

AGENDA

**Regional Transportation Council
Thursday, June 16, 2016
North Central Texas Council of Governments**

12:30 pm Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Meeting

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

1:00 – 1:05 1. Approval of May 12, 2016, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Mark Riley, RTC Chair
Item Summary: Approval of the May 12, 2016, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A

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

2.1. Transportation Improvement Program Modifications

Presenter: Ken Bunkley, NCTCOG

Item Summary: Regional Transportation Council (RTC) ratification of a revision to modification number 2015-0723 (revised) from the May 2016 revision cycle will be requested.

Background: A revision to modification number 2015-0723 (revised) is provided as [Reference Item 2.1](#) for the Council's consideration. Through this modification, fiscal year (FY) 2017 Surface Transportation Program-Metropolitan Mobility funding was added to the project being implemented by Dallas Area Rapid Transit to develop and implement a 511 Traveler Information System in Dallas. This funding was initially approved by the RTC on April 14, 2016, with the funding shares split 80 percent federal and 20 percent local. At the request of the funding partners, the funding for this project needed to be revised to reflect a funding share split of 80 percent federal, 10 percent State, and 10 percent local, to be consistent with current FY2016 funding. Therefore, staff determined that the best course of action was to submit the revised funding share to the State to expedite project implementation and to bring back the funding share change for RTC ratification. This modification has been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the Transportation Improvement Program.

1:05 – 1:20

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

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

1. China Academy of Transportation Sciences/Regional Transportation Council (RTC) Partnership in Support of the United States Department of Transportation
2. Upcoming High-Speed Rail Industry Forum, June 20, 2016 (Agenda Item 9)
3. Recognition of Chris Burkett, Assistant City Manager, City of Mansfield
4. Updated Audio/Visual Technology in the Transportation Council Room
5. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.1](#))
6. Ozone Season Update and Clean Air Action Day, June 24, 2016 ([Electronic Item 3.2](#))
7. Dallas-Fort Worth Clean Cities Annual Report Results ([Electronic Item 3.3](#))
8. National Association of Metropolitan Planning Organizations Conference in Fort Worth, October 25-28, 2016 ([Electronic Item 3.4](#))
9. McKinney's Request for the RTC to be a Direct Recipient ([Electronic Item 3.5](#))
10. June Public Meeting Notice ([Electronic Item 3.6](#))
11. Progress North Texas (Handout)
12. Recent Correspondence ([Electronic Item 3.7](#))
13. Recent News Articles ([Electronic Item 3.8](#))
14. Recent Press Releases ([Electronic Item 3.9](#))
15. Transportation Partners Progress Reports

1:20 – 1:30

4. **2016 Transportation Conformity Reconfirmation**

Action Possible Action Information Minutes: 10
Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request the Regional Transportation Council (RTC) reconfirm approval of the 2016 Transportation Conformity results, including incorporation of the recent transportation control measure (TCM) substitution.

Background: In March, the RTC approved the 2016 Transportation Conformity with the request that staff conduct a TCM substitution concurrently during the conformity interagency consultation review.

Concurrence on the TCM substitution process, adopted by the RTC on May 12, 2016, is complete. The Environmental Protection Agency and Texas Commission on Environmental Quality have submitted final concurrence on the TCM substitution provided in [Electronic Item 4.1](#) and [Electronic Item 4.2](#), respectively. A reconfirmation of the previous conformity approval will allow for a United States Department of Transportation conformity determination to be granted. Upon the determination, initiatives in Mobility 2040 may proceed. Additional details are provided in [Reference Item 4.3](#).

- 1:30 – 1:40** 5. **High-Speed Rail Texas Central Partners Memorandum of Understanding**
 Action Possible Action Information Minutes: 10
Presenters: Kevin Feldt and Michael Morris, NCTCOG
Rob Franke, Multimodal/Intermodal/High-Speed Rail/Freight
Subcommittee Chair and Mayor, City of Cedar Hill
Item Summary: Staff will provide an overview for a proposed Memorandum of Understanding (MOU) between Texas Central Partners (TCP) and various local government entities, including the Regional Transportation Council (RTC). The discussion will include recommendations from the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee.
Background: The proposed resolution and MOU between TCP and the RTC is provided as [Reference Item 5](#) for the Council's consideration. North Central Texas Council of Governments (NCTCOG) staff continues to coordinate with project partners to ensure the efforts are consistent with all adopted RTC high-speed rail policies and with all transportation partners, consultants, and the public to ensure successful high-speed rail service implementation. The proposed MOU would allow NCTCOG and TCP staffs to continue supporting all high-speed rail projects in North Texas. The proposed MOU will adhere to the descriptive core messages of each entity: verbal and written support for each project, support for planning an interconnected high-speed rail system, and support for separate but complimentary projects. NCTCOG staff will continue to serve as the RTC liaison for regional high-speed rail efforts.
- 1:40 – 1:50** 6. **City of Colleyville Request for Regional Transportation Council Reconsideration and Public Referendum Request**
 Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG
Item Summary: The Regional Transportation Council (RTC) took action last month to implement a short-term loan to maintain the construction schedule of the passenger rail line from downtown Fort Worth to the Dallas/Fort Worth International Airport. The City of Colleyville passed a resolution for RTC reconsideration and/or request for a public referendum. This item, for possible action, is for the RTC to consider Colleyville's request.
Background: [Reference Item 6.1](#) contains a copy of the Colleyville City Council resolution from May 17, 2016. [Electronic Item 6.2](#) is a white paper developed by the North Central Texas Council of Governments in 2015. This white paper on rail transit will be updated for the upcoming legislative session. [Electronic Item 6.3](#) is a 50-year history within the Dallas-Fort Worth region on how the private and public sectors have requested passenger rail to be part of broader policy questions. Section 5 of the Colleyville resolution requests that "RTC reconsider the TEX Rail project and/or put the project up for a public referendum in the November 2016 general election." The City of Colleyville requested and received a quiet zone for the rail facility in question.

- 1:50 – 2:00** 7. **Disadvantaged Business Enterprise Goal Updates**
 Action Possible Action Information Minutes: 10
 Presenter: Ken Kirkpatrick, NCTCOG
 Item Summary: Staff will provide a summary of the current Disadvantaged Business Enterprise (DBE) Program and proposed DBE Participation Goal for FY2017-FY2019.
 Background: The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revisit its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2016. Staff has developed a schedule to meet this deadline that also encourages and provides opportunity for public participation and comment. The updated DBE goals are anticipated to be presented to the Regional Transportation Council and NCTCOG Executive Board for approval in August 2016. [Electronic Item 7](#) includes additional details.
- 2:00 – 2:10** 8. **Status of the Current Comprehensive Development Agreement Managed Lanes: Preliminary Performance of the LBJ and NTE Tolled Managed Lanes**
 Action Possible Action Information Minutes: 10
 Presenter: Michael Morris, NCTCOG
 Item Summary: Staff will brief the Council on recent performance measures on the two comprehensive development agreement (CDA) tolled managed lanes, the North Tarrant Express and LBJ Express, and outline outreach education efforts underway regarding the overall tolling needs.
 Background: Currently, there are three tolled managed lanes open and operating (North Tarrant Express, LBJ Express, and DFW Connector), another opening later this summer (IH 30), and others under construction or in advanced project development (IH 35W, IH 35E, and Midtown Express). Real world performance data is becoming available that will help elected officials and technical staff understand the impact the tolled managed lanes have on the transportation system and individual users. This data will allow staff to finalize development and to operate what will soon be an extensive system of managed lanes. In addition, it will help staff tailor outreach efforts to continue to allow for the use of managed lanes as an important tool in dealing with urban congestion and reliability issues. [Electronic Item 8](#) outlines the phases of the outreach efforts planned.
- 2:10 – 2:20** 9. **Upcoming High-Speed Rail Industry Forum, June 20, 2016**
 Action Possible Action Information Minutes: 10
 Presenter: Michael Morris, NCTCOG
 Item Summary: An industry forum will be held on Monday, June 20, 2016, from 1:30-3:30 pm with firms potentially interested in proposing a high-speed rail project in the Dallas-Fort Worth region. This meeting is in response to the Federal Railroad Administration (FRA) and United States Department of Transportation

(US DOT) through a request for proposals. Information on regional plans and policies, status of environmental documents, and data available will be presented at the forum. [Electronic Item 9](#) is an invitation letter to the industry forum.

Background: On March 16, 2016, the FRA and the US DOT issued a notice of request for proposals for projects for the financing, design, construction, operation, and maintenance of a high-speed passenger rail system operating within a high-speed rail corridor. The Dallas-Fort Worth region has been working for several years to bring high-speed rail to, from, and within the region. The Federal Register notice presents an opportunity for the private sector to bring innovation and experience from across the globe to advance high-speed rail in this region or others throughout the country.

2:20 – 2:30 10. Regional Safety Program Performance Measures Report

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will provide an update on items included in the 2015 Safety Program Performance Measures report.

Background: The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures report provides an annual report on the performance of various NCTCOG safety programs, projects, and statistics such as regional crash and fatality data, top 10 contributing factors for regional crashes, county-level crash rates, Freeway Incident Management (FIM) and Photogrammetry training statistics, and Mobility Assistance Patrol Program statistics that occurred in 2015. Also Included in the performance report are updates on the Wrong-Way Driving (WWD) Mitigation Pilot Project, and bicycle and pedestrian safety efforts throughout the region. The 2015 NCTCOG Safety Performance Measures report is included in [Electronic Item 10](#).

2:30 – 2:35 11. Election of Regional Transportation Council Officers

Action Possible Action Information Minutes: 5

Presenter: Mike Cantrell, Nominating Subcommittee Chair and Commissioner, Dallas County

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.

If time permits

- 2:35 – 2:45** 12. **North Central Texas Council of Governments 50th Anniversary Video**
 Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG
Item Summary: The North Central Texas Council of Governments (NCTCOG) is 50 years old this year. An in-house video has been developed highlighting the Transportation Department of NCTCOG.
Background: May was selected as Transportation Department month at the May 26, 2016, Executive Board meeting in celebration of NCTCOG's 50th anniversary. A presentation and video was presented to the Board. The presentation will be highlighted for the benefit of the Regional Transportation Council.
13. **Progress Reports**
 Action Possible Action Information
Item Summary: Progress Reports are provided in the items below.
- RTC Attendance ([Reference Item 13.1](#))
 - STTC Minutes and Attendance ([Electronic Item 13.2](#))
 - Local Motion ([Electronic Item 13.3](#))
14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
15. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, July 14, 2016, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
May 12, 2016**

The Regional Transportation Council (RTC) met on Thursday, May 12, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Charlotte Wilcox (representing Rudy Durham), Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Roger Harmon, Clay Jenkins, Greg Giessner (representing Ron Jensen), Jungus Jordan, Lee Kleinman, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Ray Smith (representing Maher Maso), Ann Zadeh (representing Cary Moon), Stan Pickett, Mark Riley, Kevin Roden, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, Oscar Ward, Bernice J. Washington, Duncan Webb, Glen Whitley, Kathryn Wilemon, Erik Wilson, and Zim Zimmerman.

Others present at the meeting were: Bev Adler, David Arbuckle, John Baker, Melissa Baker, Berrien Barks, Jay Barksdale, George Behmanesh, Kenny Bergstrom, Brandi Bird, Cal Bostwick, Ron Brown, Ken Bunkley, Mo Bur, Pamela Burns, Loyl Bussell, Marrk Callier, Angie Carson, Jim Cline, John Cranfill, Mike Curtis, Kim Diederich, Jerry Dittman, Chris Dyser, Mike Eastland, Chad Edwards, Kevin Feldt, Christie Gotti, Jeff Hathcock, Philip Heigh, Rebekah Hernandez, Jesse Herrera, Jodi Hodges, Greg Janes, Yagnesh Jarmarwala, Kristy Keener, Dan Kessler, Karen Khan, Ken Kirkpatrick, Dan Lamers, Michael Leavitt, April Leger, Sonny Loper, Paul Luedtke, Barbara Maley, Mickey Marlow, Chad McKeown, Keith Melton, Andy Meyers, Erin Moore, Michael Morris, Elizabeth Mow, Jenny Narvaez, Mark Nelson, Markus Neubauer, Mickey Nowell, Todd Plesko, Vercie Pruitt-Jenkins, Larry Redden, Chris Reed, Holly Reed, Molly Rendon, Bill Riley, Christina Roach, Gary Roden, Tito Rodriguez, Kyle Roy, Moosa Saghian, Steve Sanders, Russell Schaffner, Lori Shelton, Walter Shumac, Randy Skinner, Shannon Stevenson, Jahnae Stout, Neil Strassman, Dean Stuller, Gerald Sturdivant, Vic Suhm, Gaby Tassin, Frank Turner, Dan Vedral, Leslie Wade, Mitzi Ward, Kendall Wendling, Devin Wenske, Sandy Wesch, Elizabeth Whitaker, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Mykol Woodruff, and Ed Wueste.

1. **Approval of April 14, 2016, Minutes:** The minutes of the April 14, 2016, meeting were approved as submitted in Reference Item 1. Mike Cantrell (M); Andy Eads (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Unified Planning Work Program Modifications:** A motion was made to approve modifications to the FY2016 and FY2017 Unified Planning Work Program included in Reference Item 2.1.1. Details were provided in Electronic Item 2.1.2.

Rob Franke (M); Jungus Jordan (S). The motion passed unanimously.
3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris provided an overview of items in the Director of Transportation Report. As a reminder, the June 9, 2016, Regional Transportation Council (RTC) meeting has been rescheduled to June 16, 1 pm. Also in June, a high-speed rail industry forum is scheduled for June 20 at 1:30 pm. Details were provided at the meeting in Reference Item 3.10. Mark Riley announced members of

the RTC Nominating Subcommittee: Chair Mike Cantrell, Charles Emery, Brian Loughmiller, Maher Maso, Oscar Trevino, Kathryn Wilemon, Erik Wilson, and Zim Zimmerman.

North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), Cintra, and Meridiam staff were recognized for an award received from the Transportation Research Board Managed Lanes Committee. The Don Capelle Award for Leadership was received in recognition of the demonstrated leadership, perseverance, and partnerships that resulted in the groundbreaking implementation of the Dallas-Fort Worth TEXpress lanes. In addition, the NCTCOG was recently recognized as a 2016 SmartWay Affiliate Challenge Award recipient for efforts to help the freight industry reduce fuel consumption and improve efficiency. Details were provided in Electronic Item 3.1. NCTCOG staff was also recognized as recipients of the 2015 Hermes Creative Platinum Award received for work on the 2015 edition of Progress North Texas. Finally, staff from Texas Central Partners highlighted recognition by the Urban Land Institute for the North Texas to Houston High-Speed Rail project that received the Next Big Idea Award. Air quality funding opportunities for vehicles were provided in Electronic Item 3.2, an ozone season update was provided in Electronic Item 3.3, and information regarding an upcoming Compressed Natural Gas and Liquid Natural Gas Code and Compliance Workshop was provided in Electronic Item 3.4. April online input opportunity minutes were provided in Electronic Item 3.5, and the Freight Congestion and Delay Study was provided at Electronic Item 3.6. Recent correspondence was provided in Electronic Item 3.7, recent news articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.9. Transportation partner progress reports were provided at the meeting.

4. **Transportation Control Measure Substitution:** Chris Klaus presented a proposal for a transportation control measure substitution of the US 67/IH35E project in the State Implementation Plan (SIP). As a result of changing transportation needs, the US 67/IH 35E high-occupancy vehicle (HOV) lanes between IH 20 and IH 30 will be replaced with express lanes. Currently, the HOV lanes and associated emissions benefits are included in the regional SIP as a transportation control measure. With the adoption of Mobility 2040 in March 2016, the HOV lanes will be replaced with express lanes. As a result, the commitments for the HOV lanes in the SIP must be substituted with other transportation project(s) that achieve equivalent or greater emissions benefits. Staff has identified 35 Regional Transportation Council (RTC) approved and completed traffic signal progression improvements in Allen, Fairview, and Dallas to substitute for the US 67/IH 35E HOV lanes. Emissions benefits for the original facility and the substitutions were highlighted. The public comment process for the substitution process concluded on May 10 and staff continues coordination with the Environmental Protection Agency and the Texas Commission on Environmental Quality to finalize the substitution. A draft RTC Resolution Approving Substitution of the US 67/IH35E HOV Lanes and Associated Emission Benefits with Traffic Signal Improvements and Associated Emission Benefits was provided in Reference Item 4.1. Details on the effort were provided in Electronic Item 4.2. A motion was made to adopt Resolution R16-03, provided in Reference Item 4.1, indicating concurrence on the transportation control measures substitution of the US 67/IH 35E HOV lanes with traffic signal prioritization projects identified in Electronic Item 4.2. Rob Franke (M); Mike Cantrell (S). The motion passed unanimously.
5. **Public Transportation Service and Funding for Collin County:** Sarah Chadderdon provided an update on the status of public transportation service and funding for Collin County, and also discussed a request for Regional Transportation Council (RTC) approval

to use available funding to support transit service in Collin County. In December 2015, Texoma Area Paratransit System canceled service in Collin County. In order to ensure that people were not stranded, the RTC approved up to \$675,000 in Regional Toll Revenue (RTR) funds for 90-days of service for seniors and people with disabilities. In February 2016, limited service began in Allen, Fairview, and Wylie operated by Dallas Area Rapid Transit (DART), and the Denton County Transportation Authority (DCTA) continued limited service in Frisco. In March 2016, as McKinney was undecided on whether to take action to directly receive federal funds for transit, the RTC approved the North Central Texas Council of Governments (NCTCOG) as an interim option to serve as the direct recipient for funding in that area to ensure funding is not lost from the region. In April 2016, DART and Toyota announced a \$1 million charitable donation to address gaps in service in Collin County. NCTCOG staff also followed up with McKinney to determine its preference for direct recipient status. A map showing the different areas of Collin County that receive different forms of transportation funding was highlighted. Transit funding is generally divided among north rural Collin County, the McKinney Urban Area, south Collin County, and the DART service area. The status of current interim transit service outside the DART service area, including the status of the \$675,000 previously approved funding, was highlighted. In south Collin County, several cities have decided to support some service. Approximately \$415,000 of the \$500,000 approved for this area is in agreements for limited service for seniors and people with disabilities operated by DART and DCTA. In the McKinney Urban Area and rural Collin County, McKinney and the Commissioner's Court are still considering options. No service is operating and none of the funding approved by the RTC for those areas has been used. The next steps for each of the geographic areas were outlined. In south Collin County, the goal is to keep service running without interruption. Beyond the immediate goal, NCTCOG and transportation providers will continue to coordinate with cities and plan for longer-term service. For McKinney, staff will continue to work with McKinney to finalize direct recipient status. Staff will continue coordinating with cities and plan for longer-term service. For rural Collin County, staff will continue to support the Collin County Commissioners Court as it determines the path forward related to funding and will provide support as needed. DART has requested additional federal funding from the RTC to leverage Toyota's donation through September 2017. It plans to continue service for seniors and people with disabilities, address gaps in service, and work with communities to plan for appropriate and sustainable service looking forward. DART is requesting \$650,000 in operating expenses. This can be met with existing funds available from the Federal Transit Administration's New Freedom Program that is for service focused on people with disabilities and seniors. These are older funds that were originally programmed for similar projects in Collin County that had significant cost underruns. DART's request for capital expenses includes vehicles, maintenance, information technology and planning expenses. In July 2014, RTC approved a total of \$8 million in capital funding from the Congestion Mitigation and Air Quality Improvement Program for transit authorities as they expand bus service beyond their traditional services areas. Approximately \$3.22 million is proposed for use to meet DART's request for capital support. The total existing federal funding available is \$3.87 million. DART has already secured \$1 million from the Toyota charitable donation, DART is working to identify additional local funds that would be proportional to the service that will be provided and that will be needed in order to draw down the \$3.87 million in federal funding outlined. In total, this item leverages over \$5 million for service in Collin County which is about the level of total funding that would be anticipated for one year of service in Collin County. At its April 22 meeting, the Surface Transportation Technical Committee recommended RTC approval of this funding. Lee Kleinman noted original discussions during which a number of members expressed concern that interim funding for this effort would become a pattern to provide services in McKinney and Collin County, when these entities

have chosen not to be part of a transit system. The funds will be used from funding dedicated for transit bus service to instead be used for paratransit shuttle service. He asked about Collin County's commitment to this need. Brian Loughmiller noted that the City of McKinney has not accepted any funds from the RTC because it is still trying to work through service issues and direct recipient status. In addition, McKinney has never requested funds for which it would not match the funds requested. He also noted that when the RTC last voted, funds spent in Collin County would come from RTR funds from Collin County so that it would not impact other areas of the RTC that also have similar funds available. Duncan Webb clarified that the Collin County Commissioners Court is only responsible for service in rural Collin County and have not authorized use of any of the \$45,000 allocated for that area. The county is working to create a rural transit district, but added that the area being discussed is not within its responsibility. Oscar Ward asked if DART would speak to the timeframe that it will be providing the interim service. Gary Slagel noted that DART's goal is to create a solution for Collin County and other parts of the region that are not a part of a transit system. DART will work with each of the cities to understand the long-term plan, if desired. DART believes there is a way to get through FY2017, but beyond that timeframe there is a lot of work to be done. Mr. Kleinman noted there are cities in the south Collin County area that refuse to become a part of transit agency but are asking for funds, and that he believed the cities should join a transit agency. The representative cities on the RTC that are part of a transit agency have been contributing funds for 30 years and are using those funds to provide transit to their citizens. He added, he understands there is an important need for service in the areas discussed, but that the request seems disingenuous. Matthew Marchant noted he had similar concerns that he has discussed with staff, but because the funds are bracketed for Collin County he would be able to support the item. Clay Jenkins also noted similar concerns. Rob Franke noted that the ongoing conversation must be part of a longer-term plan. He proposed the motion include a request directing staff to develop a timeline for a long-term plan and present to the RTC. Michael Morris noted many are frustrated that a solution is taking longer than desired. He added that the Mayor of McKinney has spent a lot of time on efforts to resolve the direct recipient status, how to deliver elderly and disabled service, how to create a network of several entities, and how to develop a system. However, these types of efforts take time. It is hoped that the long-term plan is structured differently, to avoid the difficulties created when four different areas with four different sources of funding and requirements are involved. A motion was made to approve the use of available funding, as detailed in Reference Item 5, to support transit service in Collin County to fully leverage local funds and to direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to reflect approved funding with the condition that before additional resources are requested from the Regional Transportation Council, the community asking for the resources will come back with a plan for joining an existing transit authority. Lee Kleinman (M); Oscar Ward (S). The motion passed unanimously.

