRAMMING INITIATIVE	11419	NORTH RICHLAND HILLS	07/2017	2016	FM 1938 (DAVIS BLVD) AT MID- CITIES BLVD	ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS	\$2,701,745	CMAQ	PROJECT DELAYED FROM FY 2016 TO FY 2017
1999 CALL FOR PROJECTS	11110	PLANO	04/2016	2016	ON SPRING CREEK PARKWAY AT COIT ROAD IN THE CITY OF PLANO	EXPAND INTERSECTION TO ADD RIGHT AND LEFT TURN LANES	\$2,328,503	CMAQ	
2001 LAND USE/TRANSPORTATION JOINT VENTURE CALL FOR PROJECTS	11318.1	PLANO	Jan-15	2015	PLANO TRANSIT VILLAGE FROM 12TH STREET TO SH190/BUSH TURNPIKE	VELOWEB CONTINUOUS BICYCLE AND PEDESTRIAN PATH	\$1,360,818	CMAQ	PROJECT DELAYED TO FY 2016
2002 STRATEGIC PROGRAMMING INITIATIVE	11461	PLANO	09/2015	2017	SH 289 AT INTERSECTION OF 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	\$3,100,000	CMAQ & STP-MM	

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT REVIEW
OF PROJECTS SELECTED GREATER THAN 10 YEARS AGO**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CITY	EST. LET	FISCAL YEAR	LIMITS	SCOPE	TOTAL	FUNDING CATEGORY	NOTES
2005-2006 PARTNERSHIP PROGRAM 3	11850	PLANO	06/2014	2014	15TH STREET FROM AVENUE G TO CHISHOLM TRAIL AT 15TH STREET	ENHANCE PEDESTRIAN CROSSING, RECONSTRUCT EXISTING PAVEMENT, IMPROVE BUS STOP LOCATIONS, OPTIMIZE TRAFFIC SIGNALS, MODIFY SIDEWALKS AND DRIVEWAY APRONS, BIKE TRAIL, PROVIDE WAY FINDING SIGNAGE, AND LANDSCAPING	\$2,150,000	RTR	
1999 CALL FOR PROJECTS	11116	RICHARDSON	08/2015	2017	DUCK CREEK TRAIL, FROM PLANO RD TO CAMPBELL/US 75 IN RICHARDSON	BIKE AND PEDESTRIAN TRAIL	\$2,615,804	CMAQ	LPAFA IN PROGRAMS; CONSTRUCTION STATUS PENDING
2005-2006 PARTNERSHIP PROGRAM 3	11794.2	RICHARDSON	08/2015	2017	CAMPBELL RD FROM COLLINS TO US 75	EXTEND SB RIGHT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD SB LEFT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD AUXILIARY LANE ON CAMPBELL FROM US 75 TO COLLINS	\$1,250,000	STP-MM	
2005-2006 PARTNERSHIP PROGRAM 3	11847	RICHARDSON	05/2014	2015	SIDEWALKS TO DART RAIL STATIONS - W/IN 1/2 MILE RADIUS OF DART SPRING VALLEY STATION, ARAPAHO STATION, & GALATYN PARK STATION	CONSTRUCT 6/7 FOOT SIDEWALKS ALONG ARTERIAL AND COLLECTOR STREETS (15.5 MI)	\$800,000	RTC LOCAL	
TOTAL NUMBER OF PROJECTS								41	
TOTAL								\$118,150,899	

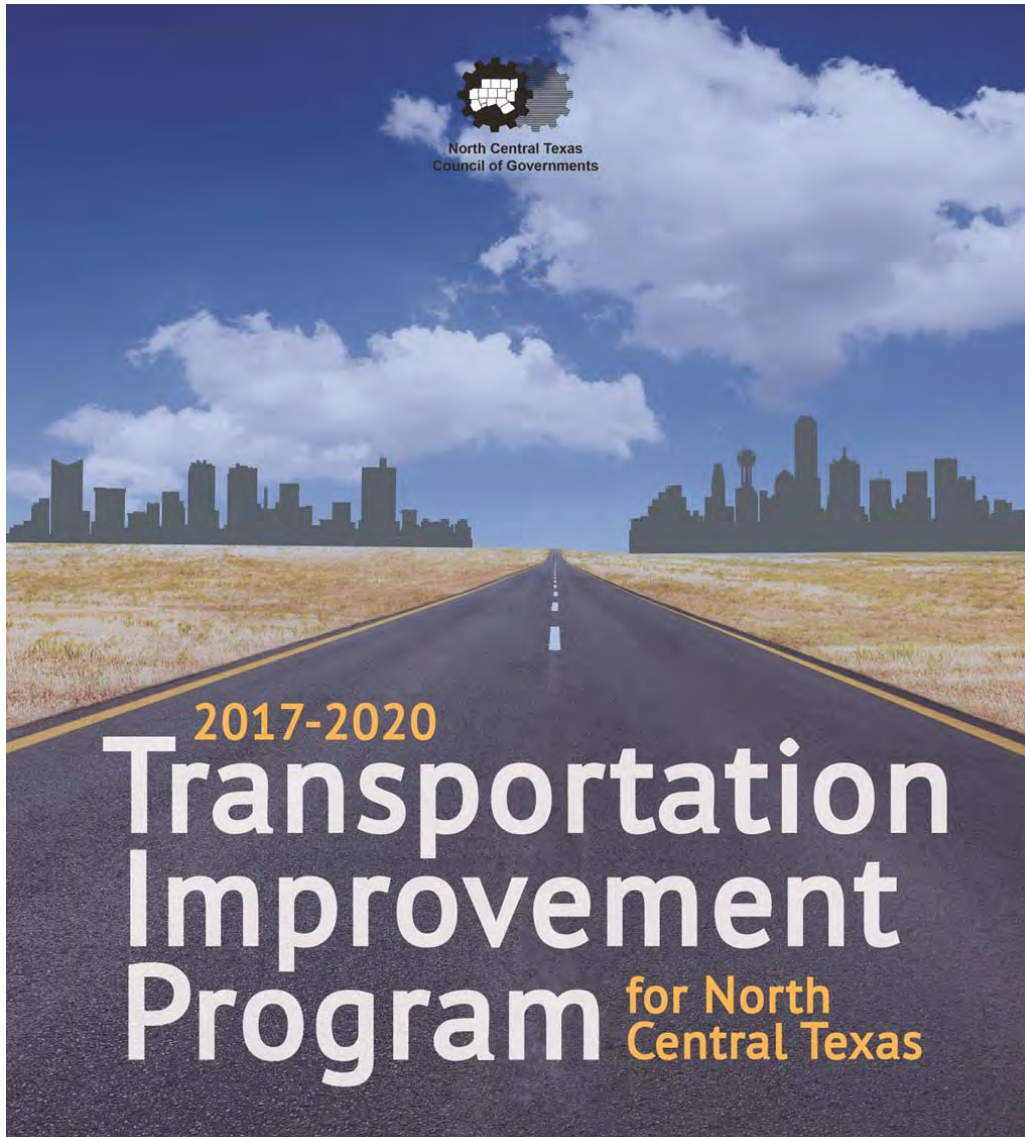
**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT REVIEW
OF PROJECTS SELECTED GREATER THAN 10 YEARS AGO**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CITY	EST. LET	FISCAL YEAR	LIMITS	SCOPE	TOTAL	FUNDING CATEGORY	NOTES
PROJECTS WITH KNOWN STATUS									
1999 CALL FOR PROJECTS	11144	ARLINGTON	01/2014	2015	BIKEWAYS CITYWIDE	DEVELOP BIKE LANES AND BIKE ROUTES WITHIN CITY LIMITS	\$1,093,325	CMAQ	PER CITY STAFF, PROJECT TO START CONSTRUCTION IN 2015
2005-2006 PARTNERSHIP PROGRAM 3	11853.1	ARLINGTON	09/2017	2017	ABRAM STREET HIKE AND BIKE TRAIL; FIELDER ON THE WEST, ABRAM ON THE SOUTH STADIUM ON THE EAST AND RIGHT UP TO, BUT NOT INCLUDING DIVISION ON THE NORTH	ABRAM-AREA BICYCLE AND PEDESTRIAN DISTRICT: CONSTRUCT NEW BIKE TRAIL, 8-FOOT SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT	\$1,093,325	CMAQ	ENGINEERING DELAYED TO FY 2016
2005-2006 PARTNERSHIP PROGRAM 3	11580	CARROLLTON	08/2015	2015	BICYCLE CONNECTION LINK FOR CARROLLTON TRANSIT DISTRICT	2 BICYCLE TRAIL LINKS EXTENDING NORTHEAST FROM DOWNTOWN CARROLLTON DART STATION; ONE TRAIL PARALLELS HUTTON BRANCH CREEK/BNSF RAIL LINE AND THE OTHER IS PARALLEL TO THE COTTONBELT RAIL LINE	\$ 343,020	CMAQ	ANTICIPATE OBLIGATION OF FUNDS IN FY 2015
2005-2006 PARTNERSHIP PROGRAM 3	11585	CARROLLTON	08/2015	2015	BROADWAY/MAIN FROM BELTLINE/BROADWAY TO BROADWAY NORTH OF CROSBY	CONSTRUCT PEDESTRIAN CONNECTION BETWEEN DART RAIL STATION AND DOWNTOWN CARROLLTON	\$ 832,722	CMAQ & TDC (MPO)	TO BE CHANGE ORDERED INTO IH 35E PROJECT
1999 CALL FOR PROJECTS	11153.3	COLLEYVILLE	12/2015	2016	SH 26 FROM JOHN MCCAIN TO HALL-JOHNSON ROAD	RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)	\$ 14,662,000	STP-MM, CAT 12, & LOCAL	DELAYED FROM FY 2014 TO FY 2016
2005-2006 PARTNERSHIP PROGRAM 3	11727	DALLAS	03/2016	2016	MEDICAL DISTRICT DR, FROM IH 35E TO HARRY HINES BLVD	RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED	\$ 16,712,500	STP-MM	
TEXAS TRANSPORTATION COMMISSION/REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11244.1	FORT WORTH	08/2017	2018	FM 156 FROM US 81/287 TO WATAUGA ROAD (MCELROY)	WIDEN 2 TO 4 LANE DIVIDED	\$ 12,555,000	STP-MM	UNDERFUNDED; PROPOSING FUTURE PROP 1 FUNDING