6. **Short Term \$80 Million TEX Rail Corridor Contingent Loan:** Oscar Trevino recused himself due to a potential conflict of interest. He left the room at 1:47 pm and did not participate in discussion for Agenda Item 6. Michael Morris presented a proposed partnership with the Fort Worth Transportation Authority (FWTA) to provide a short-term, cash flow-related loan for the construction of the TEX Rail corridor. He clarified a sentence misinterpreted in the agenda that stated the Federal Transit Administration (FTA) has delayed review and approval of the Full Funding Grant Agreement (FFGA) until after the Guaranteed Maximum Price (GMP) is received from FWTA's contractor (anticipated by mid-May 2016). The sentence was not intended as criticism that FTA has delayed review, but was to indicate that the review is being delayed until after the cost estimate is received. In

September 2015, the Fort Worth Transportation Authority filed a FFGA request with the FTA. The approval process was estimated to take 4-5 months, but is now expected in the fall of 2016. The FFGA permits the FWTA to cash flow the full construction of the TEX Rail project. In order to meet the construction schedule, FWTA must start construction in July 2016. FWTA has FTA approval to buy vehicles, begin design, and buy right-of-way. However, the FWTA anticipates existing resources will be exhausted by January 2017 if the FFGA has not been executed by that time. The FWTA is seeking a loan from the Regional Transportation Council (RTC) to cash flow construction expenses until April 2017. If the FFGA is received earlier, the loan would not be necessary. As a note, the RTC has previously provided loans or backstopped funding for roadway projects such as the President George Bush Turnpike Eastern Extension, SH 360, and the LBJ Express project. Loan terms include: RTC would program \$80 million in RTR funds (from Dallas County) to the FWTA, receipt of funds would be contingent on FWTA and TxDOT executing a standard "off-system RTR" agreement, FWTA would repay the RTC by April 15, 2017, or 60 days after execution of FFGA (whichever is sooner), if no FFGA is executed the FWTA is still obligated to repay the loan, and the FWTA must obtain confirmation from FTA to provide RTC assurances that FWTA could be reimbursed for expenses prior to execution of the FFGA. The FWTA agrees to brief RTC staff on a monthly basis as to the status of the FFGA and any changes to the cash flow situation. FWTA would pay interest of 1 percent plus the current interest rates earned by funds in the RTR subaccount. Interest would accrue from actual receipt of funds to date of repayment. In addition, the loan is subject to approval by the FWTA Board of Directors. A loan agreement would need to be executed between FWTA and RTC/North Central Texas Council of Governments (NCTCOG) reflecting the terms. Consistent with the RTC policy, attempts will be made to return the repaid funds within the region. The schedule was reviewed. Staff believes there is little or no risk to RTC and tremendous benefit for the RTC to continue to advance a balanced transportation investment including rail. If approved, the funding will be documented in the 2017-2020 Transportation Improvement Program provided in Item 8.

Scott Mahaffey noted that RTC support is appreciated. He reiterated that this is not an FTA issue. To date, over \$250 million has been pledged to the project by the federal government. The loan, believed to never be drawn, will allow the FWTA to continue construction until the FFGA is received. Matthew Marchant noted he believed the FFGA was received and asked for clarification. Mr. Mahaffey noted that initial funds have been received, but once the final FFGA has been received, the FWTA will have the ability to borrow against the credit of the government to cash flow the remainder of the project. Mike Taylor noted he represents 10 cities in northeast Tarrant County. He stated for the record, that a portion of homeowners in Colleyville are opposed to TEX Rail for either philosophical reasons of efficiencies of government spending or the rail line is near their homes. Colleyville, accounting for roughly 6.7 percent of his vote, would like their voices heard and on the public record that some people do not like transit, especially if it impacts their personal property. In addition, he noted that citizens become concerned when there appears to be mixed messages about whether or not the project is funded. It is confusing to the voter, property/home owners, and people who genuinely want to be well informed. He requested that the agencies that have the ability put out information and keep their web sites updated. Mr. Morris noted that the sensitivity of transportation impacts on land owners is an important subject for both rail and roadway. Because of that, the FWTA created a quiet zone in the community in advance of passenger rail. Their voices have been heard, but unfortunately the only route between Dallas/Fort Worth International Airport and Fort Worth is on existing rail through Colleyville. Mike Taylor noted that the citizens are appreciative of the quiet zones created by FWTA. Mr. Mahaffey noted that FWTA will ensure that the TEX Rail web site is up to date. In addition,

he reminded the RTC that there has been an active rail line through that community since the 1880s. Citizens who purchased homes around that area were aware of a rail line at the time their homes were purchased. A motion was made to approve the \$80 million loan to the Fort Worth Transportation Authority to help cash flow TEX Rail construction in advance of the final Federal Transit Administration approval of a Full Funding Grant Agreement as noted in Reference Item 6 and to direct staff to administratively amend the 2017-2020 Transportation Improvement Program and other planning/administrative documents to incorporate the loan. Rob Franke (M); Lissa Smith (S). The motion passed. At 2:05 pm, after the vote, Oscar Trevino returned to the meeting.

7. **Title VI Nondiscrimination Program Update:** Ken Kirkpatrick presented the Title VI Nondiscrimination Program update. As a recipient of Federal Transit Administration (FTA) funds, the North Central Texas Council of Governments (NCTCOG) is required to develop and submit a Title VI Program to FTA every three years. The Regional Transportation Council (RTC) last reviewed and approved the Title VI Program in June 2013, and the next submittal date is June 1. A summary of NCTCOG's Title VI Program and FTA requirements was provided in Electronic Item 7.1. Electronic item 7.2 includes the program update submission. Reference Item 7.3 is a draft resolution approving the Title VI Program Update. Mr. Kirkpatrick noted that the Title VI and nondiscrimination efforts of NCTCOG requires a multidisciplinary approach that is fully integrated into Transportation Department efforts. The current proposed submission is primarily administrative in nature. It takes into account many actions taken by the RTC over the last three years and contains no substantive changes. As a reminder, Title VI prohibits discrimination based on race, color, and national origin. Various other related statues prohibit discrimination based on religion, sex, age, and disability. Nondiscrimination efforts are integrated into the Metropolitan Transportation Plan Environmental Justice analysis, public involvement, call for projects, and the Transportation Improvement Program. In addition, NCTCOG has a Disadvantaged Business Enterprise program that is also updated every three years, a Title VI coordinator, staff training, and compliance review/audits. The NCTCOG Title VI Program elements include notice to the public, complaint procedures and forms, and a list of the Title VI investigations, complaints, and lawsuits. It also incorporates the current Public Participation Plan, the Language Assistance Plan, membership of non-elected committees and councils, and monitoring of Title VI compliance of subrecipients. Specific to metropolitan planning organizations (MPOs), a demographic profile must be developed reflecting how mobility needs of minority populations are considered in the planning process. Staff also analyzes the impact of State and federal funds spent on public transportation and any disparate impact of MPO plans and policies. For the current effort, staff is updating the Title VI assurances statutory references, the Public Participation Plan updated in 2015, the Language Assistance Plan updated in 2014, amended RTC and Executive Board Bylaws, subrecipient information, the demographic profile, and Mobility Plan references for Mobility 2040. If approved by the RTC and Executive Board, staff will submit the Title VI Program Update to the Federal Transportation Administration by June 1. A motion was made to approve the proposed Title VI Program Update submission provided in Electronic Item 7.2 and the draft RTC Resolution Approving the MPO Title VI Program Update in Reference Item 7.3. Bernice J. Washington (M); Clay Jenkins (S). The motion passed unanimously.
8. **2017-2020 Transportation Improvement Program Development Draft Final Listings:** Adam Beckom presented the 2017-2020 Transportation Improvement Program (TIP) draft final listings. The TIP is a federal and State mandated inventory of transportation projects funded with local, State, and federal funding sources. The document covers four years of funding, is updated on a quarterly basis, and is redeveloped every two years. Staff works

through a collaborative effort with the Texas Department of Transportation (TxDOT), local governments, transportation authorities, and other transportation agencies such as the North Texas Tollway Authority and Dallas/Fort Worth International Airport. Review was completed on all existing projects and adjustments made to staging, funding, and scope. The revised project listings were constrained against available revenues and have been through Mobility Plan and air quality conformity review. Draft listings were presented to the public in March and staff has worked to finalize the project listings. Electronic Item 8.1 contains roadway and transit listings. Roadway project listings are provided in double-entry format showing the currently approved projects and the proposed changes. The State delayed the submittal deadline from May to June 24 and staff has used the time to solicit additional comments from partners. Two comments have been received: 1) TIP 11237.2/CSJ 0918-45-812; change project limits on Conflans Road to "from SH 161 to Valley View Lane" and 2) TIP 83263/CSJ 0172-09-033; change project limits on US 287 to "from 1 mile south of Turner Warnell Road to Walnut Creek Drive." Mr. Beckom noted that the proposed 2017-2020 TIP includes approximately \$5.7 billion in transportation improvement projects and covers over 958 active projects in the region from 71 implementing agencies. Staff anticipates approval by the Texas Transportation Commission in August and Federal Highway Administration approval in October. Following approval, staff will convert the listings into the 2017-2020 State TIP reports. Any projects listed in 2021 or later will be placed into Appendix D, the environmental clearance section of the document. Chapters will be finalized and the final document will be submitted to TxDOT by the June 24 deadline. Details were provided in Electronic Item 8.3. A motion was made to approve: 1) the projects and project changes shown in the roadway and transit reports provided in Electronic Item 8.1, 2) submittal of the final 2017-2020 Transportation Improvement Program document to the Texas Department of Transportation for inclusion in the Statewide Transportation Improvement Program, 3) the RTC Resolution Adopting the 2017-202 Transportation Improvement Program for North Central Texas that will be transmitted to federal, State, and local impacted agencies (provided in Reference Item 8.2), and 4) changes presented at the meeting. Oscar Ward (M); Lee Kleinman (S). The motion passed unanimously.

9. **2016 Advanced Transportation and Congestion Management Technologies Deployment Initiative and Transit-Oriented Development Planning Pilot Program Grants Opportunities:** Natalie Bettger briefed the Council on two grant opportunities recently announced by the United States Department of Transportation (US DOT). The first is the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative. Details were provided in Electronic Item 9.2. A total of \$60 million for five to ten awards of up to \$12 million each is available per year in FY2016 through FY2020. Funds are available for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Applications are due June 3 and a minimum 50 percent non-federal match is required. Following the meeting, the deadline was extended to June 24. The proposed project includes three components: 1) wrong-way driver technology to detect vehicles traveling in the wrong direction and warn on-coming traffic, 2) low water crossings technology to detect water on roadways to redirect traffic, and 3) ramp meters and traffic signal coordination on frontage roads to increase freeway reliability and safety due to freeway disruptions. The North Central Texas Council of Governments (NCTCOG) will request approximately \$1 million with a \$1 million local match required. The second opportunity is the Transit-Oriented Development Planning Pilot Program. Details were provided in Electronic Item 9.3. A total of \$20.4 million is available for individual awards from \$250,000 to \$2 million. The program is for comprehensive planning supporting economic development, ridership, multimodal connectivity and accessibility,

increased pedestrian and bicycle access, and mixed-use development near transit stations. Applications are due June 13 and a 20 percent local match is required. Projects must be associated with a Federal Transit Administration (FTA) Capital Investment Grant Program project. The Dallas Area Rapid Transit (DART) Red and Blue Lines, TEX Rail, as well as DART Downtown DC Line would be eligible for these complimentary projects. NCTCOG will request approximately \$1.4 million with a \$350,000 local match required. Staff will partner with DART, and the cities of Dallas, Garland, Plano, and Richardson on this project. The initiative will focus on platform extension at 28 stations on the DART Red and Blue lines and will address key Transit-Oriented Development (TOD) issues and barriers in corridor and generate data that will benefit the region including: Routes to Rails, bike and pedestrian connectivity, parking data, and review of current TOD residents and employers location choice and travel trends. A comprehensive report will be established based on the data elements collected as part of program. Bernice J. Washington asked if there was data to report where flooding and wrong-way driving occurs in the region and if that will be where technology will be deployed initially. Ms. Bettger noted that data is available in both areas. Pilot programs will be initiated in limited locations and deployed more extensively in the region, if productive. A motion was made to approve the projects proposed for submittal by the North Central Texas Council of Governments/Regional Transportation Council for the Advanced Transportation and Congestion Management Technologies Deployment Initiative and Transit-Oriented Development Planning Pilot Program as highlighted in Reference Item 9.1 and to direct staff to administratively amend the Transportation Improvement/Statewide Transportation Improvement Program and other planning/administrative document to include projects if selected. Oscar Ward (M); Erik Wilson (S). The motion passed unanimously.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee meeting 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 16, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:23 pm.

REVISED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC RATIFICATION

TIP Code: 11893.4 Facility: VA

Location/Limits From: 511 TRAVELER INFORMATION SYSTEM (ITS)

Modification #: 2015-0723 (REVISED)

Implementing Agency: DART

County: DALLAS CSJ: 0918-00-260

City: VARIOUS Desc: DEVELOP AND IMPLEMENT 511 TRAVELER INFORMATION SYSTEM IN DALLAS

Request: ADD FUNDING OF \$400,000 STP-MM (\$320,000 FEDERAL, \$40,000 STATE AND \$40,000 LOCAL) IN FY2017


PREVIOUSLY APPROVED BY RTC ON APRIL 14, 2016:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0918-00-260	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
2017	CON	0918-00-260	Cat 7:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
Grand Total:				\$1,520,000	\$150,000	\$0	\$230,000	\$0	\$1,900,000

STTC ENDORSEMENT REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	TRAN	0918-00-260	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
2017	TRAN	0918-00-260	Cat 7:	\$320,000	\$40,000	\$0	\$40,000	\$0	\$400,000
Grand Total:				\$1,520,000	\$190,000	\$0	\$190,000	\$0	\$1,900,000

Revisions since April 14, 2016 RTC Meeting: REVISED FUNDING SHARES FROM 80% FEDERAL AND 20% LOCAL TO 80% FEDERAL, 10% STATE, AND 10% LOCAL TO REMAIN CONSISTENT WITH EXISTING FUNDING IN FY2016


North Central Texas Council of Governments
GO

Programs >
Topics A-J >
Topics K-Z >
Departments >
Services >
About Us

transportation

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

Home > Transportation > Air Quality > Clean Vehicles
[Print this page](#)

Air Quality Funding Opportunities for Vehicles

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

Air Quality Funding Home

Other Air Quality Funding Opportunities

Sign-Up for Email Updates

Select Language ? ?

Current Vehicle Grant Funding Opportunities

Click the links below for a program description and relevant dates and details.	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
AirCheckTexas Drive a Clean Machine Program							X			General Public
Drayage Loan Program Deadline: First Come, First Served		X							X	Private Sector
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

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

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

Regional Transportation Council

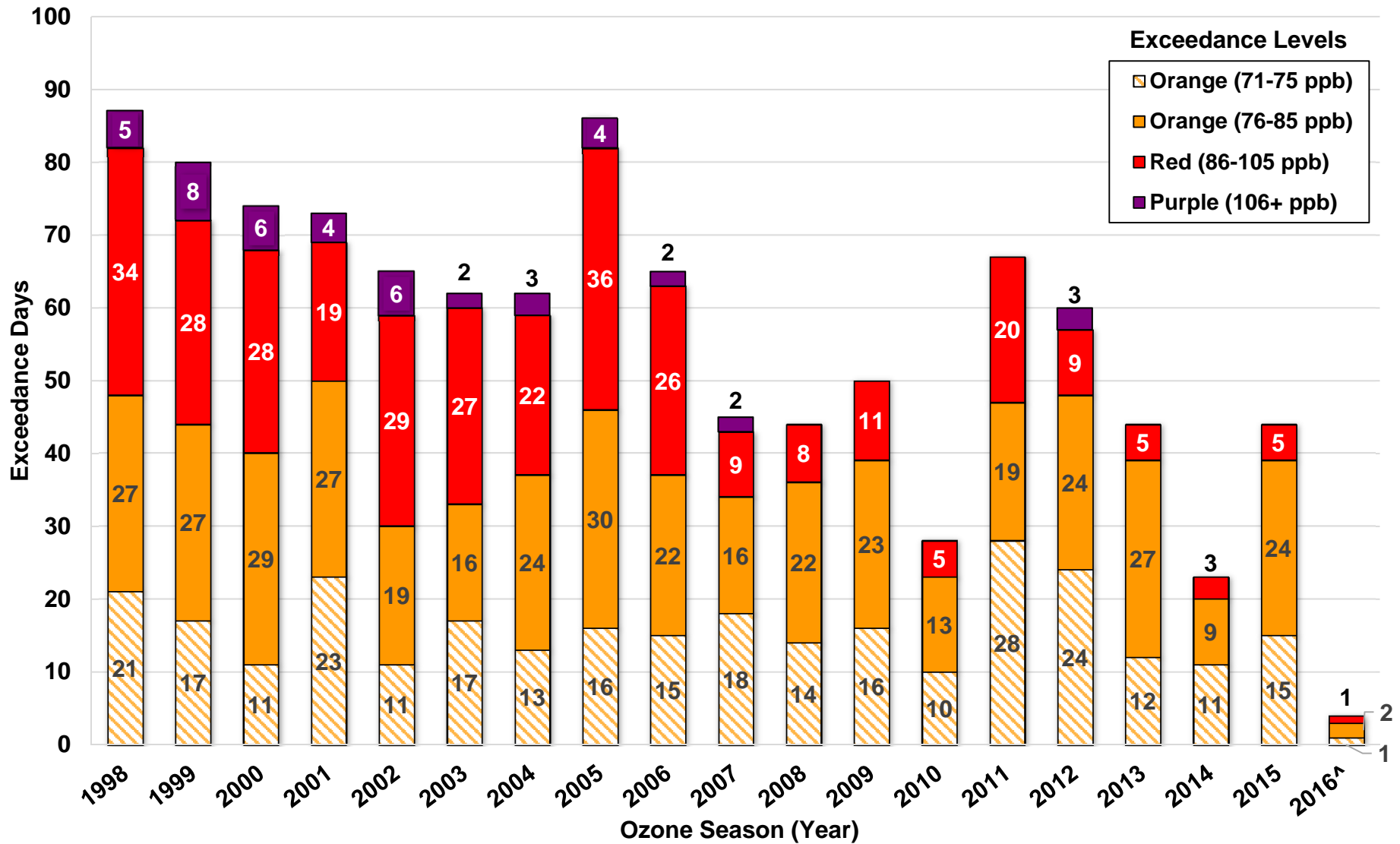
Whitney Vandiver, Communications Coordinator

June 16, 2016




2016 OZONE SEASON

Eight-Hour Ozone Exceedance Days Based on 70 ppb Standard



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

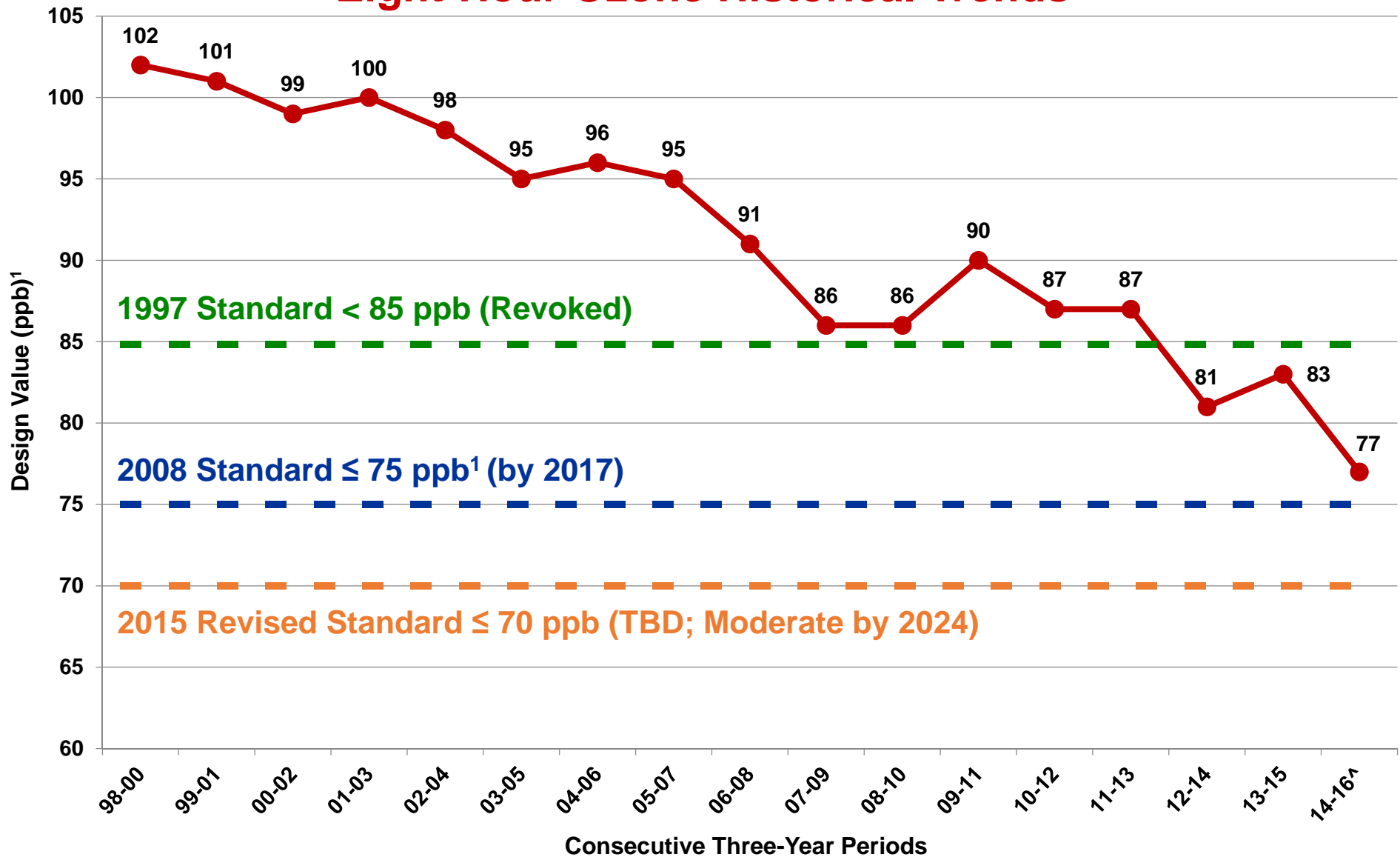
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

[^]Not a full year of data, current as of 6/09/2016

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

2016 OZONE SEASON

Eight-Hour Ozone Historical Trends



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

¹Not a full year of data, current as of 6/09/2016.

Clean Air Action Day 2016

How RTC Members Can Participate on June 24

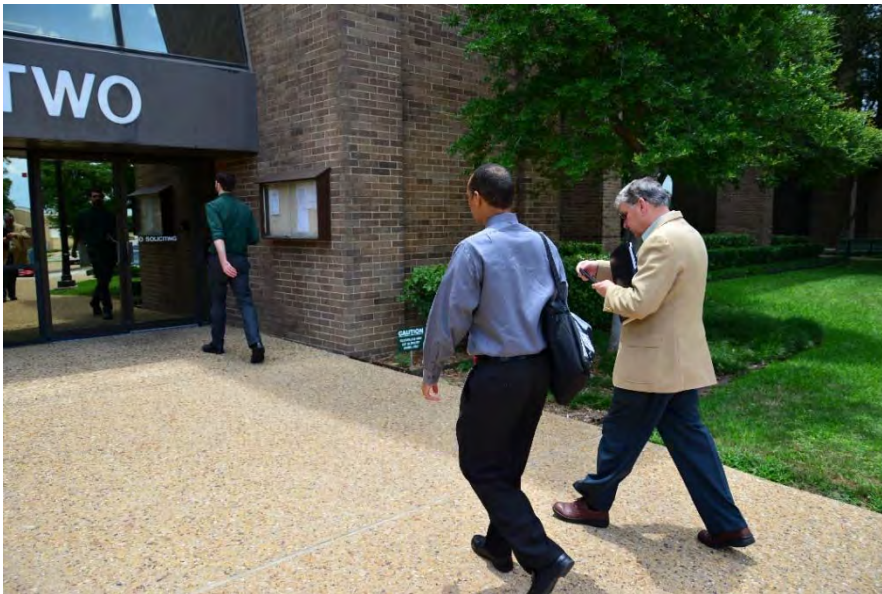


Become an Air North Texas partner and have Surface Transportation Technical Committee (STTC) member bring signed partner agreement to June 24 STTC meeting

Attend Transportation and Air Quality workshop, in honor of Clean Air Action Day, prior to June STTC meeting

Livestream step 1: Go to <http://www.nctcog.org/video>

Livestream step 2: Click on Live tab



Contacts



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

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

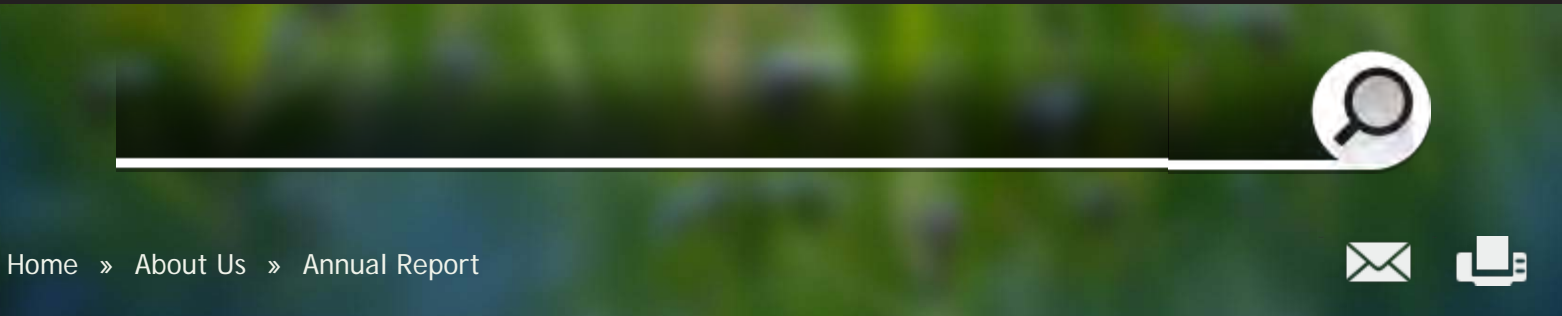
www.airnorthtexas.org
www.nctcog.org/ozone



low graphics | font size [a](#)
[a](#) [a](#)



[ABOUT US](#) [FUNDING](#) [RESOURCES](#) [PROJECTS](#) [GET](#)



NAVIGATION

ANNUAL REPORT

- [About Us Home](#)
- [Annual Report](#)
- [Meetings & Events](#)
- [Newsroom](#)
- [Stakeholders](#)
- [Contact Us](#)
- [DFWCC Fleet Recognition](#)

The US Department of Energy's Clean Cities (DOE) Program has a goal of saving 2.5 billion gallons of petroleum per year by 2020. In order to track this progress, every coalition is required to submit an annual report to the US DOE.

DFWCC has a goal of increasing its petroleum reduction by 15 percent every year. The annual survey allows us to help track that progress. This information is used in speeches, reports, news articles, as well as funding updates to the State Energy Program and Congress. Additionally, the coalition is often called upon to provide data on the number and type of alternative fuels and clean technology vehicles in the Metroplex to help provide validity to air quality commitments in the State's air quality plan.



[2015 Annual Report](#)

[2015 Annual Report Results](#)



[Alternative Fueling Station Locator](#)

[2014 Annual Report Results](#)
[2014 DFW Clean Cities Recognition](#)



[Laws and Incentives](#)

[ABOUT US](#)

[FUNDING](#)

[RESOURCES](#)

[PROJECTS](#)

[GET](#)

[Stakeholders](#)

[Vendor Directory](#)

[Funding](#)


[Events](#)

[Newsletters](#)

[Success Stories](#)

[Contact Us](#)

[sitemap](#) | [legal disclaimer](#)

Powered by 



myAMPO
member
login

SEARCH

Association of Metropolitan Planning Organizations

Policy
our course

Resources & Publications
technical resources & tools

Membership
why join

Careers
mpo jobs

News & Events
latest information

About Us
who we are

HOME ► NEWS & EVENTS ► 2016 AMPO ANNUAL CONFERENCE

2016 AMPO Annual Conference

SHARE

DATES

October 25 – 28, 2016

ABOUT THE CONFERENCE

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

ABOUT FORT WORTH

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

HOTEL

The Worthington Renaissance Fort Worth Hotel

200 Main Street
Fort Worth, TX 76102

Rate: \$209/night

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

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

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

News & Events

- [2016 AMPO Annual Conference](#)
 - [2016 AMPO Annual Conference](#)
 - [Exhibitors & Sponsors](#)
- [AMPO Webinars](#)
- [Latest News](#)
- [Event Calendar](#)
- [Event Archive](#)

REGISTRATION

To register for the AMPO Annual Conference, [click here](#). For questions related to registration, contact Kelly Moran at kelly@ahi-services.com or (302) 463-4374.

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

SPONSORS

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

TRANSPORTATION OPTIONS TO/FROM AIRPORT

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

Molly the Trolley

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

QUESTIONS

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

Follow



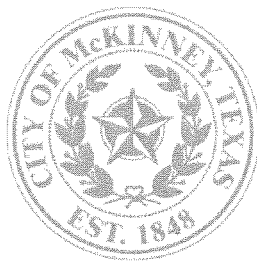
Copyright © 2013-2014 Association of Metropolitan Planning Organizations

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

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

Who is AMPO?

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



Office of the Mayor

5/25/2015

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

Dear Mr. Morris,

The City Council recently met to discuss and assess the current condition of public transportation within the City of McKinney. After careful consideration and discussion, the Council has directed the City Manager to begin the process of providing limited public transit within McKinney. The City is currently in the process of creating an Urban Transit District in order to access state funding from the Texas Department of Transportation. This will allow for funding in addition to local monies which have been budgeted for public transit.

McKinney would like to formally request the North Central Texas Council of Governments (NCTCOG) indefinitely serve as the Direct Recipient for the McKinney Urbanized Area (MUZA) as defined by the Federal Transit Administration. It is McKinney's desire to enter into an inter-local agreement with the NCTCOG whereby McKinney would assume the role of a sub-recipient for MUZA funds allowing McKinney to access FTA 5307 funding via the NCTCOG. The agreement may include roles and responsibilities of McKinney as well as roles and responsibilities of the NCTCOG.

Upon execution of the proposed inter-local agreement and the recognition of the Urban Transit District by the Texas Department of Transportation, it is McKinney's intent to invite presentations from local transit providers to implement limited transit services within the City of McKinney.

We look forward to this additional partnership between the City of McKinney and the NCTCOG as well as bringing limited public transit services back to the City of McKinney. Should you or your staff have any additional questions, please feel free to contact Chandler Merritt in the City Manager's Office at 972-547-7616 or cmerritt@mckinneytexas.org. I am also available to discuss the Council's direction with you as you deem necessary at future meetings of the Regional Transportation Commission.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brian Loughmiller".

Brian Loughmiller
Mayor – City of McKinney

Cc: Eric Gleason, Texas Department of Transportation

TRANSPORTATION PUBLIC MEETINGS

Draft DBE Program and Goals for Fiscal Years 2017-2019
As a recipient of federal transportation funds, NCTCOG is required to establish and periodically update Disadvantaged Business Enterprise (DBE) participation goals to encourage contracting opportunities for minority and historically underutilized businesses. The draft update of the DBE participation goals for US Department of Transportation assisted contracts will be presented for public review and comment.

Regional Bicycle and Pedestrian Traffic Monitoring Program
In 2014, NCTCOG purchased bicycle and pedestrian count data collection equipment, and in partnership with other agencies, began installing the equipment on shared-use paths in various urban and suburban areas around the region. A report has been prepared providing an overview of 2015 count data collected in 26 locations installed in five cities across four counties. The report presents information for each count station related to mode share split, total bicycle and pedestrian trips and seasonal variations in the average daily trips by month. Staff will present an overview and highlights of the data.

Other Information to be Highlighted at the Meetings:

- Vehicle Repair and Replacement Assistance Available Through AirCheckTexas Program
- 2016 Clean Air Action Day
- Title VI Nondiscrimination Program Update

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

MONDAY, JUNE 13, 2016

6:00 PM

East Regional Library
6301 Bridge Street
Fort Worth, TX 76112

TUESDAY, JUNE 14, 2016

6:00 PM

Oak Point Park Nature
& Retreat Center
5901 Los Rios Boulevard
Plano, TX 75074

WEDNESDAY, JUNE 15, 2016

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



CentrePort/DFW Airport Station
Arrival Options June 15

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

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



NCTCOGtrans



North Central Texas
Council of Governments



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

May 11, 2016

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

Mr. Morris:

Thank you for your March 17, 2016 correspondence (attached), which included the Regional Transportation Council's (RTC) approved policy for evaluation and award of Transportation Development Credits (TDCs), as well as other applicable documentation.

While we anticipate that the RTC's policies and procedures relating to the award and use of TDCs likely meet the requirements of the Texas Administrative Code, it is important to reiterate the need for the RTC to evaluate whether selected projects meet the overall program goals specified in the Texas Administration Code (TAC) §5.102. We want to make every effort to ensure projects: 1) maximize the use of available federal funds; 2) increase the availability of state and local funds; 3) support public transit; and 4) further any other stated goals of NCTCOG and/or the Texas Transportation Commission.

In your correspondence, you requested clarification on three additional issues. They are as follows:

- 1) *Current status of the "maintenance of effort" requirement and the impact to future allocations of TDCs to metropolitan areas.* In 2012, the Texas Department of Transportation (TxDOT) submitted a request to the Federal Highway Administration (FHWA) to certify additional toll credits. This submission included a demonstration of "maintenance of effort." In January 2013, FHWA certified 1,102,389,600 additional TDCs to TxDOT, bringing the total of TDCs earned since 1992 to 2,330,548,948. TxDOT and Metropolitan Planning Organizations (MPOs) have a current combined balance of nearly two billion TDCs. As a consequence, there has not been a need to submit a demonstration of "maintenance of effort" to FHWA.

While TxDOT has not submitted a demonstration of "maintenance of effort" to FHWA, the department has continued to calculate the relevant numbers. These calculations indicate that TxDOT demonstrated a "maintenance of effort" for Fiscal Years 2013 and 2014, making TxDOT eligible to request additional credits from FHWA as necessary.

- 2) *To what extent have the toll managed lanes in the Dallas-Fort Worth region been included in the reporting and allocation of TDCs to the region?* The TxDOT Finance Division uses all eligible expenses when calculating toll credits. Therefore, Regional Toll Revenue program

OUR VALUES: People • Accountability • Trust • Honesty

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

An Equal Opportunity Employer

and bond funds used on the Dallas-Fort Worth region's managed lane projects would be included in the reporting and allocation of TDCs to the region.

- 3) *Does TxDOT have a performance measure for "no maintenance of effort;" and if so, is it elevated to the Executive Director or Commission level? At the present time, TxDOT does not have a performance measure for this effort.*

Thank you again for your response. TxDOT agrees that the TDC Program is an important tool to advance mobility in the Dallas-Fort Worth region, and look forward to continuing to work with you, your staff, and the RTC to ensure the success of the program. If you have additional questions regarding the TDC Program, please contact me at (512) 463-0151 or Lauren Garduño, Interim Director, Transportation Planning and Programming Division at (512) 486-5003.

Sincerely,

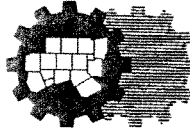


Marc D. Williams, P.E.
Deputy Executive Director

Attachment

cc: James M. Bass, Executive Director
William L. Hale, P.E., Chief Engineer
Brian R. Barth, P.E., Fort Worth District Engineer
James K. Selman, P.E., Dallas District Engineer
Lauren D. Garduño, P.E., Interim Director, Transportation Planning & Programming Division

RECEIVED
MAY 17 2016
TRANSPORTATION



North Central Texas Council Of Governments

March 17, 2016

RECEIVED
MAR 21 2016
DED

Mr. Marc D. Williams, P.E.
Deputy Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Dear Mr. Williams:

This letter is in response to your request for the Regional Transportation Council's (RTC) approved policy for the evaluation and award of Transportation Development Credits (TDCs). You have asked RTC staff to ensure that the use of TDCs is aligned with the goals of the TDC Program as listed in 43 TAC §5.101, *et. seq.* We believe the RTC's award of TDCs fully meets the requirements TDC Program as approved by the Texas Transportation Commission.

The RTC approved the TDC Process for the Receipt, Evaluation, and Award of Credits (RTC Policy) on July 11, 2013. Attachment 1 is the process approved by the RTC. The RTC Policy includes the following emphasis areas, which are closely aligned with the goals of the TDC Program:

- 1) Maximize Federal Funds (e.g., Small Transit Providers)
- 2) Expedite Project Delivery for Non-Federal Projects
- 3) Leverage Projects to Maximize Revenue
- 4) Advance Goals of the Region or Texas Transportation Commission
- 5) Use on Management and Operations, Transit, Roadway, Bicycle/Pedestrian Projects

The RTC implements these emphasis areas through five distinct methods to award TDCs throughout the Dallas-Fort Worth region as reflected in the RTC Policy. Attachment 2 and 3 are examples of call for projects where credits were made available to replace existing non-federal match and redirecting the local funds to other transportation projects or programs. Attachment 4 is an example of a partnership with the Texas Department of Transportation (TxDOT) to advance air quality improvements to offset emissions associated with removing environmental speed limits and reducing the State match associated with critical transportation investments.

Use of TDCs to Offset the Need for a Non-Federal Match

You indicate that when TDCs are used to offset the need for non-federal match and the State and local funds are not preserved for transportation projects, the use of TDCs fails to address the second goal of increasing the availability of State and local funds. While this goal is applicable in certain situations (e.g., See Attachments 2 and 3), it is not applicable in each instance in which TDCs can be awarded.