**2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT REVIEW
OF PROJECTS SELECTED GREATER THAN 10 YEARS AGO**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CITY	EST. LET	FISCAL YEAR	LIMITS	SCOPE	TOTAL	FUNDING CATEGORY	NOTES
TEXAS TRANSPORTATION COMMISSION/REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11252.2	FORT WORTH	08/2015	2015	EAST ROSEDALE STREET FROM WEST OF MILLER TO STALCUP WEST OF IH 820	RECONSTRUCT FOUR LANES TO FOUR LANES DIVIDED WITH A RAISED MEDIAN (PHASE 2)	\$ 11,241,401	CAT 12(S) & STP-MM	PER TXDOT PROJECT TO LET IN 8/2015
2005 PARTNERSHIP PROGRAM 2	11515	FORT WORTH	08/2016	2015	SEAMLESS AVIATION CONNECTIONS; DFW INTERNATIONAL AIRPORT TO COTTONBELT RAILWAY	CONSTRUCT NEW RAIL CONNECTION; DFW INTERNATIONAL AIRPORT INTERMODAL CONNECTION TO COTTONBELT	\$ 9,926,211	TMF	THE T IS WORKING ON AN AGREEMENT WITH TXDOT TO ENCUMBER FUNDS
2005-2006 PARTNERSHIP PROGRAM 3	11785	FORT WORTH	05/2015	2015	ROSEDALE ST FROM IH 30 TO MILLER ROAD	ACTIVE CORRIDOR MANAGEMENT SYSTEM; REAL TIME TRAVELER INFORMATION WITH HIGH SPEED COMMUNICATIONS	\$ 837,000	CMAQ	PROJECT TO LET IN 2015/2016 PER CITY STAFF
2005 PARTNERSHIP PROGRAM 2	11505	IRVING	08/2015	2015	DFW INTERNATIONAL AIRPORT LIGHT RAIL TRANSIT CONNECTION; SEAMLESS AVIATION CONNECTION	DFW INTERNATIONAL AIRPORT LIGHT RAIL TRANSIT CONNECTION; SEAMLESS AVIATION CONNECTION	\$ 22,382,585	TMF	THE T IS WORKING WITH TXDOT ON AN AGREEMENT TO ENCUMBER FUNDS
1999 CALL FOR PROJECTS	11197	NORTH RICHLAND HILLS	07/2015	2016	RUFE SNOW DRIVE; MID- CITIES BLVD TO 0.02 MILE SOUTH OF RIDGETOP ROAD	WIDEN FROM 4 LANES TO 6 LANES WITH A CONTINUOUS CENTER LEFT-TURN LANE AND ADDITIONAL TURN LANES AT MAJOR INTERSECTIONS (MID-CITIES, HIGHTOWER, AND CHAPMAN)	\$ 11,718,750	STP-MM	PROJECT ADVANCED TO FY2015; HAS UTILITY DELAYS; STATUS PENDING CONFIRMATION BY CITY & TXDOT
1992 CALL FOR PROJECTS	2998	ROCKWALL	08/2015	2019	SH 276 FROM SH 205 TO FM 549	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)	\$ 2,250,000	STP-MM	CONSTRUCTION PHASE PROPOSED TO BE FUNDED WITH PROP 1 FUNDS
2005-2006 PARTNERSHIP PROGRAM 3	11747	VARIOUS (DALLAS COUNTY)	08/2015	2015	WINTERGREEN ROAD FROM DUNCANVILLE ROAD EAST OF STEWART BRANCH CREEK TO DUNCANVILLE ROAD FROM WINTERGREEN TO SOUTH OF STEWART BRANCH CREEK	REALIGN OFFSET INTERSECTION TO ACCOMMODATE 6 LANE APPROACHES	\$2,712,500	RTR	PROJECT ANTICIPATED TO PROCEED, AGREEMENTS WITH CITIES UNDERWAY

TOTAL NUMBER OF PROJECTS	14
TOTAL	\$ 108,360,339



DEVELOPMENT OF THE 2017-2020 TIP

Proposed
Implementation of
the Project Milestone
Policy

Regional Transportation
Council
June 11, 2015

PROPOSED PROJECT MILESTONE POLICY

- ◆ Projects funded 10 or more years ago in which construction has not started need to be reapproved.
- ◆ Affects projects funded between 1992 and 2005
- ◆ Intended outcomes of 10-year project policy include:
 - ◆ Increasing the amount of available funds for priority, “ready-to-go” projects
 - ◆ Providing a realistic assessment of project status for funding decision-making
 - ◆ Balancing project construction schedule capacity within the current financial constraints

SUMMARY OF 10-YEAR PROJECT LIST

◆ Projects with an **undetermined status**

(Pages 1-6 of Reference Item 4.1):

- ◆ Unknown or uncertain project implementation dates
- ◆ Projects generally reflect several delays in start date
- ◆ ≈\$118.15M in total funds, 41 projects

◆ Projects with a **known status**

(Pages 7-8 of Reference Item 4.1):

- ◆ Construction has not started, but implementation is imminent or project status is well documented
- ◆ Projects may reflect several delays in start date
- ◆ ≈\$108.36M in total funds, 14 projects

REAPPROVAL PROCESS

- ◆ Through TIP Development, agencies with projects on the 10-year project list will be notified about the listed projects.
- ◆ Agencies can justify keeping projects by:
 - ◆ Providing a realistic, achievable schedule
 - Schedule must receive NCTCOG & TxDOT concurrence
 - ◆ Providing documentation of policy board support
 - If projects are advancing imminently or have policy board approval within the last six months, new action is not needed (just submit latest approval documentation).
 - If policy support documentation is greater than six months old, new action is requested.
 - ◆ Documenting the availability of local matching funds

ACTION REQUESTED

Staff seeks the following actions:

- ◆ Approval of the proposed Project Milestone Policy
- ◆ Direct staff to report back on the 10-year project list
- ◆ Projects deletions resulting from this policy will occur through the 2017-2020 TIP/STIP action (in April 2016)

QUESTIONS/COMMENTS?

Christie Gotti

Senior Program Manager

Ph: 817/608-2338

cgotti@nctcog.org

Adam Beckom, AICP

Principal Transportation Planner

Ph: 817/608-2344

abeckom@nctcog.org

Michael Overton, Ph.D

Transportation Planner

Ph: 817/704-5663

moverton@nctcog.org

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



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
 819 TAYLOR STREET, ROOM 8A36 300 E. 8TH STREET, ROOM 826
 FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701-3225

May 29, 2015

Refer to: HPP-TX

North Central Texas Council of Governments
 Transportation Conformity Determination –
 Mobility 2035: the Metropolitan Transportation
 Plan for North Central Texas – 2014 Amendment
 and 2015-2018 Transportation Improvement Program

LtGen Joe Weber, USMC (Ret)
 Executive Director
 Texas Department of Transportation
 125 E. 11th Street
 Austin, TX 78701-2483

Dear General Weber:

We have reviewed the documentation supporting the transportation conformity determination for the Mobility 2035: The Metropolitan Transportation Plan for North Central Texas (MTP) – 2014 Amendment and the 2015-2018 Transportation Improvement Program (TIP), adopted by the Dallas-Fort Worth–Arlington, Lewisville-Denton and McKinney Metropolitan Planning Organization’s (DFW MPO) Regional Transportation Council, on November 13, 2014. Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find

- that the Mobility 2035: MTP – 2014 Amendment and 2015-2018 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

Additionally, we find

- that the Mobility 2035: MTP – 2014 Amendment satisfactorily complies with the requirements of 23 CFR §450.322 regarding the review and update of metropolitan transportation plans in air quality non-attainment areas; and
- that the 2015-2018 TIP satisfactorily complies with the requirements of 23 CFR §450.324 regarding the update, public involvement, project inclusion, consistency with the plan, and fiscal constraint of TIPs in air quality non-attainment areas.

This conformity determination addresses project changes as adopted by the MPO’s Policy Board and reflected in the corresponding Plan and Program.

The interagency consultative partners have indicated that they have no unresolved issues concerning this conformity determination in their letters dated: April 9, 2015, for EPA, January 30, 2015, for TxDOT and April 8, 2015, for TCEQ. The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended.

Please note that this action does not restart the four-year time clock associated with a four-year plan update.

The Federal Highway Administration (FHWA) acts as executive agent for the Federal Transit Administration (FTA) on metropolitan transportation plan and transportation improvement program air quality conformity determinations. Accordingly, this letter will serve as a joint FHWA/FTA conformity determination.

Should you have any questions concerning this action, please contact Barbara Maley at (214) 224-2175 and Barbara.Maley@dot.gov or Jose Campos at (512) 536-5932 and Jose.Campos@dot.gov.

Sincerely yours,



Achille Alonzi
Division Administrator

cc: Jeff Riley, EPA Region 6
Robert C. Patrick, FTA Region 6
Don Koski, FTA Region 6
Lynn Hayes, FTA Region 6
David Brymer, TCEQ
Jamie Zech, TCEQ
James Koch, TxDOT-TPP
Carlos Swonke, TxDOT-ENV
Jack Foster, TxDOT-TPP
Peggy Thurin, TxDOT-TPP
Tim Juarez, TxDOT-TPP
Janie Temple, TxDOT-TPP
Jackie Ploch, TxDOT-ENV
Tim Wood, TxDOT-ENV
Michael Morris, NCTCOG

Regional Transportation Council Attendance Roster
June 2014-May 2015

RTC MEMBER	Entity	6/12/14	7/10/14	8/14/14	9/11/14	10/9/14	11/13/14	12/11/14	1/8/15	2/12/15	3/12/15	4/9/15	5/14/15
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	P	P	P	P	P	P	E(R)	P
Carol Bush (01/15)	Ellis Cnty	--	--	--	--	--	--	--	P	P	E(R)	P	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	P	P	P	P	P	A	P	P
Sheri Capehart (7/06)	Arlington	P	P	E	P	P	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	E(R)	P	P	P	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Mark Enoch (12/06)	DART	E(R)	A	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	E	P	P	P	A	P	P	P	P	P	E(R)
Robert Franke (1/08)	Cedar Hill	E	P	P	P	P	P	P	P	E	P	E	P
Sandy Greyson (11/11)	Dallas	P	P	P	P	P	P	P	P	P	E	P	P
Mojoy Haddad (10/14)	NTTA	--	--	--	--	P	A	A	P	P	P	P	A
Roger Harmon (1/02)	Johnson Cnty	P	P	A(R)	E	P	P	P	P	E(R)	E(R)	P	P
Vonciel Jones Hill (11/07)	Dallas	P	P	P	P	P	P	P	P	E	P	P	E
Clay Jenkins (04/11)	Dallas Cnty	P	P	P	P	A	P	P	P	P	A	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	E(R)	P	P	P	P	P	P	A(R)	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Sheffie Kadane (11/11)	Dallas	P	P	P	P	P	P	P	P	E	E	P	E(R)
Lee Kleinman (09/13)	Dallas	E	P	P	E	P	A	P	E	E	E	E	P
Stephen Lindsey (10/11)	Mansfield	P	E	P	P	E(R)	P	P	P	P	P	P	E
Brian Loughmiller (04/15)	McKinney	--	--	--	--	--	--	--	--	--	--	P	P
Laura Maczka (6/12)	Richardson	P	P	E	P	E	E(R)	P	P	E(R)	E(R)	A	P
David Magness (06/13)	Rockwall Cnty	P	E	P	P	P	E(R)	E	P	P	A	P	P
Scott Mahaffey (03/13)	FWTA	E(R)	P	P	P	P	P	P	P	P	P	P	P
Matthew Marchant (07/08)	Carrollton	A	E	P	P	P	P	P	P	P	A	P	P
Maher Maso (10/08)	Frisco	A(R)	A(R)	P	E(R)	E(R)	E(R)	E(R)	P	P	A	E	E(R)
Mark Riley (1/09)	Parker Cnty	P	P	E(R)	P	P	P	P	P	P	P	P	P
Kevin Roden (6/14)	Denton	P	P	P	P	P	P	A	P	P	A	P	P
Amir Rupani (11/14)	Dallas	--	--	--	--	--	P	P	A	P	P	P	P
Danny Scarth (9/12)	Fort Worth	P	E	P	P	P	P	P	P	P	P	A	P
Kelly Selman (02/15)	TxDOT, Dallas	--	--	--	--	--	--	--	--	P	P	E(R)	P
Lissa Smith (6/12)	Plano	P	P	P	A	P	P	P	P	P	P	E	P
Mike Taylor (7/14)	Colleyville	--	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	E(R)	E(R)	P	P	P	P	P	E(R)
Oscar Trevino (6/02)	Nrth Rch Hills	P	P	E	P	E(R)	P	P	P	P	A	P	E(R)
William Velasco (11/11)	Dallas	A	P	A(R)	P	P	E	A	P	E	P	P	E