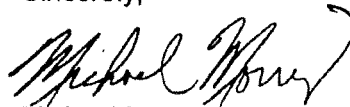
March 17, 2016

For example, this goal is not applicable when there is no underlying State or local funds to serve as match. This situation occurs in both roadway and transit project types. It also occurs in projects administered by or directly being carried out by metropolitan planning organizations aimed at reducing congestion and improving air quality, which typically do not have an independent source of local revenue to serve as match. A project that is awarded TDCs does not have to meet each of the TDC Program goals, but a minimum of one of the goals. If this were not the case, the TDC Program would be severely restricted to the point of being unworkable. As a result, the RTC is currently meeting all the requirements of the TDC Program and respectfully requests your review of the multiple approaches the rule permits.

As the RTC continues to plan for future TDC awards, staff requests information regarding three issues. First, please clarify the current status of the maintenance of effort requirement and the impact to the future allocation of TDCs to each of the metropolitan areas. It is our understanding that additional TDCs may have been available, but not awarded, as the State has not pursued the maintenance of effort documentation required by the Federal Highway Administration to award additional TDCs to the State (and subsequently, to the region). Second, please clarify to what extent the toll managed lane projects in the Dallas-Fort Worth region have been included in the reporting and allocation of TDCs to this region. Third, please indicate if TxDOT has a performance measure that measures "no maintenance of effort" and if it is elevated to the Executive Director or Commission level.

The TDC Program is an important tool made available by the Commission, and the RTC is fully implementing this program to advance mobility in the Dallas-Fort Worth region. We look forward to our continued partnership with TxDOT to advance critical transportation projects. If you have any questions, please contact me at (817) 695-9241.

Sincerely,



Michael Morris, P.E.
Director of Transportation

KK:al
Attachments

cc: James Bass, Executive Director, TxDOT
Bill Hale, P.E., Chief Engineer, TxDOT
Brian Barth, P.E., District Engineer, TxDOT, Fort Worth District
Kelly Selman, P.E., District Engineer, TxDOT, Dallas District



May 13, 2016

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

Kelly Selman, P.E.
Dallas District Engineer
Texas Department of Transportation

FROM: Darion Culbertson, Mayor
Julie Couch, Town Manager

SUBJECT: **Advancing Freeway/Highway Projects in Collin County**

Please consider this the Town of Fairview response to your request dated March 25, 2016 related to identifying the candidate projects that the Town would like to see advance through the environmental process on to design and construction. We would also like to submit our thoughts and concerns related to a project that we understand has been included in the list of projects identified by Collin County.

The three projects that the Town of Fairview would like to request consideration for are as follows:

1. Reconstruction of the Ridgeview overpass on US 75. The narrow bridge columns at this overpass constrain the ability for TxDOT to gain additional capacity on US 75. Additionally, this overpass is also critical to the growth and expansion of the Town of Fairview. It represents the northern access from US 75 into the primary commercial corridor in the town. Improvements to US 75 in this area are reflected in the 2040 Mobility Plan.

2. Widening of SH-5 from Indian Springs Road to Stacy Road along with capacity improvements at the intersection of Stacy Road and SH-5. This is requested as a part of the planning being done by the Town of Fairview related to the construction and extension of Fairview Parkway within the Town of Fairview currently underway from Stacy Road to Frisco Road. Widening of this section of SH-5 is reflected in the 2040 Mobility Plan.



May 17, 2016

Mayor
Stephen Terrell

Mayor Pro Tem
Gary L. Caplinger

Councilmembers
Kurt Kizer
Ross Obermeyer
Jocely Herakl
Robin L. Sedlacek
Baine Brooks

City Manager
Peter H. Vargas

Regional Transportation Council
Attn: Michael Morris, P.E.
P.O. Box 5888
Arlington, Texas 76005-5888

Kelly Selman, P.E.
Dallas District Engineer
Texas Department of Transportation
4777 E. Highway 80
Mesquite, Texas 75150-6643

RE: *Advancing Freeway/Highway Projects in Collin County*

Dear Sirs:

We are in receipt of your initial correspondence, dated March 25, 2016 soliciting opinions on priorities for three regional transportation improvements to advance through the environmental process. Having received further clarification from Collin County on the intended purpose of your request, please accept our desire to continue any improvements that yield congestion relief along US75. We recognize that relief may come in the form of improvements directly to the US75 corridor as well as construction of new infrastructure elsewhere that will yield an alternative route to US75. Therefore, our three priorities are respectfully presented with the goal of addressing immediate needs and the congestion that will accompany future growth.

Near-Term Priority

For Allen residents and everyone that lives, works, or commutes through Collin County, direct improvements to the US75 corridor will need continued priority status as a key north-south limited access roadway with regional significance. With a county population expected to double (or more) over the next twenty years, a continuing effort to maximize capacity on US75 is imperative. The latest concept that has been espoused by TxDOT has been the proposed conversion of the inside shoulder and existing HOV lane to a fifth lane during peak periods of traffic (similar to the conversion completed on SH 161). Even now, efforts are underway to modify the scope for the current construction project on US75 through our community to accommodate this future improvement. We certainly appreciate and applaud the foresight to make any and all adjustments now to facilitate this innovative concept; however, even with this adjustment in scope complete, there will be one remaining obstacle that would prevent continuation of this fifth lane north of Bethany Drive and into McKinney – the existing Ridgeview Overpass. Consequently, we would urge expediting the reconstruction of the Ridgeview Overpass, so that the innovative fifth-lane solution can be implemented for a more meaningful distance into McKinney.

Advancing Freeway/Highway Projects in Collin County

May 17, 2016

Page 2

Mid-Range Priority

Additionally, the expansion of US75 frontage roads to three lanes for the entire length of our community should be pursued (to match the number of lanes in McKinney and Plano). The community has been committed to the long-standing practice of requiring deep setbacks and ROW dedication to accommodate a third lane, and we believe that this foresight would facilitate an additional lane throughout much of the US75 corridor. Improving frontage road capacity is another way to facilitate mobility along US75 during peak periods, especially during incidents that require diversion of traffic.

Long-Range Priority

Furthermore, now is the time to make progress on long-range planning, conceptual design, and even property acquisition of the outer loop, before the land development in the outlying areas makes this even more difficult. The construction of an outer loop in Collin County has potential to bring sustainable congestion relief through alternate route availability and emulate the transportation network that has been successfully implemented in Dallas and Tarrant Counties. At present, the network of limited access roadways throughout Collin County is inadequate for any growth in our region – especially when considering a forecasted doubling within the next 20 years.

We continue to value and respect our partnership on regional infrastructure projects with the North Central Texas Council of Governments and the Texas Department of Transportation. The challenges before us all are as extraordinary as the accelerated growth the region is experiencing. Consequently, we remain ready to assist you in securing favorable consideration and delivery of these important projects. Please contact me if you have any questions or need additional information.

Sincerely,



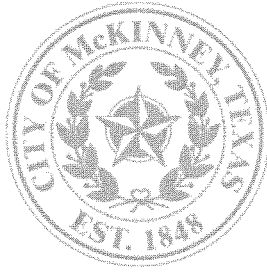
Stephen Terrell
Mayor

cc: Clarence Daugherty, P.E., Director of Engineering, Collin County
Peter H. Vargas, City Manager, City of Allen
Julie Couch, Town Manager, Town of Fairview
Chris Flanigan, P.E., Director of Engineering, City of Allen

RECEIVED

JUN 03 2016

TRANSPORTATION



Office of the Mayor

May 9, 2016

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

Mr. Morris,

As requested by the Regional Transportation Council (RTC), please see the enclosed City of McKinney Council Resolution, which states the projects identified by the City to be advanced through the environmental process.

The rapid population growth in McKinney and throughout Collin County continues to be a pressing issue for the City of McKinney. Mobility to, from and within the City is a major component of our citizens' quality of life. If the region would like to continue the growth patterns of the past two decades, transportation must continue to be a primary focus. The City appreciates the RTC's attention on helping to improve the infrastructure network within Collin County.

As a way to keep the RTC informed of the City of McKinney's priorities, the City Council has developed a list of both regional and local projects.

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

Sincerely,

Brian Loughmiller
Mayor, City of McKinney

RESOLUTION NO. 2016-05-064 (R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, APPROVING THE PRIORITY PROJECTS TO BE SUBMITTED TO THE REGIONAL TRANSPORTATION COUNCIL FOR THEIR CONSIDERATION FOR ADVANCEMENT THROUGH THE PROJECT DEVELOPMENT PROCESS

WHEREAS, the City Council of the City of McKinney, Texas, has reviewed a list of major freeway/highway projects for Collin County that could be advanced through the project development process; and

WHEREAS, the Council has considered the merits of each project and has placed the projects in the order of their preference.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, THAT:

Section 1. The City Council of the City of McKinney, Texas, hereby approves the attached list of projects as shown on Exhibit A for consideration by the Regional Transportation Commission for advancement through the project development process.


Section 2. This Resolution shall take effect immediately from and after the date of passage and is so resolved.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, ON THE 3rd DAY OF MAY, 2016.

CITY OF MCKINNEY, TEXAS


BRIAN LOUGHMILLER
Mayor

ATTEST:


SANDY HART, TRMC, MMC
City Secretary
DENISE VICE, TRMC
Assistant City Secretary

APPROVED AS TO FORM:

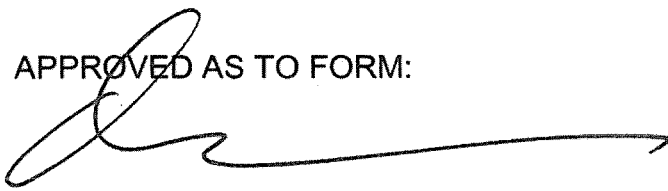

MARK S. HOUSER
City Attorney

EXHIBIT A

REGIONAL PRIORITIES

1. Extension of FM 546 to US 380 in Princeton
2. US 75 – (IH635 to SH 121) – However, expand the limits of the project to include the section of US 75 through McKinney in the project development process so that the ultimate configuration of US 75 considers the entire corridor through McKinney.
3. US 75 Alternate Route
4. Outer Loop
5. SH 78

The City of McKinney does not support the conversion of US 380 to a Limited Access Roadway because the significant amount of ROW needed for this conversion will adversely impact many existing businesses and approved planned developments currently along the corridor. Adverse impacts to these businesses and developments will also negatively influence an important portion of the city's commercial tax base. However, the City does support improvements to the roadway that will improve capacity and mobility.

LOCAL PRIORITIES

1. SH 5 Reconstruction – US 380 to Spur 399
2. Laud Howell Parkway (FM 1461) – US 75 to the Dallas North Tollway
3. Custer Road – US 380 to FM 1461



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

May 26, 2015

The Honorable Cindy Burkett
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, thank you for your leadership in the Texas Legislature on transportation and air quality issues. The House Appropriations Committee met on May 18, 2016, to examine the progress made on reducing the reliance on General Revenue-Dedicated accounts for budget certification and to discuss new methods to reduce reliance of these funds. The RTC applauds your continued work on this interim charge and would like to underscore the importance of the issue to the DFW area.

As you know, the Low Income Vehicle Repair, Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP), also known as the AirCheckTexas Program, is a self-funded program that helps North Texas reduce automobile emissions by offering financial incentives to repair or remove high-emitting vehicles from the roadways, helping improve air quality. In 2011, funding was cut and the program's dedicated revenue was used to certify the budget, forcing LIRAP to operate on a limited basis. The 84th Texas Legislature understood the importance of this program and appropriated the program's dedicated revenue beginning with fiscal years 2016-2017. We thank you for recognizing the need to reduce the reliance on dedicated accounts and using the revenue collected for its intended purpose.

Continued appropriations of LIRAP's dedicated funding is vital to improving the air quality in the DFW area. Because of your work, the program is now fully reinstated and once again working to reduce emissions and improve air quality, which comes at a critical time. Currently, ten counties in the region are designated nonattainment for the eight-hour ozone standard by the Environmental Protection Agency (EPA). Subsequently, late last year the EPA released a stricter, lower standard, which may require additional control measures to reach attainment, underscoring the importance of continued LIRAP funding for North Texas.

In addition, the Legislative Budget Board presented information to the committee on methods to further reduce reliance on General Revenue-Dedicated balances. If the committee would like to explore additional ideas on how to expend current dedicated account balances, such as the balance in the Clean Air Account, we would be more than happy to discuss the topic with you. If you have any questions, please feel free to contact 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 "Mark Riley". The signature is fluid and cursive, with a large, stylized "M" and "R".

Mark Riley
Chair, Regional Transportation Council
Parker County Judge

RH:ch



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

May 31, 2016

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 (DFW) area, I am pleased to support the 2016 Federal Transit Administration Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grant application submitted by the Fort Worth Transportation Authority (FWTA).

The application submitted by the FWTA, on behalf of MHMR of Tarrant County, is innovative and unique because it is a public-private partnership where multiple public sector entities cooperate with private businesses. This partnership will help provide additional transportation options to reduce cost, improve health outcomes and increase access to care. In addition, the project addresses local, State and Federal mandates to support public transportation connectivity, resource efficiency and access to healthcare needs.

The project is consistent with the programs and policies in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. 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 2017-2020 Transportation Improvement Program for North Central Texas. In addition, RTC staff will coordinate with project staff to apply for regionally-selected Transportation Development Credits to offset the local match requirement for project administration activities.

Again, the RTC supports FWTA's application for the Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grant Program. 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 "Mark Riley", is written over a light blue horizontal line.

Mark Riley
Chair, Regional Transportation Council
Parker County Judge

RH

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)

May 31, 2016

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 (DFW) area, I am pleased to support the 2016 Federal Transit Administration's Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grant application submitted by Dallas Area Rapid Transit (DART) for the **City of Plano Rides 4-Wellness Program**.

The City of Plano Rides 4-Wellness Program is aimed at reducing emergency room visits and hospital admissions that result from lack of transportation or funds for follow-up visits to doctors or pharmacies. As program participants, DART, the City of Plano, Plano Fire-Rescue, Baylor Scott and White Hospital and the Medical Center of Plano will work together to provide additional transportation options to reduce costs, improve health outcomes and increase access to care. The program identifies high risk patient populations and provides them with a taxi voucher program to reduce costs and encourage patient follow-up visits.

This program is consistent with the programs and policies in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. 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 2017-2020 Transportation Improvement Program for North Central Texas.

Again, the RTC supports DART's application for the Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grant Program. 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 "Mark Riley", is written over a faint, circular watermark or background graphic.

Mark Riley
Chair, Regional Transportation Council
Parker County Judge

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)

May 25, 2016

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

Dear Secretary Foxx:

I am writing to request the United States Department of Transportation's (USDOT) and your review and support for the Regional Transportation Council (RTC) and its approximately \$2 million for the 2016 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Grant Program application for the Safe and Reliable Integrated Corridor Operations project.

The RTC serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area and has prepared an application that meets the needs of the ATCMTD program with a project that will reduce the number and severity of crashes, deliver environmental benefits that mitigate congestion, reduce cost and improve return on investments, and provide more efficient and accessible transportation. The Safe and Reliable Integrated Corridor Operations project will assist in communicating detection, avoidance measures, and possible detour enhancements as a result of occurrences such as wrong-way drivers and flooded low-water crossings. Quick and concise notification to drivers, as well as increased mitigation abilities to coordinate traffic signals on alternate thoroughfares and/or ramp meters along freeway frontage roads, will increase roadway system safety and reliability in response to such disruptions.

To change recent trends and provide information on congestion, safety and options in the nation's fourth largest region of over seven million people, the critical projects submitted with this application will leverage and enhance the billions of dollars of traditional transportation roadway and transit investments that have been made recently in the DFW area. Successful implementation of these projects will deploy advanced technologies and related strategies to address local issues and challenges in safety, mobility, sustainability, economic vitality and air quality faced by transportation system operators.

This project is consistent with the programs and policies in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. 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 2017-2020 Transportation Improvement Program for North Central Texas.

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 "Mark Riley", is written over a light blue horizontal line.

Mark Riley
Chair, Regional Transportation Council
Parker County Judge

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)

May 25, 2016

Mr. Benjamin Owen
Office of Planning and Environment
United States Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Owen:

On behalf of the Regional Transportation Council (RTC), which serves as the policy board for the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the 2016 Federal Transit Administration's Transit-Oriented Development (TOD) Planning Pilot Grant Program application from the North Central Texas Council of Governments (NCTCOG) for the **Dallas Area Rapid Transit (DART) Red and Blue Lines TOD Corridor Planning Study**.

The planning study is designed to address critical barriers to TOD in the Red and Blue Line corridors through analysis identification of priority last mile bicycle and pedestrian connections to rail stations, advanced data collection of parking supply around rail stations, and surveys on the travel, demographics, and other preferences of those living and working around rail stations. The comprehensive planning analysis resulting from this work will not only advance the station area economic development, critical infrastructure needs, and promote ridership for the 28 DART stations in the project, it will also serve as a model to be replicated across our region to assist additional communities with new knowledge of how to best support TOD.

The application includes a broad regional partnership between NCTCOG, DART, and the four cities of Dallas, Garland, Plano and Richardson. Prior coordination with the four cities and DART through the regional TOD Task Force culminated in knowledge of TOD barriers and demonstrates our region's commitment to improving transit station accessibility and development. This application is also consistent with TOD supportive goals and policies approved by the RTC in the region's long range transportation plan, *Mobility 2040: The Metropolitan Transportation Plan for North Central Texas*. NCTCOG will take the lead role in directing and coordinating planning efforts and further facilitating regional coordination. The RTC took action on May 12, 2016, to commit matching funds.

Again, the RTC supports NCTCOG's TOD Planning Pilot Grant Program application. 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,

Mark Riley
Chair, Regional Transportation Council
Parker County Judge

TL/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)

TO: Members of the Commission for High-Speed Rail in the Dallas-Fort Worth Region DATE: June 3, 2016

FROM: Bill Meadows
Chairman, Commission for High Speed Rail

Michael Morris, P.E.
Director of Transportation

SUBJECT: High-Speed Rail Industry Forum, June 20, 2016

Since the last meeting of the Commission for High-Speed Rail (HSR) in the Dallas-Fort Worth Region, a significant milestone has occurred. Earlier this year, the Federal Railroad Administration and the US Department of Transportation issued a request for proposals from the private sector for implementation of a high-speed rail corridor in the United States. This represents an opportunity for the Dallas to Fort Worth corridor to be included in a proposal.

In order to ensure that any potential firm proposing a high-speed rail corridor in our region understands plans and policies specific to Dallas-Fort Worth, the North Central Texas Council of Governments (NCTCOG) will host an industry forum on **Monday, June 20, 2016, at 1:30-3:30 pm** in the Transportation Council Room of the NCTCOG, 616 Six Flags Drive, Arlington, TX 76011. NCTCOG staff has been focused for the past several weeks on getting this notice out to global firms that may be interested in proposing or forming teams to propose. Members of the Commission for HSR are welcome to attend and should RSVP per the attached invitation memo that has been widely distributed.

Thank you for your continued engagement on this important issue and we look forward to seeing you later this month.

A handwritten signature in black ink, appearing to read "Bill Meadows", written over a horizontal line.

Bill Meadows

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

Michael Morris, P.E.

AW:ch
Attachment



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

June 3, 2016

Ms. Melissa Hatcher
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Hatcher:

As you are aware, the Dallas-Fort Worth (DFW) region has been working for several years to bring high speed rail to, from and within the region. Leaders from across DFW were very interested to learn of the March 16, 2016, Federal Railroad Administration (FRA) and US Department of Transportation (USDOT) notice of request for proposals for projects for the financing, design, construction, operation, and maintenance of a high speed passenger rail system operating within a high speed rail corridor. We feel this presents an opportunity for the private sector to bring innovation and experience from across the globe to advance high speed rail in this region or others throughout the country.

The North Central Texas Council of Governments (NCTCOG) will host an industry forum with firms potentially interested in proposing a high speed rail project in the Dallas-Fort Worth region to FRA and USDOT through the request for proposals. As the reviewing agency for the Environmental Impact Statement on the CORE Express project, we would like to invite you to attend this meeting. The forum will be held on **Monday, June 20, 2016, at 1:30-3:30 pm** in the Transportation Council Room of the NCTCOG, 616 Six Flags Drive, Arlington, Texas 76011. **Please respond with your attendance plans to Amanda Wilson at awilson@nctcog.org or (817) 695-9284.** Information on regional plans and policies, status of environmental documents, and data available will be presented at the forum. Several elected officials will be present to showcase the importance of this endeavor.