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
June 2014-May 2015

RTC MEMBER	Entity	6/12/14	7/10/14	8/14/14	9/11/14	10/9/14	11/13/14	12/11/14	1/8/15	2/12/15	3/12/15	4/9/15	5/14/15
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P
Bernice Washington (4/09)	DFW Airport	E	P	P	P	P	P	E	P	P	E(R)	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	E(R)	E	P	P	E	E	P	P	P	P	E	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Zim Zimmerman (9/12)	Fort Worth	P	E	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster

March 2014-April 2015

STTC MEMBERS	Entity	3/28/14	4/25/14	5/23/14	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15
Antoinette Bacchus	Dallas Cnty	A	P	A	A	A	A	A	A	A	A	A	P
Paul Ballard	FWTA	--	--	--	--	--	--	--	--	--	--	--	P
Bryan Beck	Fort Worth	A	P	P	P	P	P	P	A	A	P	A	P
Kristina Brevard	DCTA	--	--	--	--	--	--	--	--	--	P	P	P
Keith Brooks	Arlington	R	P	P	P	P	P	P	A	P	P	P	P
John Brunk	Dallas	--	P	P	P	P	P	P	P	P	A	P	P
Mohammed Bur	TxDOT, Dallas	--	--	--	--	--	--	--	P	P	P	P	P
Chris Burkett	Mansfield	R	P	R	P	R	R	P	R	P	P	R	R
Loyl Bussell	TxDOT, FW	P	P	P	A	P	P	P	P	P	P	P	P
Jack Carr	Plano	P	P	P	P	P	P	P	P	P	P	A	P
Dave Carter	Richardson	P	P	P	P	P	P	A	P	P	A	P	P
John Cordary, Jr.	TxDOT, FW	--	--	--	--	--	--	--	--	--	--	P	P
Hal Cranor	Eules	--	A	P	P	A	P	A	P	P	P	P	R
Clarence Daugherty	Collin County	--	--	--	--	--	--	A	P	P	P	P	A
Chad Davis	Wise Cnty	P	A	P	P	P	A	P	P	A	A	P	P
Greg Dickens	Hurst	P	P	R	P	R	P	R	R	R	R	P	A
Sherrelle Diggs	Rowlett	A	P	P	A	P	P	A	A	A	P	A	P
Massoud Ebrahim	Greenville	P	A	P	P	P	A	P	A	R	P	A	A
Chad Edwards	DART	--	--	--	--	--	--	P	P	P	P	P	P
Claud Elsom	Rockwall Cnty	P	P	P	A	P	A	P	A	P	P	P	P
Holly Ferguson	TCEQ	--	--	--	--	A	A	A	A	A	P	A	P
Keith Fisher	Keller	A	A	A	A	P	P	P	P	R	P	P	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	A	A	P	P	P	P
Chris Flanigan	City of Allen	P	P	R	P	P	R	P	R	P	P	A	R
Gary Graham	McKinney	P	P	P	P	P	R	P	R	R	R	P	R
Tom Hammons	City of Carrollton	A	A	P	A	A	A	A	A	A	A	A	P
Curvie Hawkins	FWTA	A	P	P	P	P	P	P	P	A	A	A	P
Chris Holsted	Wylie	P	A	R	P	P	A	P	P	P	P	A	P
Thomas Hoover	Bedford	A	A	A	A	A	A	P	A	A	A	P	A
Matthew Hotelling	Flower Mound	P	P	P	P	P	A	A	P	P	P	P	P
Kirk Houser	City of Dallas	A	P	P	P	P	P	A	P	P	P	P	A
Terry Hughes	Parker County	--	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	--	--	--	--	--	P	P	R	P	P	P	R
Paul Iwuchukwu	Arlington	P	A	P	P	P	P	P	P	P	P	P	P
Tim James	Mesquite	A	P	A	R	P	P	A	P	P	A	P	P
David Jodray	Fort Worth	A	A	P	P	P	P	P	P	P	P	P	P
Kelly Johnson	NTTA	A	A	P	A	A	A	A	P	A	A	A	A
Tom Johnson	DeSoto	A	A	P	P	P	P	A	P	A	P	P	P
Sholeh Karimi	Grand Prairie	P	A	A	P	P	P	P	P	P	P	P	P
Chiamin Korngiebel	Dallas	P	A	R	P	P	P	A	P	A	P	P	A
Richard Larkins	Grapevine	--	--	--	--	--	--	--	--	--	--	P	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster

March 2014-April 2015

STTC MEMBERS	Entity	3/28/14	4/25/14	5/23/14	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15
Paul Luedtke	Garland	A	P	P	P	A	P	A	P	A	P	A	A
Stanford Lynch	Hunt Cnty	P	P	P	R	P	R	P	P	A	P	R	R
Rick Mackey	TxDOT Paris	R	A	A	A	A	P	P	P	P	P	P	A
Srini Mandayam	Mesquite	P	P	P	P	P	P	P	P	P	P	P	A
Geroge Marshall	Coppell	P	A	P	P	P	P	A	A	P	P	R	R
Clyde Melick	Waxahachie	A	P	P	P	P	P	P	P	P	P	P	P
Laura Melton	Burleson	--	--	--	--	A	A	A	A	A	A	A	A
Brian Moen	Frisco	R	R	A	A	A	A	A	A	A	A	A	P
Cesar Molina, Jr.	Carrollton	A	P	A	P	A	P	P	P	P	P	A	A
Lloyd Neal	Plano	P	P	P	P	P	A	A	P	P	P	A	P
Mark Nelson	Denton	P	P	R	P	P	P	P	P	P	P	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Overton	Dallas	--	--	--	--	--	--	--	A	P	A	P	P
Dipak Patel	Lancaster	P	P	A	P	R	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	P	P	A	P	P	P	P
John Polster	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Lisa Pyles	Town of Addison	A	P	A	A	A	A	A	A	A	A	A	P
William Riley	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	A
Greg Royster	DFW Int. Airport	P	P	P	P	P	A	A	P	P	P	P	P
David Salmon	Lewisville	P	A	R	P	P	P	R	P	P	R	P	R
Elias Sassoon	Cedar Hill	P	A	P	R	A	A	R	P	P	P	P	P
Gordon Scruggs	The Colony	P	P	P	P	P	P	P	A	P	R	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	--	--	--	--	--	--	--	--	--	P	A	P
Randy Skinner	Tarrant Cnty	P	P	P	A	P	P	P	P	P	P	A	P
Caleb Thornhill	Plano	--	--	--	--	A	P	P	P	A	P	P	A
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Jonathan Toffer	Dallas Cnty	A	A	A	A	P	A	A	A	A	P	P	A
Timothy Tumulty	Rockwall	--	--	--	P	P	P	A	A	R	P	P	A
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	R	A	A	P	P	A	P	P	P	P	A	P
Caroline Waggoner	North Richland Hills	--	--	--	--	--	--	A	P	P	P	P	P
Jared White	Dallas	P	A	P	A	P	P	A	P	P	P	P	P
Bill Wimberley	Hood County	P	P	P	P	A	P	P	P	P	P	P	R
Alicia Winkelblech	Arlington	P	P	P	P	P	P	P	A	P	P	R	R
Mykol Woodruff	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	--	P	P

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

April 24, 2015

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 24, 2015, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Paul Ballard, Bryan Beck, Kristina Brevard, Keith Brooks, John Brunk, Mohammed Bur, Loyl Bussell, Jack Carr, Dave Carter, John Cordary Jr., James Whitt (representing Hal Cranor), Chad Davis, Sherrelle Diggs, Chad Edwards, Claud Elsom, Holly Ferguson, Keith Fisher, Eric Fladager, Shawn Poe (representing Chris Flanigan), Matt Sneed (representing Gary Graham), Tom Hammons, Curvie Hawkins, Chris Holsted, Matthew Hotelling, Terry Hughes, Adam Marsh (representing Jeremy Hutt) Paul Iwuchukwu, Tim James, David Jodray, Tom Johnson, Sholeh Karimi, Edward Has (representing Stanford Lynch), Mike Garza (representing George Marshall), Clyde Melick, Brian Moen, Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, John Polster, Lisa Pyles, Greg Royster, Jeff Kelly (representing David Salmon), Elias Sassoon, Gordon Scruggs, Lori Shelton, Walter Shumac III, Randy Skinner, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, Jennifer Hall (representing Bill Wimberley), Sarah Stubblefield (representing Alicia Winkelblech), and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Carli Baylor, Adam Beckom, Natalie Bettger, Jon Bunner, Michael Burbank, Michael Copeland, Heather Davis, Ruben Delgado, Kevin Feldt, Brian Flood, Christie Gotti, Jill Hall, Rebekah Hernandez, Amy Hodges, Chris Hoff, Ken Kirkpatrick, Kevin Kokes, Kevin Kroll, Sonya Landrum, April Leger, Kurt Lehan, Travis Liska, Sonny Loper, Karina Maldonado, Michael Overton, Stephen Ratke, Chris Reed, Jacob Reinia, Daniel Snyder, Shannon Steve, Gerald Sturdivant, Matthew Thompson, Sandy Wesch, Elizabeth Whitaker, Jeremy Williams, Amanda Wilson, Brian Wilson, Tori Wilson, and Ralph Zaragoza.

Chair Gregory Van Nieuwenhuize introduced new member Paul Ballard, the Fort Worth Transportation Authority.

A moment of silence was held in remembrance of former Committee member John Blain.

1. **Approval of March 27, 2015, Minutes:** The minutes of the March 27, 2015, meeting were approved as submitted in Reference Item 1. Mark Nelson (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **State and Federal Legislative Updates:** Rebekah Hernandez provided a federal legislative update. She noted that the Moving Ahead for Progress in the 21st Century (MAP-21) extension was set to expire on May 31, as well as authority to spend funds from the Highway Trust Fund. A few bills have been filed by both the House and the Senate, but there has not been action on any of the bills. She noted that an extension was more likely than a long-term bill. In April, the Administration released the text of the Grow America Act, its six-year surface transportation reauthorization proposal. In addition, it announced a new round of Transportation Investment Generating Economic Recovery (TIGER) funding. Required pre-applications were due by May 4 and final applications by June 5. Entities

interested in letters of support from the North Central Texas Council of Governments (NCTCOG) should contact Rebekah Hernandez by May 14. Ms. Hernandez also provided an update regarding the Texas Legislature and noted the items to actively pursue from the Regional Transportation Council (RTC) Legislative Program. Related to identifying additional transportation revenue, the House and the Senate have both passed their own versions of a two-year budget. Both fund transportation similarly with the House budget being slightly higher. One of the main differences is that the Senate bill includes full funding for the Low-Income Repair and Replacement Assistance Program (LIRAP)/Local Initiative Projects (LIP), while the funding in the House bill is contingent on passage of HB 7. Specifically related to transportation funding, SJR 5 passed early in the session and was recently brought up by the House. The Senate version would move a portion of the motor vehicle sales tax to the State Highway Fund for non-tolled roadway projects. The House version, HJR 13, would dedicate a portion of the general sales and use tax for non-tolled transportation projects. SJR 5 included substituted language of HJR 13 and passed out of House Transportation. Related to public private partnerships, Ms. Hernandez noted that staff had previously mentioned a handful of bills related to the IH 635 project that would allow the project to be built but without a tolling component. At its April 9, 2015, meeting, the RTC took action to ask the Legislature to trade in two previously approved comprehensive development agreement (CDA) projects for the opportunity to proceed with IH 635 as a CDA. In addition, the RTC is working on a program to use new revenue to remove peak period tolls for high occupancy vehicle (HOV) users on Texas Department of Transportation (TxDOT)/RTC tolled managed lanes in the region. She also discussed the LIRAP/AirCheckTexas Program, noting that HB 1961 was left pending in the House Environmental Regulations Committee. The bill would allow the program to operate at the county level and collect an air quality fee instead of the current fee that is being collected. No action was taken on other bills proposing to expand the program, and additional program, funding is pending final budget actions. Related to high-speed rail, a few bills were pending. These included SB 1601 that prohibits a rail company from using eminent domain for a high-speed rail project, HB 3918 that prohibits issuance of bonds for high-speed rail construction, and HB 1889 regarding construction of an electric railway. Ms. Hernandez also noted additional bills of interest. HB 13 and HB 20 are related to project prioritization with some additional legislative oversight and TxDOT funding categories. Both were heard and passed House Transportation. SB 714 passed out of the full senate and would prohibit red light cameras. Staff will continue to provide updates to members.

4. **Innovative Revenues/Financial Backstop Update:** Ken Kirkpatrick briefed members on the status of Regional Transportation Council (RTC) financial backstop commitments and associated risks, including an inventory of projects with innovative revenue streams. Three categories of projects were presented: managed lane/revenue sharing projects with no risk, loan/funding swap initiatives with small-to-moderate risk, and financial backstop projects with low risk. Regarding managed lane revenue share projects, Mr. Kirkpatrick noted that anticipated revenue may be impacted by the RTC action discussed in Item 3 regarding the comprehensive development agreement project swap and buyout of the high-occupancy vehicle subsidy. Managed lane/revenue sharing projects for which the public sector owns the revenue include the DFW Connector, estimated at approximately \$350 million over 40 years and IH 30, estimated at approximately \$240 million over 20 years under the current policy. IH 35E is under construction and a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan is being pursued. Revenue from the project will repay the loan with any additional revenues remaining on the corridor. The SH 183/SH 114/Loop 12 project is moving forward and portions of SH 114 are under construction. The Texas Department of Transportation (TxDOT) will be submitting a TIFIA loan for the project so any revenues

generated from the project are pledged to repay the loan. Projects in which the public sector potentially shares the revenue include LBJ and the North Tarrant Express. He noted that some revenue may be available for the Y Connection on LBJ and IH 35E, but the current expectation is that the revenue sharing would be negligible. For the PGBT Eastern Extension, revenues are coming in and anticipated to be approximately \$350 million through 2035. The first \$124 million is committed to Dallas County for repayment of the loan. Regarding loans and funding swaps, he noted the \$140 million North Texas Tollway Authority/TxDOT State Infrastructure Bank loan buyout for the PGBT Eastern Extension. Over the timeframe of the loan repayment, RTC will receive the loan amount plus approximately \$65 million in interest, and the first few payments have been received. An initiative in Fort Worth/Denton County was the FM 156/Fort Worth/Burlington Northern Santa Fe rail relocation for approximately \$50 million. Denton County Regional Toll Revenues was allocated for the rail relocation and an arrangement was made to advance those funds in exchange for repayment of \$51 million over time. That repayment is anticipated from Federal Aviation Administration (FAA) allocations on an annual basis. This is subject to the FAA annual allocation so there is a moderate risk regarding this repayment. Another project is the \$30 million IH 35W loan for the North Tarrant Express project. Staff is working on efforts to satisfy the loan repayment and are expected to present information at the May RTC meeting. For the IH 30 and FM 1171 Pass Through Finance projects, the funds are coming in and most of the money has been committed. A small portion of the funds remain uncommitted and is available to the RTC. In addition, the RTC advanced \$85 million for engineering on the Trinity Parkway project ultimately to be repaid by whatever entity builds the project. There has been a lot of discussion about Trinity Parkway recently, and staff is continuing to monitor. Denton County also loaned \$57 million in Regional Toll Revenue funds on the LBJ project for right-of-way, which has been repaid. Mr. Kirkpatrick also discussed financial backstop projects for SH 360 and LBJ. For SH 360, the backstop includes operations/maintenance of about \$450 million and the project loan of principle and interest of about \$700 million for a total of \$1.15 billion. Revenue would come back over a 35-year period for loan repayment. Two things have changed since the RTC originally backstopped the project. TxDOT has conditionally awarded the SH 360 project to the constructor. Two things that mitigate the RTC risk on the project is that the bid came back permitting a full four lanes to US 287 increasing the initial revenue. In addition, the operations and maintenance costs on a unit basis for the first 15 years came in lower than anticipated. In addition, the LBJ project includes a repayment and a backstop item. Repayment of the \$90 million is complete and has been allocated to SH 183. Regarding the \$100 million backstop, \$40 million was utilized for the IH 35E/LBJ Interchange Y Connection and \$60 million is now available to the Dallas County pool of funds. Staff will continue to monitor items and update members. Chad Edwards asked if staff was able to summarize the information into one slide. Mr. Kirkpatrick noted that staff would prepare this for members for future presentations.