Thank you again for your commitment to improving passenger rail transportation. I look forward to seeing you at this upcoming event.

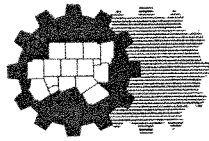
Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping flourish at the end.

Michael Morris, P.E.
Director of Transportation

AW:ch

cc: Sarah Feinberg, Administrator, Federal Railroad Administration



North Central Texas Council Of Governments

May 23, 2016

Mr. David D. Duncan
General Council
Texas Department of Motor Vehicles
4000 Jackson Avenue, Building 1
Austin, TX 78731

Subject: Public Comment on Proposed Revisions to 43 Texas Administrative Code
§217.165 and §217.167

Dear Mr. Duncan:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council, the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, please accept the following comments on the Texas Department of Motor Vehicles (DMV) proposed revisions to 43 Texas Administrative Code §§217.161-217.168. NCTCOG is responsible for implementing a large number of control strategies that support the DFW Eight-Hour Ozone Attainment Demonstration State Implementation Plan, which includes activities aimed at supporting the State's Inspection and Maintenance Program. NCTCOG also coordinates the Mobile Emissions Enforcement Working Group (MEEWG), which includes law enforcement representatives from emissions enforcement task forces throughout Texas.

The new single sticker system negated counterfeit inspection certificate crimes; however, the MEEWG participants report that fraud has increased in other areas surrounding vehicle inspection and registration, under the current system. Because of this, there is concern about the potential for increased fraudulent activity with the Deputy structure without adequate oversight. As explained in the proposed amendments, it is encouraged the DMV closely monitor services being provided through the hierarchy of Deputies to prevent fraud that would impact transportation funding and air quality. NCTCOG suggests that registration renewals issued by Deputies be audited in a timely manner to ensure the emissions inspection was properly performed prior to registration issuance. DMV should perform the audits in consultation with the Texas Commission on Environmental Quality and the Texas Department of Public Safety.

Thank you for this opportunity to comment. We are committed to ensuring a safe, reliable transportation system and improving air quality in North Texas. We look forward to a continued partnership with the DMV. If you have any questions, please feel free to contact me at 817-695-9286 or cklaus@nctcog.org.

Sincerely,

Chris Klaus
Senior Program Manager

SD:mg

cc: Whitney Brewster, Executive Director, DMV
Michael Morris, P.E., Director of Transportation, NCTCOG

'Bridge to Nowhere' Features “Intimidating” Wheelchair Ramp

Pedestrian bridge nearly complete over Harry Hines in Northwest Dallas

By **Ben Russell**

Construction is nearly complete on a multi-million dollar pedestrian bridge in northwest Dallas, designed to carry people safely over Harry Hines Boulevard at the intersection with Walnut Hill Lane.

A recent [headline](#) in the Dallas Morning News addressed concerns over the project: “Is that giant thing over Harry Hines a bridge to nowhere or a path to the future?”

The “bridge to nowhere” argument is based on the fact the bridge connects an auto parts store parking lot to a nearly vacant lot on the other side of Harry Hines, and that the area is by no means a destination for foot traffic.

The “path to the future” argument is one that those behind the project, which will cost an estimated \$4.6 million, made to the Morning News.

The pedestrian bridge is one part of a “Northwest Dallas Multimodal Connectivity” project built for the Asian Trade District, the Morning News reported, according to the [North Central Texas Council of Governments](#).

A prominent feature of the bridge is the wheelchair ramp on either side – an intricate series of ramps that zig-zag back and forth at least eight times before one reaches the top.

“It looks like a maze,” said Kevan Johnson of [REACH Dallas](#), an outreach organization for people with disabilities. “[The ramp looks like] something that would definitely be challenging to cross.”

Johnson told NBC DFW he first noticed the ramp weeks ago, but came to the site on Monday to better determine if the ramp appeared to be in compliance with standards set forth by the Americans with Disabilities Act.

ADA standards indicate for every inch of rise, a ramp should extend out one foot; therefore a ramp that needs to go up by one foot needs to extend out twelve feet.

In addition, no individual ramp should extend beyond 30 feet, Johnson noted.

Because the ramp is still surrounded by a construction fence, Johnson could not take proper measurements to ensure that it met the ADA standard

But Johnson, who has seen many styles of wheelchair ramps in his years with REACH Dallas, marveled at the design of the ramp system.

“[It looks like] a big amusement park-type contraption. It just looks very challenging to someone,” Johnson said. “Intimidating is the word I’m looking for. It looks somewhat intimidating.”

Pedestrian bridge may finally rise near Mockingbird Station

By MELISSA REPKO Follow @melissa_repko mrepko@dallasnews.com

Staff Writer

Published: 26 February 2015 11:07 PM

Updated: 26 February 2015 11:25 PM

For pedestrians and cyclists who've dodged traffic for years near Mockingbird Station, relief finally is in sight.

That's the promise city officials are making with the latest timeline for a multimillion-dollar bridge that will span busy Mockingbird Lane near North Central Expressway.

They say construction could begin by fall, with the suspension bridge opening 15 months later. But neighbors say the city has missed so many deadlines that some have dubbed the bridge across the six-lane street "an urban myth."

"I truly won't believe it until I see it now," said Millicent McLane, who first heard about the bridge idea when she moved into her nearby condo. That was eight years ago.

She and others are counting on the project to make the intersection safer and provide a long-awaited link to the popular Katy Trail and Mockingbird Station, a complex of shops, restaurants, apartments, a movie theater and a DART station.

The bridge, which for now carries the rather pedestrian name of Mockingbird Pedestrian Bridge, will extend 457 feet from the The Highland Dallas Hotel to the shopping area. It will be topped by three large towers and will have a stairway on the south side of the street.

A suspension design of steel wires and cables will keep weight off the DART tunnel below the bridge. Its path will be 14 feet wide, with metal rails and mesh fencing on each side. The bridge will glow at night with decorative lights.

The price tag — \$17 million — includes the suspension bridge, a smaller 75-foot bridge over the DART line at Twin Sixties Drive, trail extensions, relocation of utilities and the right to use nearby easements.

City bond funds are covering most of the cost. Also, Dallas County will pay \$1 million and the Regional Toll Revenue fund will pay \$6.48 million.

The project is part of the extension of the Katy Trail, a recreational magnet for runners, cyclists, dog-walkers and others. Once all phases are complete, they will be able to get from American Airlines Center in downtown Dallas to White Rock Lake in East Dallas.

The Katy Trail extension, about 8 miles overall, also will link to the White Rock Creek Trail to the east, SoPac Trail to the north and Santa Fe Trail to the south.

In recent months, the bridge and extension plans got a push from backers of University Crossing, a public improvement district in the neighborhood. Barry Annino, executive director of University Crossing, said the suspension bridge will become the neighborhood's signature.

"It'll be the artery of the whole district," he said.

The 122-acre neighborhood sits across Central Expressway from SMU and is bounded by Lovers Lane, Mockingbird Lane and Greenville Avenue.

Annino said the district wants to use its funding, largely from businesses, on bike stations along the running and cycling path. He would like to see a bike rental shop near the Mockingbird DART station.

As part of the district's vision, runners, walkers and cyclists could take a water break at the stations or stop for a snack at a nearby restaurant.

Also under consideration: landscaping and LED art installations throughout the neighborhood, perhaps even on the bridge.

Many delays

The idea for the Mockingbird Pedestrian Bridge began about a decade ago. Since then, it has hit snags and busted deadlines, most recently when city officials in September said work would begin early this year.

Its latest sticking point was real estate negotiations about easements on Mockingbird Lane, said Chiamin Korngiebel, a senior program manager for Dallas' public works department. Discussions slowed when the nearby Hotel Palomar changed ownership last year. It is now The Highland Dallas Hotel.

The project has spanned three Dallas City Council members who have championed it: Gary Griffith, Angela Hunt and Philip Kingston.

Hunt, whose term ended in 2013, said “moving the project forward has been like herding cats” because of the many businesses and bureaucracies that had to work together.

Kingston, who now represents the district, said he “tried to use every form of persuasion I could leverage.”

Once the bridge is built, Kingston and Hunt predict, it will increase property values, boost DART ridership and bring economic development to the area.

Anticipation

For neighbors, construction day can't come soon enough.

Three years ago, Larry Walton, and his wife, Linda, sold a lake house near Corsicana and moved into a two-bedroom condo across the street from Mockingbird Station. They traded a view of the lake's ducks and birds for the city's whizzing cars.

“Part of the reason why we purchased our home here was that we knew the bridge was planned,” he said.

Walton, 67, a telecommunications retiree, serves as president of the condominium's homeowners association. On the elevator and around the building, he routinely fields questions about the bridge's construction date.

“I understand that sometimes the wheels of government turn a little slower,” he said. “My wish and hope is that we are through the obstacles and we'll start seeing construction pretty soon.”

Walton said he and his wife chose the condo for its proximity to public transportation, restaurants and shops. The condo's comfort and convenience will allow them to age in place, he said.

And one day, when the bridge finally rises, Walton said he'll rely on it.

“Once I get too old to walk, I can get someone to wheelchair me across,” he said.

Texas A&M to add \$150 million research campus at old air base

Addition will include research centers for driverless cars, robotics, infrastructure

Proposed education center would add as many as 10,000 students

Automakers are moving aggressively into driverless technologies

By Gordon Dickson

gdickson@star-telegram.com

COLLEGE STATION

A university where people are known to greet each other with “Howdy” aims to soon become known for a 21st-century style of communication — between driverless cars.

Texas A&M University is building a \$150 million research campus at the former Bryan Air Base, about 10 miles west of the main campus in College Station, where it envisions adding thousands of students.

The new campus will emphasize research on driverless cars, vehicle-to-vehicle communications and other automotive technologies. There will also be centers for cutting-edge research involving robotics and infrastructure, such as power grids and water systems.

Research funding is expected to combine university resources in partnership with private-sector companies.

Too many good ideas die between the laboratory and the marketplace, and we want to help you diminish this,” A&M University System Chancellor John Sharp told about 300 people Monday during a Texas A&M Transportation Technology Conference in College Station.

Too many good ideas die between the laboratory and the marketplace.

John Sharp, chancellor, Texas A&M University System

Technology test beds

Construction has already begun at the World War II-era site. Currently known as the Riverside Campus, it will be renamed the RELLIS Campus — an acronym for Aggie “core values” of respect, excellence, leadership, loyalty, integrity and selfless service.

Old buildings will be torn down, seven new buildings will rise and testing sites will be added. The complex will include a \$73 million Center for Infrastructure Renewal, focused on developing new methods and better materials to address failing infrastructure.

A secured area will be set aside for companies that wish to keep their ideas quiet before they unveil them to the world.

The university also wants to add a \$38 million education center, to be known as the RELLIS Gateway Center, that will offer two-year and four-year degrees. Sharp said the goal is to educate as many as 10,000 students who are not admitted to A&M’s main campus through affiliations with other universities in the A&M system.

While the new research center is under construction, the proposed education center is still in the planning stage and has yet to be approved by regents, Sharp said.

Driverless tractors

Sharp told the group attending the technology conference, many representing businesses looking to develop high-tech improvements for cars, that he envisions a time in the not-too-distant future when driverless tractors are plowing fields. He said the university is in discussions with Japan’s Kubota Tractor, [which is building a U.S. headquarters](#) in Grapevine, about performing research at the new campus.

“I am told the average age of the U.S. farmer is 67,” he told the group during a presentation at the George Bush Presidential Library Complex. “That is not old to me, but I am not plowing fields all day long. Unless we create a lot of young farmers, driverless tractors may plow our fields in the not-too-distant future. Otherwise, how are we going to feed the world?”

The conference was hosted by the Texas A&M Transportation Institute, which is known nationwide for its research into traffic fatalities, congestion and high-tech safety improvements.

The three-day event features speakers from across the United States. Some are appearing on behalf of manufacturers; others represent local government agencies.

Many automakers are moving aggressively to incorporate driverless technology into their newest models. General Motors, for example, will offer vehicle-to-vehicle communications on the Cadillac CTS beginning with the 2017 model, which will be unveiled this year.

Companies are taking the impending arrival of driverless car technology more seriously than customers may realize, said Allie Medack, GM's chief of staff for global public policy.

"We're excited by this trend of disruption and GM's potential to lead in this state," she said.

Texas Transportation Commissioner Victor Vandergriff of Arlington told the group that Texas' public agencies and its universities are ready to dive into the industry of improved car technology because the private sector is asking for help with the research.

"It's coming," Vandergriff said. "It wants to make money here, and we are ready for it."

Gordon Dickson: 817-390-7796, @gdickson

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article75143192.html#storylink=cpy>

Fort Worth poised to let Uber, Lyft remain unregulated

Fort Worth has worked for more than a year on its vehicle-for-hire ordinance

City Council thinking it wants no regulations

Regulations, permit fees will cause more bureaucracy at City Hall, council members say

By Sandra Baker

sabaker@star-telegram.com

FORT WORTH

City Council members don't want to start regulating ride-booking companies such as Uber and Lyft after all and indicate they are now more willing than ever to let the marketplace do the job.

For well more than a year, the city staff has been rewriting its vehicle-for-hire ordinance in an attempt to create a "level playing field" for taxicabs and limousine services with the growing app-based transportation network companies. Many Texas cities and nationwide have been in the throes of figuring out how to regulate the companies — which have long argued they can regulate themselves.

This weekend in Austin, for example, voters will decide on whether Uber and Lyft drivers need fingerprint background checks by the city. If voters say yes, the companies may pull out. Uber is threatening to pull out of Houston, too, if city hall doesn't eliminate fingerprint background checks. The ride-booking company says they conduct their own checks.

Over the past several months, the Fort Worth staff has met at least seven times with representatives from taxi, limo and ride-booking companies to hash out what Fort Worth's ordinance should look like and formulate one they could all agree on.

And just when they thought they were there, the council threw a curveball this week and sent the staff back to the drawing board. They were hoping the council would approve the latest, stripped-down version of the ordinance on May 17 and that it would take effect Oct. 1.

The new draft ordinance would place much more responsibility on the companies, but it would still require background checks done by the city and permit fees, among other things. In December, Fort Worth had already repealed a section of the ordinance that limited the age of cars being used to carry customers.

Assistant City Manager Jay Chapa, in asking council members for “more direction” on what they now want, said the proposed new ordinance reflects what the council had been asking for.

“I’m trying to understand, is, Do we want two separate ordinances?” Chapa asked.

Mayor Pro Tem Sal Espino said that regulating ride-booking companies would create another level of bureaucracy at city hall and that perhaps the city should also simplify taxi company regulations.

“We don’t need to add more regulation,” Espino said. “The market has spoken clearly in favor of letting each do their own thing.”

‘Political hot potato’

Mayor Betsy Price said it’s the council’s duty to facilitate business, not regulate businesses out of the city.

“This has turned into a political hot potato in far too many communities,” Price said. “We don’t want to get there in Fort Worth. I’m not sure we can regulate them under the same ordinance ... or else we get out of regulating any of them. The city doesn’t need to regulate a lot of this. It’s market-driven.”

After Tuesday’s meeting, Uber issued a statement: “We are encouraged by the Fort Worth City Council’s ongoing commitment to ensuring residents and visitors have the ability to request a ride and make money on demand. We are especially encouraged by the City Council’s latest recommendation that protect the public while preserving innovation.”

More than 40 cities and 30 states where Uber operates have adopted ride booking laws, the company said. In Texas, it’s unregulated in Waco, Amarillo and Killeen.

Ride-booking companies are revolutionizing the vehicle-for-hire industry in the U.S. and other countries by encouraging customers to use a smartphone app to request a ride. But traditional cab operators, which must be licensed and permitted by the city, complain that the tech-savvy companies aren’t regulated.

In Fort Worth, taxicabs, limousines and shuttles — even pedicabs and horse-drawn carriages — are regulated through annual operating fees, vehicle inspections, stiff insurance requirements, criminal background checks and drug testing.

Change in direction

The change of direction is likely happening because some of the council members said they have a better understanding of the ride-booking business model.

I've matured into being this free-thinking transportation person I am today. It took me awhile and I share that with you because I think we have old mindsets looking at this new industry and if we're not careful, we're going to penalize creativity.

Fort Worth Councilwoman Gyna Bivens

Councilwoman Gyna Bivens said fellow Councilwoman Kelly Allen Gray helped her put the Uber app on her cellphone and she uses the business a good deal.

"I've matured into being this free-thinking transportation person I am today," Bivens said. "It took me a while and I share that with you because I think we have old mindsets looking at this new industry and if we're not careful, we're going to penalize creativity. Allow the market to take care of itself."

By regulating the ride-booking companies, the city would essentially be regulating some people out of a part-time job, said Gray, who also uses Uber. Some of her drivers, she said, have been students trying to earn a few extra dollars and, in one case, a mother who was trying to put her children through private school.

"And that's not who we are," Gray said. "What really does concern me is the permitting thing. Why don't we go back and have this conversation again? Maybe we do this with an open mind instead of thinking everyone is a taxicab."

Councilman Jungus Jordan questioned how a permit will be enforced if the city does issue one.

"Why collect to administer a permit for a permit we don't know what it does, other than create bureaucracy to collect \$75," Jordan said. "I know the staff has worked hard to follow the guidance the council gave. We've gotten to a place on council we're OK with the business model."

Sandra Baker: [817-390-7727](tel:817-390-7727), [@SandraBakerFWST](https://www.instagram.com/SandraBakerFWST)

Read more here: <http://www.star-telegram.com/news/local/community/fort-worth/article75901287.html#storylink=cpy>

Texas could solve transportation problems for the U.S.

Urban sprawl, long commutes, affordability and equity issues

Problems, expense grow with time

Technology can help find solutions

By Jen Duthie and Chandra Bhat

Special to the Star-Telegram

Texas is uniquely poised to be an incubator for national transportation solutions.

We have an active network of entrepreneurs, technology industries and major universities with top-tier transportation research centers, and we are facing some of the country's most challenging traffic congestion problems and mobility equity issues.

But a substantial shift in transportation options is upon us, thanks to technology.

For example, various technologies are advancing to market for connected and highly automated vehicles. And there is a huge potential to harness these emerging technologies to address our traffic congestion and mobility equity issues.

Take Austin. It's challenged with urban sprawl, long commutes, affordability and equity issues, and suburbanization of the poor.

The same goes for Dallas, Houston, San Antonio and countless other cities in Texas and across the nation.

All of these issues matter in how people get around. Lower-income people typically get pushed out of the downtown core as housing prices rise, and then they can't afford alternative transportation because public transit often doesn't reach the outskirts of town.

The government is becoming more proactive in engendering collaborative partnerships, including one U.S. Department of Transportation program called the Smart City Challenge.

The challenge will invest money in one midsized city that can uniquely address transportation in a way that can be replicated throughout the nation.

Austin is one of seven finalists. If Austin wins, it will create a link between all smart city efforts in Texas to create a smart state that would ultimately be the foundation of a smart nation.

At the Center for Transportation Research at The University of Texas at Austin, we are working on a two-way open data sharing portal that will improve how transportation providers, including businesses and government entities, offer effective mobility services.

This means futuristic transit stations, fully connected roads and wireless sensor systems that can pass along real-time data, and traffic lights that automatically adjust to weather and congestion.

Now is the time for bold new initiatives. It becomes more difficult and more expensive to fix our transportation and mobility problems with time.

Technology has the potential to address many problems, but not all. The data that researchers will get in the years ahead will help us see what communities currently aren't taking advantage of and how we can help move them along.

The future of transportation is going to be much more focused. It must be on-demand with accessible and affordable mobility.

It is bike sharing, more ride-sourcing with companies such as Lyft and Uber, using more data-collecting and data-sharing for better safety and less congested routes.

It is using cameras to detect unsafe driving conditions and enacting transportation policies at the local, state and federal levels that allow for change and growth.

It is more connected/autonomous vehicles and more accessible public transit.

It is about providing for vibrant social communities, with mobility not being a reason for inequity in quality of life.

It will take government agencies, industries and Texas university researchers working together to make that happen.