5. **2017 – 2010 Transportation Improvement Program Development:** Adam Beckom briefed the Committee on the 2017-2020 Transportation Improvement Program (TIP) development. Over the last few months, staff has been working internally to finalize reports and begin the preliminary review of existing projects. In May, staff will begin meeting with implementing agencies in the region regarding active projects and to gather new project information. Staff stressed the importance of staff preparation for project discussion meetings, which will be held in person, by conference call, and scheduled in coordination with entities in the same geography to minimize travel. Project managers that can answer questions about the status of projects should attend, as well as fiscal managers that can answer questions about expenditures, agreements, and invoicing. Texas Department of

Transportation (TxDOT) staff will also be present to assist with process and timing questions. Project status updates are needed for each phase of the project, in addition to estimated or actual start/end dates for each phase. Local match availability will also be discussed. Attendees should come prepared with the status of local project advance funding agreements (LPAFAs) with TxDOT or any interlocal agreements with the North Central Texas Council of Governments (NCTCOG). Staff will also facilitate discussion regarding timely billings to TxDOT and monthly reporting to the Revenue and Project Tracking system for Regional Toll Revenue projects. Requests for project modifications can be made during the TIP development process. This includes changes to project scope, limits, and funding changes. Mr. Beckom noted that these funding changes will not be official until staff has reviewed against NCTCOG's own financial constraints of the Unified Transportation Program and following RTC approval. Changes to the implementing agency can also be made at this time. He also discussed implementation of the proposed milestone policy based on discussions with the RTC. Projects funded for ten or more years that have not let will be cancelled. Agencies can justify keeping projects by providing or demonstrating a realistic and achievable schedule, policy board support, and availability of local matching funds. One of the intended outcomes of this policy is to avoid having projects in the TIP document that slow the system. This will increase the amount of available funds for projects that are ready-to-go. Staff is also working with the TxDOT district offices to acquire the latest federal inactive project listings which will be provided to entities at a later time in order to prepare for upcoming project meetings. Staff will begin meeting with agencies and will then begin data input, financial constraint efforts, and analysis with planning and air quality staff for Congestion Mitigation and Air Quality Improvement Program funded projects. Staff anticipates technical committee/Regional Transportation Council action on the final listings in the Mar/April 2016 timeframe.

6. **Transportation Safety Performance Measures Report 2014 and Updates:** Camille Fountain provided an update on items included in the 2014 Safety Program Performance Measures report. A copy of the report was provided in Electronic Item 6. Texas Department of Transportation (TxDOT) 16-county crash data was reviewed. From 2013 to 2014, Erath County experienced the highest increase in in crashes and Somervell County experienced the highest decrease. Kaufman County experienced the highest increase in fatalities and Rockwall County experienced the highest decrease. Contributing factors for serious injury and fatal crashes in the 12-county Metropolitan Planning Area (MPA) on limited access facilities indicate that speeding and driver related issues remain the top factors, with disabled traffic lanes and pedestrian failure to yield right-of-way moving onto the top ten list. She noted that analyses for non-limited access facilities and other roadways are available on the Web site. Related to limited access roadway crash rates by county, the regional crash rate for the 12-county MPA is 43.95 crashes per 100 million vehicle miles traveled. Counties below and above the regional average were highlighted. Ms. Fountain also highlighted the 2009-2013 bicycle and pedestrian crash density map. The Federal Highway Administration has included Dallas and Fort Worth as areas to emphasize pedestrian safety efforts. The map shows the densities for the four core counties. Additional details are also available on the Web site. Regional crash statistics indicated that on average, there can be up to nine responders at any given incident, meaning that potentially 36 responders working in or near moving traffic every hour of every day. This information highlights the importance of effective incident management and safety. Over 2,000 local staffs have attended First Responders training. In addition, over 400 have attended Executive Level training, 150 have attended the Basic Photogrammetry training, and 95 have attended the Advance Photogrammetry training. Ms. Fountain also highlighted the Freeway Incident Management (FIM) Equipment Purchase 2014 Call for Projects that closed recently. Agencies in the

eastern and western subregions that were awarded funding were highlighted. She also provided an update on the Mobility Assistance Patrol Program. The total number of assists were noted for Dallas and Tarrant Counties, as well as the North Texas Tollway Authority. Staff plans to begin collecting performance measures for comprehensive development agreement projects in the near future. By roadway, drivers on IH 30 in both Dallas and Tarrant Counties received the highest number of assists. Ms. Fountain also discussed the Wrong Way Driving pilot project in Dallas County. In 2014, the goal of the project was to get uniformed signage for the diamond interchanges in Dallas County. Planning activities for Phase 2 of the pilot project were initiated in 2015, which will focus on Tarrant County. She also noted the 2014 TxDOT Highway Safety Improvement Call for Project. A workshop with TxDOT was held in March 2014. In the Dallas District, 30 projects totaling over \$12 million were awarded and in the Fort Worth District, 16 projects for over \$6 million were awarded. A 2015 Call for Projects also opened and a workshop was held in March 2015. The submittal deadline is May 15 for the Dallas District and May 22 for the Fort Worth District. Commercial vehicle enforcement efforts were also highlighted. In late 2014, the North Central Texas Council of Governments (NCTCOG) released a survey to gather information on commercial vehicle enforcement equipment in the region. Based on the survey, NCTCOG hosted a workshop in March and efforts are expected to continue in 2015. In closing, Ms. Fountain announced that the next Freeway Incident Management Executive Level course scheduled for May 13, 2015. In addition, Regional Safety Advisory Committee membership appointment letters will be transmitted soon and entities were encouraged to make recommendations for membership. John Polster asked if outreach efforts were done for the FIM class. Ms. Fountain noted that courses were advertised, but that staff could reach out to certain suggested entities.