Jen Duthie is the director of the Network Modeling Center at the Center for Transportation Research at The University of Texas at Austin. Chandra Bhat is the director of the Center for

A NEVER-ENDING THIRST: COUNTY'S QUEST FOR WATER

BY BILL HANNA billhanna@star-telegram.com

Conservation projects like the man-made George W. Shannon Wetlands are a crucial part of the state's water plan as land access for new lakes dries up.

If nothing is done to develop new water sources in North Texas, projections suggest that we'll face a shortfall of 456 billion gallons by 2070.

That's enough water to nearly fill the equivalent of five Richland-Chambers lakes. Richland-Chambers, the state's third largest reservoir, is owned by the Tarrant Regional Water District, which provides raw water to almost all of Tarrant County.

The sobering projection is part of the 2017 State Water Plan that is updated every five years and spells out the state's water needs, by region, for the next 50 years.

The Texas Water Development Board is expected to vote on the 2017 State Water Plan at its meeting Thursday.

The Metroplex's future water sources are laid out in the plan, including the controversial Marvin Nichols reservoir in Northeast Texas.

The Dallas-Fort Worth area, or Region C, says it's critical that Marvin Nichols be built. Northeast Texas, or Region D, however, does not want to see the bottomland hardwood forest area flooded. The creation of Marvin Nichols has also been vehemently opposed by environmental groups.

After being forced into mediation by the Texas Water Development Board, officials with both regions agreed in October to keep Marvin Nichols in the plan, but pushed its construction date to 2070.

The dispute over Marvin Nichols illustrates the challenge of finding new sources of water.

While steady rainfall over the past year put an end to the recent drought, officials contend that the existing water supply cannot keep up with state growth projections.

Texas is projected to see a 73 percent increase in population by 2070, according to the water plan, and the DFW area is projected to see a 91 percent spike, to 14.3 million. Statewide, over half of the population growth is expected to happen in DFW and the Houston area, or Region H.

Bech Bruun, chairman of the Water Development Board, said more water providers are looking at options other than simply building new lakes, which will be critical to dealing with those gaps.

“There’s a very diverse array of projects,” Bruun said. “We’re seeing a significant increase in conservation and reuse.”

HEAD EAST FOR MORE WATER

The board’s State Water Implementation Fund for Texas, known as SWIFT, has become a key driver in funding water projects. It was created when legislators approved an appropriation of \$2 billion from the state’s rainy-day fund.

Last year, Tarrant Regional received \$440 million in low-interest SWIFT loans for the \$2.3 billion Integrated Pipeline Project, which is being built in partnership with the city of Dallas. Bedford obtained \$90 million in SWIFT funding for water system and water meter improvements, and Fort Worth got \$76 million for advanced metering infrastructure, which allow more data to be collected on water use.

The Integrated Pipeline Project, or IPP, plays a significant role in TRWD’s water plans over the next 50 years.

Almost all of the TRWD’s projects are in East Texas, where water is more plentiful.

When it is finished, the 150-mile pipeline, one of the largest currently under construction in the U.S., will be able to pump another 200 million gallons per day from Richland-Chambers and Cedar Creek Lake for TRWD. The two East Texas lakes currently account for 80 percent of the water district’s supply.

The first phase will be completed in 2018, and the pipeline will eventually tie into Lake Palestine, where Dallas has water rights. Dallas will get the capability of pumping another 150 million gallons per day through the pipeline.

The pipeline has faced some opposition, including Dallas businessman Monty Bennett, who filed several lawsuits against the water district trying to block condemnation of land that runs through part of his Henderson County ranch.

One lawsuit is pending before the Texas Supreme Court while another involving a cemetery association created on his property has yet to go to trial. About 30 landowners outside of Mansfield also became upset in 2014 about a section of the pipeline cutting through their property, saying it comes too close to homes, destroys property values and could have been re-routed. The water district district disagreed and refused to change the route.

After the pipeline is completed, the water district’s second step will be building the Cedar Creek Wetlands Project, which should occur sometime during the 2020s. Modeling is underway this year to determine when that water will be needed.

The next new reservoir to bring water to Tarrant County is scheduled to be Lake Tehuacana, the so-called third arm of Richland-Chambers.

Lake Tehuacana is scheduled to be completed in 2040, but Wayne Owen, Tarrant Regional's planning director, said all water providers worry about the difficulty of obtaining permits for new lakes.

“There are other reservoirs currently under development that are needed, and they are still waiting on permits,” Owen said. “What has happened is this permitting process has departed from its intention and made it difficult, if not impossible, to get these permits.”

CONSERVATION PLAYS HUGE ROLE

There is a real question about how many more reservoirs will be constructed statewide because of local opposition and environmental issues.

“I really think at best only a few more reservoirs are going to be built in Texas,” said Ken Kramer, the water resources chairman of the Lone Star Chapter of the Sierra Club.

Instead, Kramer said cities should be looking at cutting consumption and using existing sources of water.

“I think you're going to see more attention to aquifer storage and recovery,” Kramer said. “That is a much more reasonable focus. The real future of water in Texas is more conservation, better management of demands during droughts, and finding more innovative sources, including brackish water desalination and desalination in coastal areas. But you must overcome energy costs and brine disposal issues to make desalination work.”

Owen said water conservation and reuse have cut estimates of how much water will be needed in 50 years. Projected customer use has dropped from 200 gallons per capita per day in the 2012 State Water Plan to 165 gallons in the 2017 State Water Plan.

“There was a very detailed review of population and water demand projections and a significant reduction of water demands compared to five years ago,” Owen said.

Groups like the Sierra Club contend the numbers should be lower.

Kramer said the goal of reducing daily water consumption to 140 gallons by 2070 doesn't go far enough.

“We must say, however, that — while we appreciate seeing progress to reduce per-capita water use statewide, we do not take too much comfort that it might take 50 years for the state to reach what is really a moderate per-capita water use figure of 140,” Kramer said. “The state should strive to do better.”

Fort Worth's gallons per capita per day consumption dropped from 233 gallons in 2000 to 159 in 2015, according to the Fort Worth Water Department.

Kramer applauded Fort Worth and Dallas for making twice-a-week outdoor watering restrictions permanent. That is a simple way to cut water consumption. Many cities across Texas saw outdoor watering soar when drought restrictions were lifted last summer. In Tarrant County, many residents became upset as their water bills skyrocketed late last summer.

ALWAYS LOOKING FOR OPTIONS

Even with water conservation a growing part of the strategy, it is challenge to meet long-term goals without new lakes.

Pushing Marvin Nichols back to 2070 leaves TRWD with the need for another water source between 2050 and 2060. In the 2017 Water Plan, that would come from Lake Palestine, where Dallas has water rights. By the time the state water plan is updated again in five years, Owen expects that to change.

TRWD is studying groundwater options, including aquifer storage and recovery, where water is injected underground and stored for later use. Other possibilities are building more man-made wetlands closer to the DFW area and looking at indirect reuse of treated wastewater from Trinity River Authority wastewater plants.

Wichita Falls gained national attention during the last drought for direct reuse, where it blended a 50-50 split of treated wastewater and lake water at its Cypress Water Treatment Plant. It is now working toward indirect reuse, where treated wastewater will be pumped into Lake Arrowhead.

If building new reservoirs proves impossible, one possibility would be getting water from the Toledo Bend reservoir on the Texas-Louisiana border.

"That is always an option," Owen said. "The problem is it's the most expensive option. You have to use an incredible amount of energy to pump that water up here. But if we had to do it, we could do it. We're good at building pipelines."

Bill Hanna: 817-390-7698, @fwhanna

Five signs that driverless cars are here to stay

Like it or not, cars are doing more of their own work

Texas A&M at forefront of autonomous car research

Two trucks, one set of brakes

By Gordon Dickson

gdickson@star-telegram.com

In many ways, driverless cars are already here.

Many Americans may not realize that they've already turned over much of their driving to machines, but technology is moving fast.

"I believe the industry will experience more change in the next five years than it has in the last 50 years," General Motors Chief Executive Mary Barra said during a [recent speech](#) to the Chicago Economic Club.

Some car models can already slam on the brakes, stay in their lanes or parallel park themselves. At home, while the owner sleeps, some cars can update software with a wireless connection.

Over the next few years, more cars will be sold with those features, and many other changes are on the way, according to speakers at a technology conference recently held at the [Texas A&M Transportation Institute](#) in College Station.

For example, later this year GM plans to begin selling cars with computer systems that can "talk" to each other and, using artificial intelligence, work together to avoid trouble on the road. Many of those features will be on high-end models, but experts say the automakers fully intend to make them standard equipment — and very soon.

Whether you're terrified at the thought of robots taking over the task of driving, or you look forward to a day when human mistakes are eliminated — potentially saving up to [32,000-plus lives per year](#) on American roads — car manufacturers are installing autonomous features as quickly as they can.

Why? Mainly, because a growing number of customers want them.

Here are five signs that driverless cars are here to stay:

1. Cars update themselves

While [Tesla](#) owners sleep, their cars (not unlike their phones) can update software using a simple wireless connection. And not just audio and navigation systems. The company says Teslas regularly upload software improvements to the electrical motors and other components that can immediately improve driving performance.

The unorthodox California company, which doesn't sell its cars through traditional dealerships, has had problems with Texas legislators. To this day, if you want to be among the first 300,000-plus Americans to own the more affordable Tesla Model 3 next year (expected to carry a base price of \$35,000), you'll have to order it from out of state.

However, the company has earned the respect of business owners, including Texas Transportation Commission member [Victor Vandergriff](#) of Arlington, whose family started car dealerships that still sell Chevrolets, Hondas, Hyundais and other makes throughout North Texas.

Vandergriff told guests at the A&M conference that Tesla's computer proficiency is an example of "disruptive technology that works."

Trucks can save 10.5 percent of their fuel by tailgating, which reduces air drag and resistance. New technology makes it safe for trucks to "platoon" without crashing into each other.

2. Cars that 'talk'

Later this year, GM will begin selling cars that can "talk" to each other. Vehicle-to-vehicle communication will be featured on the 2017 model Cadillac CTS, said Allie Medack, GM's chief of staff for global public policy.

The cars will have on-board computers that send signals to other cars with similar capabilities, and share data such as location, speed, steering and braking. If the vehicles sense danger, they can warn other cars, which can then alert drivers by flashing lights on the dashboard, vibrating seats or even automatically braking.

It's a major example of what high-tech experts call the "Internet of things" — a sub-universe of data created and used by inanimate objects that exists outside the phone apps and search engines normally used by humans.

An estimated 250 million cars will be sharing data online by 2020, according to the technology research firm [Gartner](#).

3. Driverless fleets

When you're ready to take your technology from the controlled environment, the campus of Texas A&M is available for real-world experience.

John Sharp, Texas A&M system chancellor, on possible testing of driverless cars

While many improvements are known as “driver assistance” — such as reverse cameras that allow drivers to see what's behind them before backing up — companies such as Google are developing cars that will require no human help.

GM and ride-sharing company [Lyft](#) are entering into a partnership to build a fleet of driverless cars that would operate in an as-yet-unidentified city.

Some officials in Texas want College Station to be that test city, including Texas A&M University System Chancellor John Sharp. A planned new autonomous car research center at the university's Riverside Campus will include a “grid street system for large-scale testing,” Sharp noted.

“When you're ready to take your technology from the controlled environment, the campus of Texas A&M is available for real-world experience,” Sharp told attendees at the A&M technology conference.

Google also is testing self-driving cars in several cities including Austin — although those cars still have a human test driver behind the wheel.

Manufacturers believe ride-sharing fleets are a good way for consumers to warm up to the driverless car concept.

4. Trucks that tailgate (safely)

[The Peloton Experience](#) from [Peloton Technology](#) on [Vimeo](#).

Remember when your driver's ed instructor warned about the dangers of tailgating? Well, it turns out that if two big rigs can follow close together without crashing, both can save 4.5 to 10.5 percent of their fuel by reducing aerodynamic drag.

Several companies and research organizations are working on software that makes it possible for trucks to safely “platoon.” Among them is California-based [Peloton Technology](#). Trucks in seven states — including Texas — are already equipped with Peloton's technology and practicing this form of tailgating, both in controlled research environments and on public roads.

Here's how it works: Two trucks link up electronically and, by pressing a few buttons, the lead driver can control acceleration and brakes for both vehicles. The driver in the rear truck is following too closely to see the

road ahead, but can stay in touch with the lead driver by radio. Sensors on the front, sides and rear of the trucks help detect nearby traffic and apply automatic braking if needed.

Even though the driver in the front truck is doing most of the work, the rear driver must remain ready, in case the platooning is cut off by a sudden stop, a car cutting between the trucks or some other unexpected event.

The amount of fuel saved varies, but if two trucks are traveling only 36 feet apart, the rear truck consumes 10.5 percent less fuel, and the front truck reduces its consumption by 4.5 percent, company founder Steven Boyd said.

Boyd says the company hopes to quickly expand to other states, although some laws will have to change. In some states, vehicles are required to keep back a specific number of feet from other vehicles. In addition to Texas, Peloton is already doing demonstrations or tests in Alabama, Florida, Michigan, Nevada, Ohio and Utah.

5. It's what people want

The biggest challenge will be the public agencies, which tend to be risk-averse.

Jeff Lindley, Federal Highway Administration, discussing barriers to driverless cars.

Consumer demand is pushing the auto industry to driverless cars, experts say. People want to be able to take their hands off the wheel, and later this year they will be able to do that under certain highway conditions if they buy a Cadillac with "Super Cruise" — a form of cruise control that keeps the car in its lane.

Consumer Reports, which publishes an annual car-buying guide, this year began giving higher grades to models with advanced driver-assistance features such as automatic braking as standard equipment.

Several speakers at the A&M conference warned that government agencies likely will attempt to slow down the development of driverless cars, especially if there are crashes or other incidents that raise questions about the technology.

"The biggest challenge will be the public agencies, which tend to be risk-averse," Jeff Lindley associate administrator for operations at the Federal Highway Administration, told guests at the A&M conference.

But if driverless cars are what people want, the marketplace will find a way to deliver the products to them.

"It's coming," Vandergriff said. "It wants to make money here, and we are ready for it."

Gordon Dickson: 817-390-7796, @gdickson

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article78526057.html#storylink=cpy>

For safety's sake, we should encourage Uber and Lyft

Regulations in Austin caused Uber and Lyft to pull out

Worry about danger from rogue Uber drivers is misplaced

Studies show drop in DUI rates when Uber is available

By Jesse Hathaway

Special to the Star-Telegram

Austin voters have approved a ballot referendum to regulate peer-to-peer transportation network companies such as Lyft and Uber, forcing the companies to suspend service in a city otherwise known for its forward thinking and friendliness toward innovation.

These peer-to-peer businesses directly connect drivers, who are otherwise not using their vehicles, with passengers who need transportation.

In February, Austin City Council members approved an ordinance requiring Uber and Lyft drivers to submit to criminal background checks, which are administered by law enforcement, in addition to the companies' existing background-check procedures.

Before the new restrictions, Austin consumers were able to choose between getting a lift from one of the city's 10,000 Uber drivers or the 750 government-approved taxicab industry workers.

Now, Austin consumers' only option is the one that government officials have talked them into approving: taxicabs.

Considering that in 2012 [city officials were working to reduce the availability of for-hire transportation](#) — in order to artificially boost taxicab drivers' income — it's clear they are not working in the best interests of consumers.

Instead of protecting the public from supposedly dangerous rogue Uber drivers, restricting consumers' transportation choices actually negatively impacts public safety.

A [study published](#) by Temple University's Fox School of Business, written by professors Brad Greenwood and Sunil Wattal, studied how the availability of Uber has affected alcohol-related vehicular homicide rates.

Examining drunk-driving rates in six urban California counties over a five-year period during which Uber expanded significantly, Greenwood and Wattal found a “significant drop in the rate of [alcohol-related vehicular] homicides after the introduction of Uber.”

The rates dropped by 3.6 to 5.6 percent in counties Uber started serving.

When the researchers scaled up the data taken from the county level to the national level, they found allowing consumers all over the country to call for an Uber driver after a night of drinking wouldn't just save lives, it would save billions of dollars otherwise spent on law enforcement, criminal justice and medical care.

“With more than 13,000 deaths occurring nationally each year due to alcohol-related car crashes at a cost of \$37 billion, results indicate that a complete implementation of [Uber] would create a public welfare net of over \$1.3 billion to American taxpayers and save roughly 500 lives annually,” Greenwood and Wattal wrote.

[Evidence collected by Zachary Kalmbach](#), a research scholar at Texas A&M University, suggests Uber and other peer-to-peer transportation network companies have an outsized effect on drunk-driving rates in the first months after consumers gain access to ride-sharing applications.

Studying driving-under-influence rates in nine cities, including Austin, Kalmbach found a correlation between Uber expansion and safer consumer behavior on the roads.

Controlling for outside variables potentially affecting the results, such as marijuana legalization, Kalmbach estimates the “percentage impact is a reduction in DUIs of about 26 percent in the month that [Uber] is launched,” a result he found “statistically significant.”

Instead of looking to protect the health of politically powerful special-interest groups, such as well-funded taxicab companies, lawmakers should take steps that actually help people.

They should be encouraged, not squashed by regulation and taxes.

Jesse Hathaway is a research fellow with The Heartland Institute. jhathaway@heartland.org

Read more here: <http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article78488352.html#storylink=cpy>

Trinity park blueprint is revealed — here's why you are key to what happens next
Dallas Morning News Editorial 5/20/16 4:16 PM

At last, Dallas has a serious blueprint for [a cool urban park](#) between the Trinity levees. Now the responsibility falls to residents to carefully evaluate and comment on the work.

One of the world's pre-eminent landscape architects, responsible for a variety of magnificent outdoor spaces, has provided an excellent starting point.

Among the plan's most worthy features is a landscape sufficiently robust to withstand flooding and an overlook of playgrounds and performance spaces. The vision also makes good on the promise for a more natural, serpentine course for the river itself.

On a less poetic note, there's that [hefty estimated price tag of \\$250 million](#). Mayor Mike Rawlings said Friday that creating the park will require a massive private funding effort because the money won't come from bond programs.

How that money is raised — if at all — is just one of many questions that must be answered. Once a park is built, who will pay to maintain its beauty? How will the city's Parks Department be involved? How much of this plan will the Army Corps of Engineers even agree is workable?

Remember this is just the starting line. Yet the architectural design wasn't even unveiled before some folks began making noise about the public being shut out of the design process.

Dallas is home to 1.3 million residents. That's too many people to fit into a room to design a park. Instead, [Rawlings took several steps in September](#) that resulted in the Trinity Trust commissioning the work, thanks to \$1 million in private funding.

Now comes the point at which the public can engage in making reality out of the concept framed by New York-based landscape architecture firm Michael Van Valkenburgh Associates.

We know: It may be tough to read these sentences while engaged in intensive eye-rolling. After all, the history of the Trinity River project is one of distrust, frustration and division.

That links in to our last key question (at least for today): Who will lead this park plan from here, especially with the proposed road running through it still unresolved?

The city's Trinity Watershed Management officially oversees the project. But with so many other agents in the mix, from the corps to the Trinity Trust, no single entity ever seems to clearly be in charge.

Selecting one strong leader has never been more important, as the city invites the public to the party. People's fears are legitimate. Public trust on this project is all but nonexistent.

In our own [critique of the latest road plans](#) in March, we noted our chagrin that progress on the park continued to lag. Where is our Central Park for Dallas? we asked.

Architect Michael Van Valkenburgh started answering that question Friday: “We are trying to make a place that when you have left you feel you were just connected to the lost nature of the Trinity River, all interwoven with a wide range of more normal park activities. ... Dallas deserves that.”

Yes, it does. It’s up to all of us to make the most of this opportunity.

<http://www.dallasnews.com/opinion/editorials/20160520-editorial-trinity-park-blueprint-is-revealed--heres-why-you-are-key-to-what-happens-next.ece>

Dallas wants a deck park over I-35E near the zoo, but will giant price tag sink council's support?
Dallas Morning News 5/23/16 3:55 pm By Robert Wilonsky

A Dallas City Council committee voted Monday to support building a 5.5-acre deck above Interstate 35E near the Dallas Zoo. But that support wasn't exactly overwhelming.

"My constituents have been disrespected as we just move forward for a location," said Carolyn King Arnold, who represents the area where the city's second deck park is proposed.