7. **Transit-Oriented Development Data Collection/Routes to Rail:** Patrick Mandapaka presented information from the transit-oriented development (TOD) data collection effort. The purpose of the effort was to provide key performance measures related to TOD that will aid in long-term transportation planning and provide guidance to local governments to promote TOD in the region. The TOD data collection model included transit station, station area, and development characteristics. Details of each were highlighted. The model also took into account various census, development modeling, transit station, and land use data within one-half mile around existing 74 rail stations. As a result, an online database and interactive map has been developed, as well as fact sheets for the existing stations in the region. Information is available at www.nctcog.org/TODdata. Mr. Mandapaka highlighted the interactive map link for various stations along with associated fact sheets. He noted that staff would like to add future rail stations to the interactive map, as well as the TEX Rail and the Dallas Area Rapid Transit (DART) Blue Line extension. Staff will also work on improvements to its development inventory within the half-mile radius areas and also perform quality control on the appraisal data. Kevin Kokes presented information regarding the Routes to Rail study that identifies distance and gaps in routes to existing stations. Through an update of a study that was completed over a decade ago, staff looked at the existing bicycle and pedestrian infrastructure around the rail network that included 74 stations in 14 cities and 4 counties. Staff looked at existent/nonexistent infrastructure, target areas, actual travel distance based on infrastructure, and gaps that impact travel. He highlighted maps for facilities in the region noting the one-half mile radius of each station, existing pedestrian facilities, continuous routes for pedestrians, one-half mile actual walking distances from each station, and existing/planning bicycle facilities. He specifically noted disconnected areas that impact facilities and whether an individual will make the proposed trip. As future development occurs, it is important to maximize connectivity. Staff will be working with stakeholders to complete assessments of accessibility, benefit cost analysis of

improvements, and prioritize infrastructure investments to connect areas with potential transit users. Details are also available at www.nctcog.org/RoutesToRail. Chad Edwards asked how often the data for both efforts would be updated. Staff noted that TOD information can be updated every two years in conjunction with census data. Routes to Rail data can be updated following receipt of network updates. Todd Plesko asked staff to comment on sidewalk and connection improvement impacts to ridership. Mr. Kokes noted that in the Seattle/King County area, similar analysis has been performed associated to land use and densities. The area focused on increasing ridership by taking advantage of its existing service area and then strategically making improvements to maximize connectivity for those riders that were in theory already within close proximity to stations.

8. **Travel Demand Management Performance Measures:** Tori Wilson highlighted Travel Demand Management Program performance information for 2014. She began by providing an overview of efforts related to regional travel demand management such as the start of the Dallas Area Rapid Transit (DART) South Oak Cliff expansion, the one-year anniversary of the City of Fort Worth's bike share program, the DART orange line extension to the Dallas/Fort Worth International Airport, and the one-year anniversary of the Metro ArlingtonXpress. In addition, the rideshare feature on the Try Parking It Web site reached four years in June, and construction has been completed on two park-and-ride lots along IH 30. Try Parking It was also highlighted. The effort approached six million miles saved at the end of 2014, with over 17,000 registered users and more than 3,200 registered employers. The ride share feature of the site continued to be utilized with nearly 2,400 ride matches found since 2010. In 2014, the Regional Vanpool Program remained consistent in its role of miles saved and trips reduced. A total of 356 vanpools were recorded and 49 percent of Try Parking It participants chose vanpool and carpool as their preferred alternate commute methods. Over 54 million miles were saved through this effort saving more than 330,000 pounds of volatile organic compounds and nitrogen oxides combined. Ms. Wilson highlighted various commute modes and their associated vehicle miles traveled reduced for the years 2012 to 2014. Carpooling remained the top commute choice on the site. The data also revealed the significance of telecommuting and transit to the region. Data from the Regional Vanpool Program for 2012-2014 was also highlighted. Lastly, the two new park-and-ride locations on IH 30 in Grand Prairie and at the Texas Rangers Ball Park were discussed. The Grand Prairie facility at IH 30 and Beltline Road provides 328 parking spaces and features a 233 foot prairie ribbon mural made of recycled glass tiles on the east retaining wall. The lot will have easy access to the IH 30 managed lanes once the lanes open in 2016. The second lot at East Copeland Road and AT&T Way features 100 spaces along with lighting, signage, and side walk accessibility. It will also have easy access to IH 30 managed lanes and direct access to the T-Ramp from Copeland Road. Outreach efforts will continue throughout the year to help increase the number of people in the region using alternate commutes. Efforts will include event participation, direct employer contact, as well as promotion of the DFW Connect a Ride Web site and update to the Try Parking It Web site. Newsletters will also continue to Try Parking It participants.
9. **State Maintenance Fund Allocation Method:** Christie Gotti highlighted Regional Transportation Council (RTC) action regarding the State maintenance fund allocation method. As the region has implemented projects using tolling toolbox items, Judge Glen Whitley has often noted the penalty the region pays in lost maintenance funds. When tolling tools began to be implemented in the 2004-2005 timeframe, the State Legislature established a rule that funding allocations could not be adjusted and affect in a negative way the regions that implement tolling. The unintended oversight was how the maintenance formula that comes to the region based on roadway condition and the number of on-system

miles is calculated. As the region has converted projects from the State highway system, the miles on the converted facilities are no longer being counted, therefore indirectly adjusting the maintenance allocation for the region. The RTC took action at its April 9 meeting to send correspondence to the Chair of the Texas Transportation Commission regarding the maintenance fund allocation method. Staff will provide any resulting updates to the Committee in the future.

10. **Fast Facts:** Amanda Wilson discussed Electronic Item 10.1, a white paper developed by the North Central Texas Council of Governments (NCTCOG) staff on the Case for Tolling and Project Leverage in the region. The document highlights how the region has successfully used tolling and project leveraging tools to implement projects in the region.

Ms. Wilson also noted that Electronic Item 10.2 contained a summary of comments received through the March 9-April 7 online public comment opportunity, part of the new NCTCOG Public Participation Plan.

In addition, Ms. Wilson highlighted Electronic Item 10.3, an infographic created as part of efforts to kick off the development of Mobility 2040. Staff is asking residents to participate in a survey regarding the long-range transportation plan for the region.

Heather Davis presented current air quality funding opportunities for vehicles, including the Texas Commission on Environmental Quality (TCEQ) Light-duty Motor Vehicle Purchase or Lease Incentive Program and the TCEQ Rebate Grant Program. Details were available in Electronic Item 10.4.

Jody Loza discussed the 2015 ozone season update that began March 1, 2015. To date, the region has not experienced any exceedance days and the design value was at 71 parts per billion. Details were provided in Electronic Item 10.5.

Amy Hodges provided an update regarding Clean Fleet Policy adoptees. In January, the Regional Transportation Council approved a revised policy, and since that time 23 entities have adopted the revised policy. Details were provided in Electronic Item 10.6.

Jenny Narvaez noted that the NCTCOG Transportation Department has received letters from three of its four partnering agencies regarding air quality conformity approval for 2014. Comments have been received from the Federal Highway Administration and staff is working to respond to comments. Updates will be provided to members in the future. Details were provided in Electronic Item 10.7.

Karina Maldonado discussed the Fort Worth Transportation Authority transit master plan under development. The plan will identify strategies and opportunities to enhance the existing system services and future transit needs. As part of its public involvement effort, a project bus dedicated to bringing information about the plan to community events was located outside for tour by members.

Michael Overton noted that \$500 million has been awarded by the Department of Transportation for national infrastructure improvements through the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program. Funds are to be awarded on a competitive basis for projects that will have a significant impact on the nation, metropolitan area, or region. Additional details, including submittal deadlines were

provided in Electronic Item 10.8. Requests for letters of support should be submitted to Rebekah Hernandez by May 15.

Brian Flood discussed local governmental review of regionally significant arterials as NCTCOG staff is in the process of reviewing GIS-based travel model networks in preparation for the upcoming Mobility 2040. Letters have been distributed requesting assistance and included a Web link to county-wide maps and a table of prominent roadways within the region. Entities were asked to review the number of lanes and alignment of roadways in their jurisdictions for both current and future conditions. Review of the networks is essential to ensure consistency and that the projects are not inadvertently delayed for any reason. He noted that comments from entities were due by June 12.

Matthew Thompson noted that the Transportation Improvement Program modification deadline for the August 2015 cycle was close of business the day of the meeting. Any requests not received by the deadline will be considered for the November 2015 modification cycle.

The current Local Motion was provided in Electronic Item 10.9, and transportation partner progress reports were provided in Electronic Item 10.10.

11. **Other Business (Old and New):** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 22, 2015, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.

local motion

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

June 2015 | nctcog.org/localmotion

Meetings

June 3, 8:30 am

TRTC Meeting
Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth TX 76102

June 5, 11 am

DRMC Meeting
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

June 11, 1 pm

Regional Transportation Council
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

June 25, 1:30 pm

**Surface Transportation
Technical Committee**
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

June 26, 10 am

35W Coalition Quarterly Meeting
Dallas/Fort Worth Marriott Hotel
& Golf Club at Champions Circle
3300 Championship Parkway
Fort Worth, TX 76177

Outreach

June 8, 2:30 pm

Public Meeting
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Legislature approves additional funding for roads

More transportation funding is likely headed for North Texas and other parts of the state thanks to measures approved by the Legislature in the closing days of the 84th Session.

Senate Joint Resolution 5, which would provide \$2.5 billion per year for transportation projects, will be put before voters in November. If the measure is approved, money from the general fund will be allocated to transportation once the fund tops \$28 billion, beginning in September 2017. By September 2019, 35 percent of the proceeds from the motor vehicle sales tax would also be directed to the State Highway Fund. The money provided by SJR 5 would be limited to non-tolled facilities. In the budget, legislators also approved an end to diversions from the highway fund, which will also provide a boost in funding.

SJR 5 would be the second consecutive constitutional amendment to provide funding to the transportation system. Last November, voters passed Proposition 1, which provided \$1.7 billion for non-tolled transportation projects in 2015 and is expected to exceed \$1 billion annually over the next two years. Additional funding has topped the Regional Transportation Council's legislative program the past several sessions, as policymakers grapple with the increased transportation needs brought on by explosive growth throughout Dallas-Fort Worth.

Another issue the RTC has pursued is restoring money to the AirCheckTexas Drive a Clean Machine Program, which had its funding reduced by 88 percent in 2011. Starting September 1, the new budget will provide full funding, or \$87 million statewide, for the program over the next two years. The program offers vouchers worth up to \$3,500 to help qualifying motorists with replacement costs of high-emitting vehicles and \$600 toward repairs.

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.



our region

NCTCOG earns SmartWay Affiliate Challenge honor



The Environmental Protection Agency recently recognized the North Central Texas Council of Governments as one of seven recipients of a SmartWay Affiliate Challenge award for support of policies and practices that reduce truck emissions and improve freight efficiency.

The SmartWay Affiliate Challenge is a national campaign developed by the EPA to acknowledge organizations that participate in SmartWay and do an exceptional job supporting the partnership's freight sustainability goals. The challenge was open to all affiliates nationwide.

Ten Dallas-Fort Worth area counties are in nonattainment for ozone and have until 2018 to meet the EPA's standard. The freight industry is crucial to the region's efforts to clean the air. In the region, 18-wheelers account for 52 tons of nitrogen oxides per day, or about 30 percent of all on-road transportation sources, despite representing only 5 percent of the vehicle miles traveled in the region.

A SmartWay member since 2006, NCTCOG promotes the initiative throughout the Dallas-Fort Worth area and provides education and outreach to potential partners and affected industries through its programs, workshops and webinars.

Additionally, NCTCOG earned recognition, in part, for integrating SmartWay vehicles and technologies in a new Clean Fleet Policy, which 25 entities have adopted. The policy outlines goals and provides workable, cost-effective solutions to reduce ozone-causing pollution from local fleets and support regional efforts to meet the EPA air quality standard.

Mobility 2040: Help us plan for long-range transportation needs



NCTCOG has begun developing Mobility 2040, the next long-range transportation plan. The plan will serve as a blueprint for the region's multimodal transportation system and guide spending of federal and state transportation funds for the next 20-plus years. Planners are already seeking input and hope to receive comments about regional priorities from the public, cities, counties and transportation partners through this summer. A survey is available at NCTCOG.org/survey2040, and print copies will be mailed upon request. Mobility 2040 will utilize new regional demographics recently released by NCTCOG's Research & Information Services to inform the decision-making process.

The region's population is expected to grow to about 10.6 million by 2040. The demographic data to be used in the development of Mobility 2040 is available at RDC.nctcog.org. Draft recommendations of the long-range transportation plan are expected to be available late this year, and RTC approval would likely come in spring 2016.

AIR QUALITY

Participate in Clean Air Action Day on June 26

North Texas' air quality is improving, but additional steps are encouraged in the summer.

Although air quality should be taken seriously year-round, when the temperature soars, the region is most susceptible to high-ozone days.

As expansive as the region is, it will take the assistance of everyone for Dallas-Fort Worth to reach attainment of the federal ozone standard. Air North Texas is sponsoring Clean Air Action Day on June 26, encouraging people to do their part to improve the environment. Individuals, governments and businesses are asked to commit to at least one additional strategy that will help improve congestion and reduce pollution. Examples are carpooling, using mass transit, bicycling or walking. Businesses and governments can also encourage their employees to accept a larger role in cleaning up the air. Find ideas, learn more about the event and submit clean air commitments at AirNorthTexas.org/cleanair.asp.

public involvement

Input sought on essential planning tasks

Transportation planners will ask for input on three of the key responsibilities of the metropolitan planning organization at a meeting at 2:30 pm June 8 in Arlington.

As the metropolitan planning organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments and Regional Transportation Council maintain a Unified Planning Work Program that summarizes the transportation and air quality planning tasks conducted by the MPO.

An outline of the draft Fiscal Year 2016 and Fiscal Year 2017 UPWP will be presented for input.

Additionally, a long-term transportation plan must be maintained. NCTCOG is beginning to develop the next long-term plan, Mobility 2040. Topics for public input and a schedule for work will be discussed at the public meeting.

Finally, as projects listed in the long-term plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive list of funded transportation projects through 2018. It is updated regularly to maintain accuracy, and the current set of project modifications will be available for public review and comment.

Following the public meeting, at NCTCOG's Arlington offices, a video recording will be online at NCTCOG.org/meetings. While work on Mobility 2040 will continue through the summer and fall, comments on the UPWP and TIP are due by 11:59 pm on July 7, 2015. To request printed copies of the information, call 817-608-2335 or email jstout@nctcog.org.

resources

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**The Fort Worth
Transportation Authority**
The-T.com

**Texas Department
of Transportation**
TxDOT.gov

10.6 million

Projected population of Dallas-Fort Worth in 2040.

policymakers — RTC

Consumer vehicle rebate deadline June 26

Individuals or employers who would like to qualify for a \$2,500 state incentive to help with the purchase or lease of eligible light-duty vehicles must act quickly.

The deadline to apply for the Light-Duty Motor Vehicle Purchase or Lease Incentive Program is June 26. The Texas Commission on Environmental Quality must receive an application by the deadline with required attachments stating that the vehicle has been purchased.

Qualified vehicles powered by compressed natural gas, liquefied petroleum gas or electric drives (plug-ins), are eligible for funding through this grant program. This incentive can also be combined with a \$7,500 federal tax credit available to provide up to \$10,000 off an eligible electric vehicle.

For additional information about the TCEQ program, which ends this year, visit TERPGrants.org.

Fact sheet: Prop 1 helps with key projects

The NCTCOG Transportation Department recently published a fact sheet highlighting Proposition 1, the voter-approved initiative that resulted in \$1.7 billion in additional transportation funding for Texas in 2015. The Dallas-Fort Worth area received \$367 million, which will help it complete the long-planned Interstate Highway 30/State Highway 360 interchange and additional non-tolled projects.

The fact sheet is available at NCTCOG.org/factsheets.

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.