Arnold's not convinced that planting a multimillion-dollar deck park close to downtown as part of the \$625 million Southern Gateway project is good for the residents or the businesses along the corridor, some of whom are concerned about being displaced in favor of 5 acres of green space.

"The community is confused," Arnold said Monday. That's because "they hear there is funding," and there isn't, she said.

The Southern Gateway project stretches from East Colorado Boulevard, just south of the Trinity River, to the U.S. Highway 67 split. It will add and widen lanes, lengthen exit and entrance ramps and add shoulders where there aren't any. And [for months the overhaul has included the prospect of a new deck park.](#)

Right now, there are four options on the table: the 5.5-acre deck extending from South Marsalis Avenue to South Ewing Avenue; a 3.1-acre version from West 12th Street to South Beckley Avenue; a 2.2-acre version extending from Ewing to Upton Street; and a 1.7-acre possibility much farther south, near Overton Road. According to Tanya Brooks, the city's chief transportation planner, the zoo location has the most going for it — but it would also necessitate moving the zoo entrance, and require a tunnel like Klyde Warren Park.

It's "the more ambitious and most expensive" option, Brooks said. And it's the one with "the largest possible impact."

That's why it's the most expensive option of the four.

Brooks said it will cost an estimated \$118 million, with about \$95 million of that going toward the construction of the foundation and deck. The Beckley and Ewing options will cost around \$66 million; the Overton spot, which is technically outside the Southern Gateway project, will run around \$35.4 million.

And right now, there's just \$40 million available for an I-35E deck park. That money will come from the Regional Transportation Council. There could be some federal money available for the project through the U.S. Department of Transportation's [Every Place Counts Design Challenge](#), which is intended to [stitch together neighborhoods torn asunder by highways just like I-35E](#), which ripped apart Oak Cliff when it opened in 1962.

But it will be up to the city to make up the difference. And city officials said Monday they have no idea where that money will come from — maybe a future bond package, way down the road, but more than likely from a private-public partnership. Said North Dallas' Sandy Greyson, the timing couldn't be worse, given the fact Mayor Mike Rawlings debuted yet another Trinity Park design on Friday that will need to be financed with about \$200 million in private funds.

Greyson was stunned by the \$78-million shortfall for the Zoo deck option.

“I didn’t know we’d have to look for that kind of money to complete this deck park,” she said. Greyson was the only member of the committee to vote against it, but said she might reconsider before it goes to a full council vote next month. “That’s a lot of money, and we have a lot of other needs in this city.”

Lee Kleinman, chair of the committee, reminded his colleagues that the clock’s ticking.

TxDOT’s hoping to hold a public hearing later this summer in order to get environmental clearance for the Southern Gateway project, and come August it hopes to issue a request for proposals. It needs to know whether to include that deck park — and where to put it. TxDOT and city officials said Monday it could be moved later; they simply want to know exactly how much it will cost sooner than later.

North Oak Cliff council rep Scott Griggs, whose district would also be impacted by the deck near the Zoo, said he is grateful for the work TxDOT has done. After all, he said, just a couple of years ago, “a deck park was little more than just a discussion between neighbors,” and now it was “closer to reality.”

Arnold said she would prefer to push the deck further south, toward Overton, where there’s land in desperate need of development. Said Arnold, the Zoo doesn’t need help; other parts of her district, those further away from the city center, do.

Said District 4’s representative, “I hear we’re supposed to be growing south.”

More trips, shorter waits coming to Dallas-Fort Worth commuter line



Brandon Formby Follow @brandonformby Email

bformby@dallasnews.com

Published: May 25, 2016 1:35 pm

The commuter train that connects Dallas and Fort Worth could soon see a large increase in the number of trips it runs between the two cities.

Dallas Area Rapid Transit and Fort Worth's The T are considering adding trips, running later on Fridays and Saturdays and incorporating special-event trains out of Victory Station into a regular schedule.

But one of the biggest changes planned for the Trinity Railway Express is to decrease the amount of time between trains. While trains can run every 20 to 30 minutes during rush hour, that gap can last 90 minutes to two hours in the middle of the day, at night and on weekends.

DART planning and development vice president Todd Plesko told board members yesterday that increasing frequencies will increase ridership — something that's been falling in recent years.

The agencies, which jointly operate the TRE, plan to increase trips by 51.2 percent, from 254 to 384 a week. The number of Monday-Thursday trips would increase from 47 to 68. Friday trips would go from 47 to 70. And Saturday trips would go from 19 to 42.

But DART doesn't expect operational costs to go up. Instead of running empty trains long distances from the endpoints to the rail yard or to be fueled, the agencies will instead open up such necessary trips to passengers, even if that means some trains don't run the full length of the Dallas-Fort Worth line.

Drivers get ready for D-Day on Texas 360 construction

East Broad Street will be closed at state highway to begin building bridge

Road will be detoured until early 2017

By Nicholas Sakelaris

Special to the News-Mirror

D-Day is coming soon for the intersection of East Broad Street and Texas 360 so drivers should prepare for detours and backups.

Weather permitting, East Broad Street will be closed where it crosses the highway starting June 6, the 72nd anniversary of the D-Day invasion of the Allies at Normandy, France, during World War II. The closure is expected to last until early 2017.

The end result will be a new East Broad Street bridge with seamless Texas turnarounds on both ends and multiple lanes of traffic soaring on future toll lanes on Texas 360.

Until then, though, drivers will be soldiering their way through detour routes. Westbound traffic will simply be routed to Holland Road.

“We will be changing the timing on those signal lights to allow for a smoother traffic flow,” said Keith Bilbrey, the public information officer for the contractor, Lane Abrams.

For traffic going eastbound on East Broad Street, they’ll have to first go south on the Texas 360 frontage roads to a temporary detour road that connects to the northbound frontage.

Similar detours are already in place at Debbie Lane/Ragland Road, Lynn Creek/Webb Lynn Road and at Heritage Parkway. All these detours will be in place until this fall or early 2017.

This summer, workers will shut down Camp Wisdom Road/Sublett Road to build a bridge there. These detours will be much closer to the road in more of a horseshoe fashion, Bilbrey said.

Once East Broad Street is done, the contractor will do the same thing at Holland Road.

In all these cases, the contractor decided to shut down the cross streets rather than try to build a bridge with traffic driving in the vicinity.

“We feel this is the quickest and most expedient way to build that bridge and get it out of the way,” Bilbrey said.

New York Avenue and Lone Star Road will be the only cross streets that go under the new highway.

With the bridges out of the way, workers will be able to pave the main lanes without interrupting traffic, he said.

City reaction

Mansfield has been doing its part to raise awareness of what’s coming on its website and through social media. Drivers should expect delays.

“We’ve been posting information on the project for several months now,” said Belinda Willis, city spokeswoman. “We have links to maps and videos that show the detours and visualizations of the project just so people can become familiar with it.”

David Boski, transportation engineer with the city of Mansfield, said he’s worked with the contractor and plans to have several meetings with the Mansfield school district before the first football game at nearby Vernon Newsom Stadium. The city will need help from the school district police to get traffic in and out of the stadium this fall.

“The first game’s going to be a little bit of trial and error, I believe, until we work out the traffic patterns,” Boski said.

Final project

The \$330 million Texas 360 project will build main lanes with tolls from just south of Green Oaks Boulevard to just north of U.S. 287. The 9.7-mile project will be built by the Texas Department of Transportation and will be maintained by the North Texas Tollway Authority. It will have two toll lanes in each direction with continuous frontage roads that will remain free.

Construction is expected to be completed by the end of 2017, depending on weather.

As traffic increases, Texas 360 could be expanded to four lanes in each direction from East Debbie Lane/Ragland Road north. The section south of there would be three lanes in each direction.

There are long-range plans to build an interchange with flyover bridges at U.S. 287. And, even farther out, Texas 360 could be extended south of U.S. 287 to U.S. 67 but there are no plans to do that anytime soon, said Michael Peters, aTxDOT spokesman.

Read more here: <http://www.star-telegram.com/news/local/community/mansfield-news-mirror/mnm-news/article79960282.html#storylink=cpy>

Arlington, if you retain Rangers, take me out to the ballgame on a train



Mitchell Schnurman [Follow mitchschnurman](#) mschnurman@dallasnews.com

Published: 27 May 2016 01:51 PM

Updated: 29 May 2016 01:59 PM

Here's a billion-dollar question for Arlington and the Texas Rangers: How do we get more than air conditioning out of the new stadium deal?

Think transit and connectivity, a forward-looking, sustainable way to link Arlington with the rest of the area and beyond. That would be good for sports fans and great for the region at large, and the kind of big idea that helps justify a hefty public subsidy.

Arlington was shamed as the biggest city in the country without mass transit, although it now has a single bus route. It's also been called the hole in the doughnut of North Texas because commuter rail lines and large bus systems don't go there. And Globe Life Park is among the dwindling number of Major League Baseball stadiums without access to rail.

Alas, transit was barely a footnote in the discussion of the stadium project last week. But that doesn't mean it's not part of the grand plan.

"We're not ignoring transportation," Arlington Mayor Jeff Williams said in an interview. "We're working on a parallel path."

It's natural to be skeptical, given Arlington's history with transit. But about six months ago, Williams said, the city hired HDR, an engineering services company, to help with transportation planning. And the mayor believes the Rangers deal will accelerate the effort.

On Tuesday, the Arlington City Council agreed to move forward on public funding for a new Rangers stadium that would have a retractable roof and more entertainment space. The cost is estimated at \$1 billion, and taxpayers will be asked to contribute half the price, up to \$500 million.

If Arlington voters approve the project in November, it will be the third time they have paid generously for a pro sports stadium. The same electorate has rejected mass transit three times.

That's one reason for officials to keep the two issues on separate tracks. Williams also wants the transit solution to emerge from the bottom up, anchored by a citizens' advisory committee. If there's public consensus and buy-in, the hope is that more residents will get on board.

But public support is only part of the equation. Where does the money come from?

Another Rangers deal would eat up half a cent in sales tax for several decades, along with taxes on hotel rooms and rental cars. That same combination of taxpayer funding is already helping pay for the Dallas Cowboys' AT&T Stadium.

The football stadium debt, originally \$298 million, will be paid off about 14 years ahead of schedule, officials said. That creates the opportunity to slide in the Rangers project well before the team's lease expires in 2024.

It also allowed Arlington to make a Rangers move early and pre-empt the competition. Dallas leaders wanted to lure the Rangers to downtown Dallas, and Mayor Mike Rawlings said he would have loved to have a public conversation about the best location. But Arlington acted first.

"Arlington is a smaller city and can move more adroitly, and it's one of their cornerstone accounts," Rawlings said. "I don't think we were a real option once they agreed to tear up the lease."

Many North Texas cities can't compete for a pro sports facility because they don't have the available funds. Many send half their sales taxes to Dallas Area Rapid Transit, while others dedicate tax revenue to economic development, crime control and parks.

In effect, Arlington has been committing a big chunk to pro sports, starting with the Rangers' current stadium in the early 1990s.

If the Rangers deal passes in November, Arlington would still have a quarter-cent of sales tax that's uncommitted. It could be used for public transit, but that would still be far less than other cities spend.

"We don't want to mortgage the future, and we want to do better than just running buses all over our city," Williams said. "We'll be more creative and figure out a better plan."

High-speed rail may be the key. A private company is pushing for a line between Dallas and Houston and still faces opposition from rural landowners. If it's built — a big if — North Texas leaders want to add a spur from Dallas to Fort Worth with a possible stop in Arlington.

The spur would involve several funding sources, including private developers and government. And it may be a chance for Arlington to get into regional transit in a game-changing way.

But it must develop a connecting line between the entertainment district, which includes the stadiums and Six Flags Over Texas, and the University of Texas at Arlington. A link to existing commuter lines and DFW International Airport would help, too.

Arlington is looking at a range of options, including elevated rail, commuter rail and people-movers, Williams said. He also mentioned Uber and Lyft.

In June, local transportation leaders are scheduled to meet with federal officials to discuss high-speed rail plans. That could be the opening for Arlington's transit play, and the Rangers' new stadium will be part of the pitch.

"That makes Arlington a much more important stop," said Williams, who serves on the local high-speed rail commission.

Would Arlington pony up for sports and transit? That's how to break into the big leagues.

Twitter: @mitschnurman

As DFW toll roads expand north, development, property values and traffic ramp up

By BRANDON FORMBY / Transportation Writer and By LAURIE JOSEPH / Staff Artist bformbv@dallasnews.com and ljoseph@dallasnews.com

Published: 27 May 2016 06:51 PM

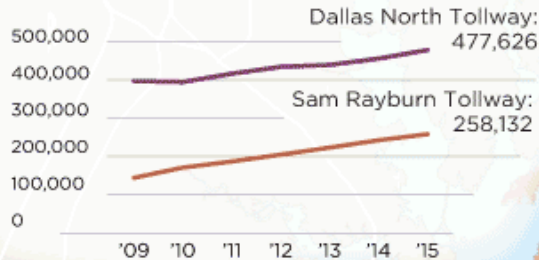
Updated: 27 May 2016 08:28 PM

The North Texas Tollway Authority opened major portions of both Sam Rayburn Tollway and the Dallas North Tollway between 2007 and 2009. The intersection of those two tolled highways lies at the heart of residential and commercial building booms in Collin and Denton counties.

That's been good financial news for the cities. But only Carrollton, Lewisville and Plano are members of a transit agency, and the region's transportation director has said that highways and roads likely won't be enough to handle the mobility demands as that part of the region continues to grow.

Sam Rayburn catching up

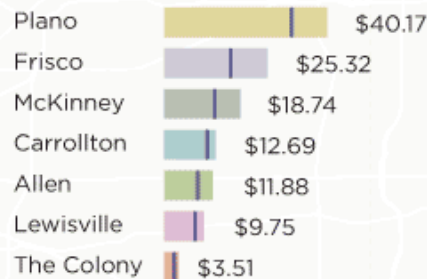
Since major openings and expansions between 2007 and 2009, Sam Rayburn's average weekday transactions have gone up 79.1 percent, compared with the Dallas North Tollway's 20.3 percent rise.



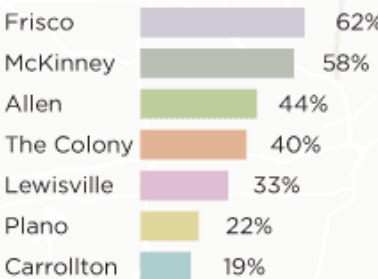
Big winners

All cities along the Dallas North Tollway and Sam Rayburn saw the market value of properties increase. As more and more people moved to the area and expanded toll roads made travel easier, residential property values in several cities exploded. After Sam Rayburn's completion, The Colony finally started luring much-needed commercial development.

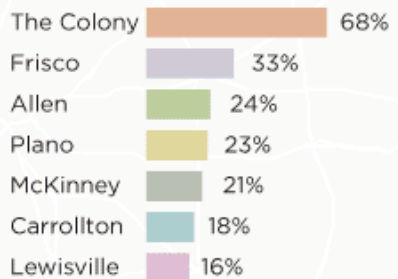
Market value of properties in 2015 (in billions) | 2009 value



Residential value growth rate 2009-15

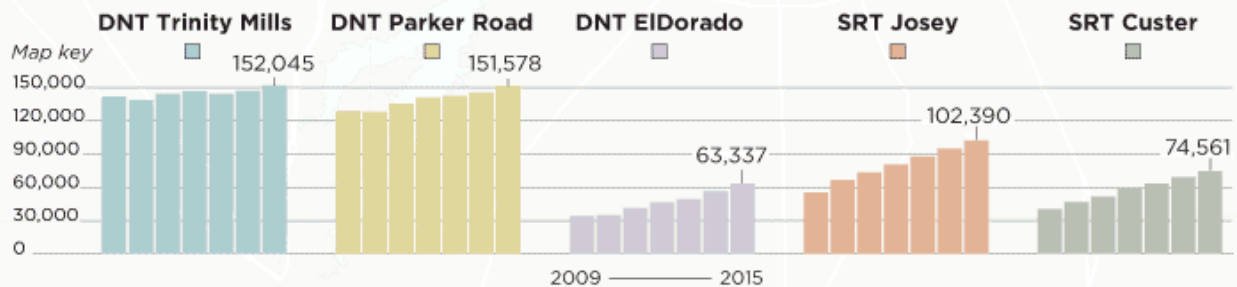


Commercial value growth rate 2009-15



Collin, Denton toll plazas lead the way

Average weekday toll transaction at the Dallas North Tollway's Trinity Mills plaza went up only 7.1 percent. But one northern Dallas North Tollway and two Sam Rayburn toll plazas saw increases of 85 percent or more.



Seven lost years and 4.4 million lost dollars later, Dallas tries again across from VA Center



[Robert Wilonsky](#) Follow @RobertWilonsky Email rwilonsky@dallasnews.com

Published: May 30, 2016 9:07 am

More than seven years after [the city starting peeling off millions of dollars for a mixed-use project that was never built](#) across from the Dallas VA Medical Center, Dallas is trying again.

The city's Office of Economic Development is now looking for "an experienced developer" to build a mixed-use project on a giant swath of city-owned land along Lancaster Road. Per the request for competitive sealed proposals issued on Tuesday, the city's open to just about any idea — multifamily housing, a movie theater, office buildings, parks, you name it — across from the VA and the Dallas Area Rapid Transit light-rail station.

"It could be a whole mixture of uses," said Karl Zavitkovsky, head of the Office of Economic Development, during an interview Friday. "We're letting people come back to us with a variety of proposals and feel like the site itself is very well-positioned, being at the transit stop and across the street from one of the biggest employers in the city. I feel like there's a real potential for something very good to happen."

Then, the city's long felt that way — which is why, beginning in 2009, it started giving Yigal Lelah and his Sapphire Road Development LLC millions in "forgivable" loans to develop what was supposed to become Patriots Crossing.

Nothing became of that project, save for an expanse of empty, overgrown land for which the taxpayers wound up paying \$4.4 million via Chapter 380 economic development loans approved by the City Council between April 2009 and February 2012. And when the state turned down Lelah's low-income housing tax credit application, the council also approved federal funds for \$1.35 million in gap funding.

Lelah scraped the property clean of existing houses and buildings, and, according to his deal with City Hall, was supposed to begin construction on Patriots Crossing by 2016. Instead, last June the city foreclosed on the property, and [Lelah filed for bankruptcy](#).

Even now he remains entangled in a legal battle with the city, insisting the city illegally foreclosed on the land. A federal bankruptcy judge dismissed his complaint with prejudice earlier this month, but this week his attorney, Kevin Wiley Sr., filed a notice of appeal.

Wiley was not available for comment, according to his son, who's also an attorney.

Over Lelah's objections, and with the court's approval, [the city picked up the property in a foreclosure sale last November](#). Dallas was the lone bidder, city manager A.C. Gonzalez told the council at the time. Council member Lee Kleinman told *The Dallas Morning News* the city didn't pay any additional money for the 33 lots that made up the would-be Patriots Crossing development.

Zavitkovsky said it had taken several months to issue a request for proposals because council member Carolyn King Arnold held a series of town halls during which she asked District 4 residents what they wanted to see across from the VA. Economic Development staff attended those forums, and Zavitkovsky said the responses weren't at all surprising: "sit-down restaurants, some retail that could be accessible to the neighborhood, the normal things people in a neighborhood would like to see in a location like this."

Arnold's office said Friday she didn't want to talk about the latest attempt at developing the property. Also, her assistant Franklin Meredith said, "She is not prepared to release a statement."

But her predecessor has plenty to say about it.

"It will not be just anything," said former council member Dwaine Caraway, who made redeveloping the Lancaster Corridor one of his priorities during his time on the council. Caraway said he wants the new development to be a kind of extension of the [Lancaster Urban Village](#), the \$30 million publicly funded collection of apartments, retail and offices that sits across Mentor Avenue from the vacant lot. It was Caraway who paved the way for the development after he got two crime-ridden, hot-sheet motels, including the Southern Comfort, bulldozed.

The new development, he said Friday, "will be what our plan has wanted it to be, and I would hope that folks will understand I will remain involved. People need quality housing. Look at what we're doing downtown, at the Farmers Market, in Uptown. It should be no different in the southern part of Dallas. That is what's going to work on the corridor. That's what we want to see."

Proposals are due by the end of June, long after Lelah was supposed to have cut the ribbon at Patriots Crossing.

"We have a clean slate, an ability to start over," Zavitkovsky said. "Nobody's happy the process has taken this long, but we have the ability to do this the right way. Everyone's frustrated — the neighborhood, the city. We'd all like to see a good outcome."

Why you pay higher insurance rates to share roads with Dallas' dangerous drivers **Dallas Morning News 5/29/16 10:02am By Elizabeth Renter**

Regardless of your personal driving history, you could be paying hundreds, or even thousands, of dollars more for auto insurance because of the risks for drivers where you live.

According to a new analysis by NerdWallet, some cities are dramatically more dangerous for drivers than others, and the people in those high-risk places are paying an average of 47% more for annual auto insurance premiums.

The analysis examined data for nearly 200 of the most populous U.S. cities and created a score based on five data points: auto accident risk, average years between accidents, rate of fatal crashes per 100,000 residents, auto theft risk and the risk of having your car broken into. Then the cities were ranked and average auto insurance quotes were compared across the list.

Bigger cities mean bigger troubles and costs

The most dangerous city for drivers is Detroit, aka Motor City, which had just over 16 fatal crashes per 100,000 residents, according to 2014 data from the National Highway Traffic Safety Administration. Drivers here also face some of the highest risks for having their vehicle stolen and broken into, according to the analysis. Detroit residents pay the highest auto insurance rates of all cities examined — an average of \$5,409 a year.

Compared with the safest cities, the most dangerous places stand out for their bigger populations. Among the 20 cities where drivers face higher risks, the average population was 488,710, more than double the population average for the safest cities. Drivers in the most dangerous cities also pay significantly more for auto insurance — \$1,721 annually compared with \$1,169 among the 20 safest, a difference of over \$500 each year.

10 most dangerous cities

Detroit
Baton Rouge, Louisiana
Baltimore
Springfield, Massachusetts
San Bernardino, California
New Orleans
Atlanta
New Haven, Connecticut
Dallas
Worcester, Massachusetts

Smaller and safer cities

The 20 safest cities for drivers tend to have fewer residents than the most dangerous places, with an average population of 208,944. They're also more likely to be in the Midwest and West. Three of the 20 safest cities are in Arizona. Cary, North Carolina, topped the rankings with the second-lowest rate of auto accident deaths and low rates of auto-related crime. Residents in Cary, which is part of the Research Triangle, pay an average of \$729 a year in auto insurance — the lowest premium of all cities — according to the analysis.

10 safest cities

Cary, North Carolina

Boise, Idaho
Fort Collins, Colorado
Naperville, Illinois
Santa Clarita, California
Overland Park, Kansas
Gilbert, Arizona
Aurora, Illinois
Madison, Wisconsin

Main Street bridge closure in Euless means big changes for drivers

JUNE 1, 2016

BY ELIZABETH CAMPBELL

liz@star-telegram.com

EULESS – Big changes and headaches are coming for drivers and businesses with the upcoming closing of the Main Street Bridge at Texas 183.

Selma Santin, a spokeswoman for [SouthGate Constructors](#), the company managing the Midtown Express construction project, said the bridge will be closed at 11 p.m. Friday and will be demolished on June 10, a week later.

The pedestrian bridge that served Euless Junior High will also be removed June 10. The bridge connects the junior high, north of Texas 183, to neighborhoods south of the highway.

But drivers need to gear up for the detours that will be in effect for about 18 months starting late Friday. The result will be a wider bridge to accommodate increasing traffic.

Business owners got a chance to see the detour maps last week during a meeting in Euless.

Santin said the best way to stay informed about up-to-the-minute road and highway closures is to follow the Midtown Express project on social media sites such as [Facebook](#) and [Twitter](#) and on the [Midtown Express website](#).

The [detour from South Main to North Main Street](#) calls for drivers to turn right on Texas 10. If they don't, they'll be forced onto the Texas 183 frontage road.

From Texas 10, drivers will turn right on Dickey Drive, then left on East Euless Boulevard. That will take them to the American Boulevard cloverleaf lanes, which lead to the eastbound Texas 183 frontage road, which leads back to North Main Street.

To get [from North Main Street to South Main Street](#), drivers will turn right on the westbound Texas 183 frontage road and follow it to Ector Drive, where they will make the U-turn across Texas 183 and head back east to South Main Street.

The Midtown Express project includes rebuilding main lanes on Texas 183, improving ramps and access roads, and adding one toll lane in each direction. The project is an extension of the \$2.5 billion North Tarrant Express in neighboring Bedford and Hurst.

When the work is finished, the entire 28-mile corridor of Loop 820 and Texas 121/183 will be rebuilt from Interstate 35W in Fort Worth to I-35E in Dallas. Drivers can use main lanes or toll lanes, also called TEXPress lanes.

The Main Street bridge needs a makeover, as it has consistently gotten poor inspection scores. The bridge, built in 1970, is structurally obsolete according to Texas Department of Transportation records.

The bridge at Industrial Boulevard will also be replaced as part of the Midtown Express project.

Business concerns

Sean Hooda, a longtime business owner in Euless, has a big stake in the upcoming bridge closure.

Hooda owns a Chevron Service station, 7-Eleven and a Texaco on three corners of Main Street and Texas 183.

The Chevron is next to a Starbucks that has already closed because of the construction.

“As much as we want to see progress with better highways and better access, the struggle is for the business owners. We’re hoping that we can survive through the next couple of years,” Hooda said.

One of Hooda’s biggest concerns is that construction will force him to move his gas pumps and canopy at the Chevron about 10 feet from their current location.

His convenience store will stay open, but Hooda said he won’t be able to sell gas for a while.

Euless spokeswoman Betsy Deck said the city will post maps soon on its website showing additional alternate routes to avoid the construction. There are 64 businesses on Main Street and around 100 on Texas 10 and Texas 183.

“We are making specific calls to places we know will be affected to let them know about the bridge closure,” Deck said.

Steve Heyduck, pastor of First United Methodist Church of Euless, said he spent time talking to Sunday school classes with some members in their 90s about the upcoming changes.

Many church members come from north of Texas 183, and they’ve already found alternate routes to get to Sunday services, Heyduck said.

“We’ve known about this for two years,” he said.

THIS REPORT INCLUDES MATERIAL FROM THE STAR-TELEGRAM ARCHIVES.

Elizabeth Campbell: [817-390-7696](tel:817-390-7696), [@fwstliz](https://www.instagram.com/fwstliz)

<http://www.star-telegram.com/news/local/article81175857.html>

Dallas' 'Midtown' is set for a revival

Steve Brown [Follow SteveBrownDMN](#) stevebrown@dallasnews.com

Published: 03 June 2016 10:43 AM

Updated: 03 June 2016 10:43 AM

The corner of LBJ Freeway and Montfort Road doesn't look much like ground zero for Dallas' newest urban development district.

Cracked parking lots at Valley View Center stretch in front of the darkened Macy's store, which closed nine years ago.

Much of the area between Valley View and the Galleria is occupied by aging apartments, a smattering of retail and vacant lots.

But planners and property investors hope that the area will be transformed into a new high-density mixed-use neighborhood they are calling Midtown.

During the late 1970s and early 1980s, this stretch of North Texas real estate along the north side of Interstate 635 was one of the region's hottest property markets.

Developers put up rows of office towers, and hundreds of apartments and strip malls crowded every corner.

But as growth pushed farther north to Addison, Plano and Frisco, business and new building migrated from the area.

Valley View was taken over by lenders in 2010. And by 2013 three of its anchor department stores had gone dark. Only Sears remains.

The five-year, almost \$3 billion project to expand LBJ Freeway chased off many office tenants and some retailers from the area, leaving real estate values depressed.

That's quickly changing.

Property firms and city planners are refocusing on the more than 400-acre district with an eye toward tearing down much of what's there and starting over.

Investor Beck Ventures — which owns a big chunk of the old mall — plans to scrape vacant portions of Valley View to make way for a \$300 million mixed-use development.

And last week, Ross Perot Jr.'s Hillwood Urban announced plans for a high-rise office project that will sit on the northwest corner of LBJ and Montfort where that barren parking lot is now.

“The city of Dallas has done a masterful job of getting behind the project, and the vision is even bigger than the mall site,” said Ken Reese, executive vice president of Hillwood Urban. “We think this area has a huge potential in the next five to 10 years.”

Dallas has set up a tax increment finance district for the area that could provide more than \$350 million in financial support to redevelop the property between the north side of LBJ and Alpha Road.

Hillwood Urban is pitching its office project to businesses that would like to locate in what could be the first office building constructed in that area in more than 15 years.

Other developments are already underway in the Midtown district.

Mill Creek Residential Trust is building a 321-unit rental community on the site of an old Chevrolet dealership between the Galleria and Valley View. The project will open in May 2017.

“The many different announcements for the area are exciting — it is time,” said Mill Creek’s Rick Perdue.

Next door to Mill Creek’s project, Carrollton-based Atlantic Hotels Group and Civitas Capital are working on plans for a new hotel.

And the new owners of the Galleria Towers office buildings on Noel Road are spending \$16 million on upgrades.

These developments are just the start, as a neighborhood that was once called Far North Dallas is now considered close-in by property market players.

“It’s still in the early stages, but we think there is great potential with redevelopment,” said Karl Zavitkovsky, director of Dallas’ economic development office. “We think it can compete for tenants who want an urban environment.”

Twitter: @SteveBrownDMN

Trinity Railway Express may expand Dallas-Fort Worth service

TRE officials seek to boost ridership

Already 46 trains per day, but it's not enough

Expansion tentatively scheduled for Oct. 24

By Gordon Dickson

gdickson@star-telegram.com

FORT WORTH

If there has been one constant complaint about the [Trinity Railway Express](#) during its 20 years, it's that there aren't enough trains.

The commuter rail service already offers 46 trains on a typical weekday — 24 heading west toward Fort Worth, and 22 eastbound for Dallas. Also, there are special trains to events such as [Dallas Mavericks](#) and [Stars](#) games.

But still, there are times of day when riders must wait up to two hours for a train. Those gaps in service, combined with the fact that on most evenings the trains stop running well before many restaurants close, have contributed to a drop in ridership, officials believe.

TRE officials aim to close many of those gaps, with a possible 51 percent increase in the frequency of trips between North Texas' two largest cities beginning this fall.

ADVERTISING

“People would like us to have later hours, so they could go to Fort Worth or Dallas and stay later without worrying about having to drive home,” said Laura Hanna, spokeswoman for the [Fort Worth Transportation Authority](#).

The authority, also known as the T, co-owns the TRE along with [Dallas Area Rapid Transit](#). TRE began service in 1996, following the old Rock Island Line route from downtown Dallas to south Irving, CentrePort/DFW Airport, Bell Station near Hurst, Richland Hills and two stops in downtown Fort Worth.

The rail route roughly follows the north shore of the Trinity River, through industrial areas.

The trains run a full schedule Monday through Friday, with trains arriving as frequently as every 20 minutes during peak periods, and a reduced schedule on Saturday. There is no Sunday service.

9,127 people ride Trinity Railway Express on a typical weekday, down from an all-time high of 11,092 on the average in 2008.

The expanded TRE service isn't scheduled to begin until Oct. 24, and has not yet been approved by the T and DART boards.

Residents' input will be sought in a public hearing before any changes are made, Hanna said. A hearing is tentatively scheduled for Aug. 9, and the T and DART boards would then consider approving the new schedule in September.

No extra cost

T and DART officials believe the service can be expanded without buying additional rail cars, hiring additional train operators or encountering other expenses.

On the contrary, the cost of running TRE is expected to decrease to \$16.1 million in fiscal 2017, compared with \$16.8 million in the current year, Todd Plesko, DART planning and development vice president, told a [planning committee](#) last month. Many factors are contributing to the reduced costs, including lower fuel and locomotive costs, according to a committee presentation.

Expanding service includes a combination of strategies that require no additional investment, said Bob Baulsir, T vice president of railroads and procurement.

People would like us to have later hours, so they could go to Fort Worth or Dallas and stay later without worrying about having to drive home.

Laura Hanna, Fort Worth Transportation Authority

Instead, routes in which trains often run empty for end-of-day and out-of-service runs could be opened up to passengers.

Shorter waits

Also, special game trains that stop at Dallas' Victory Station only when events are happening at the American Airlines Center could become a permanent part of the printed, everyday schedule.

“We negotiated new terms with our operations and maintenance contractor and we identified some efficiencies that would allow us to provide more service at no increased cost,” Baulsir said.

The goal is to increase the number of trips per week to 384, up from 254.

The proposal includes waits of no more than 60 minutes between trains during midday on weekends, compared with up to two hours now. Also, trains would begin running three hours earlier on Saturdays and would run later on Friday and Saturday nights.

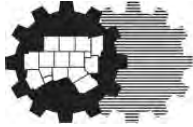
Gordon Dickson: 817-390-7796, @gdickson

RIDING TRINITY RAILWAY EXPRESS

Number of riders on the Fort Worth-to-Dallas trains, by fiscal year:

- 2013 — 2,107,388
- 2014 — 2,283,895
- 2015 — 2,166,911

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article81815597.html#storylink=cpy>



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Amanda Wilson
817-695-9284
awilson@nctcog.org

NCTCOG Provides \$1.6M to Advance Environmental Stewardship

Private help being sought to continue legacy of environmentally minded planner

May 9, 2016 (Arlington, Texas) – One tree can make your home more beautiful and eventually, as it grows, more energy efficient. Ask your neighbors to plant trees in their yards, and pretty soon, your neighborhood will be transformed.

The Environmental Stewardship Program, an initiative established in April by the Regional Transportation Council, seeks to extend this concept region-wide, involving residents and businesses in an endeavor to improve the quality of life for all of North Texas.

The RTC has set aside \$1.6 million to begin the stewardship program and is seeking help from the private sector to raise an additional \$1.6 million. The program would fund wetlands, tree planting and environmental stewardship efforts in North Texas, a region where ten counties are in nonattainment for ozone pollution. This fact means transportation planners must balance environmental concerns with mobility issues when pursuing improvements to the transportation system.

The resulting \$3.2 million is to serve as a reminder of the North Texas Tollway Authority's \$3.2 billion payment for the right to build and maintain Sam Rayburn Tollway, a decision that led to the establishment of the Regional Toll Revenue initiative. Since the introduction of the RTR initiative, many key multimodal projects, including the Denton County Transportation Authority's A-train, have been funded throughout Dallas-Fort Worth.

The RTR account would be drawn on again to pay the public investment in these environmental stewardship projects.

The initial projects are:

- Engineering for Southwest Water Gardens in Dallas, a project that could enhance flood control along the old Trinity River channel while providing a public amenity.
- Trees for the Neighbor Woods Program, a partnership with the Texas Trees Foundation to enhance the tree canopy in Dallas.
- Effort to plant more trees in the Lancaster/Hemphill-Lamar corridor in Fort Worth, thereby easing the potential heat-island effects of urban development.
- Engineering assistance for wetland design at Lake Worth.
- A regional education campaign for the Environmental Stewardship Program.
- A regional map-based tree inventory to be developed by NCTCOG and available for public use.

The public can assist in this effort by taking a short survey seeking information on priorities and potential funding opportunities. The survey is available at www.surveymonkey.com/r/NCTCOGStewardship.

This effort will continue the legacy of the late Chris Anderson, a transportation planner who sought to bring multiple partners together to advance environmental stewardship.

In addition to his work for seven years with NCTCOG, Anderson spent time with North Texas Tollway Authority and the Texas Department of Transportation during a long, distinguished career in regional transportation. Both agencies would be commemorated through this program for their efforts to enhance the environment through transportation projects.

With the help of the private sector, this program can become a long-term tribute to the partnerships that have improved regional mobility and continue the legacy of a planner with a true passion for environmental stewardship.

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.

For more news from the NCTCOG Transportation Department, visit www.nctcog.org/trans/outreach/media.

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.

###



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TEXAS 75202 – 2733

Office of the Regional Administrator

May 31, 2016

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

Dear Mr. Morris:

Thank you for your letter dated May 23, 2016, notifying the U.S. Environmental Protection Agency of the North Central Texas Council of Governments Regional Transportation Council approval for the substitution of the US67/IH-35E High-Occupancy Vehicle Transportation Control Measure commitment for the Dallas/Fort Worth Ozone nonattainment area with traffic signalization projects. This HOV lane was originally included as a TCM in the April 2000 Dallas/Fort Worth One-Hour Ozone Attainment Demonstration SIP Revision, which was approved by the EPA on October 11, 2005 (70 FR 58978).

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, signed into law on August 10, 2005, revised the Clean Air Act's Section 176(c) transportation conformity provisions including procedures to use in substituting or adding TCMs to approved SIPs. The CAA, as amended, requires that the replacement TCM must achieve equal or greater emission reductions; be implemented on a consistent schedule; and be supported by adequate resources and authority to be implemented, monitored and enforced. The TCM must also have been developed through a collaborative process involving all affected jurisdictions, the EPA, and the public. Qualifying the TCMs can be substituted into an approved SIP without undertaking notice and comment rulemaking under §176(c)(8) of the Act.

The EPA reviewed the methodology and the material used by the NCTCOG to demonstrate equivalency between the original and substitute TCMs. Based on our review of the information and analysis submitted by the NCTCOG, the EPA concurs with the NCTCOG's analysis and determination that the substitute TCM is expected to provide an equivalent emission reduction to the original TCM. Additionally, the emission reductions from the substitute TCM occur on a schedule consistent with the TCM being replaced. This letter transmits EPA's concurrence regarding the TCM substitution submitted by the NCTCOG. In reaching this decision, we have reviewed the technical information for the substitute TCM provided by the NCTCOG and have determined that the substitute TCM meets the CAA Section §176(c)(8) requirements for substitute TCMs.

The substitute TCM is now part of the federally enforceable SIP. We anticipate that the TCEQ will submit the substitute TCM for incorporation in the codified applicable SIP within 90 days as required by CAA §176(c)(8). The EPA will then proceed to update the Code of Federal Regulations to reflect the changes to the SIP in the Federal Register and clarify that this TCM is a part of the federally enforceable SIP.

If you have any questions please contact me at (214) 665-2100, or your staff can contact Mr. Jeff Riley, State Implementation Section, at (214)665-8542.

Sincerely,



Ron Curry
Regional Administrator

cc: Mr. Richard A. Hyde, P.E.
Executive Director
Texas Commission on Environmental Quality



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TEXAS 75202 – 2733

Office of the Regional Administrator

May 31, 2016

Mr. Richard A. Hyde, P.E.
Executive Director
Texas Commission on Environmental Quality
Post Office Box 13087, MC 109
Austin, Texas 78711

Dear Mr. Hyde:

The U.S. Environmental Protection Agency received a letter dated May 23, 2016, from the North Central Texas Council of Governments notifying the EPA of its Regional Transportation Council's May 12, 2016, approval for substitution of the US67/IH-35E High-Occupancy Vehicle Transportation Control Measure commitment for the Dallas/Fort Worth Ozone nonattainment area with traffic signalization projects. This HOV lane was originally included as a TCM in the April 2000 Dallas/Fort Worth One-Hour Ozone Attainment Demonstration SIP Revision, which was approved by the EPA on October 11, 2005 (70 FR 58978).

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, signed into law on August 10, 2005, revised the Clean Air Act's Section 176(c) transportation conformity provisions including procedures to use in substituting or adding the TCMs to approved SIPs. The CAA, as amended, requires that the replacement TCM must achieve equal or greater emission reductions; be implemented on a consistent schedule; and be supported by adequate resources and authority to be implemented, monitored, and enforced. The TCM must also have been developed through a collaborative process involving all affected jurisdictions, the EPA, and the public. Qualifying the TCMs can be substituted into an approved SIP without undertaking notice and comment rulemaking, as allowed by §176(c)(8) of the Act.

The EPA reviewed the methodology and the material used by the NCTCOG to demonstrate equivalency between the original and substitute TCMs. Based on our review of the information and analysis submitted by the NCTCOG, the EPA concurs with the NCTCOG's analysis and determination that the substitute TCM is expected to provide an equivalent emission reduction to the original TCM. Additionally, the emission reductions from the substitute TCM occur on a schedule consistent with the TCM being replaced. This letter transmits EPA's concurrence regarding the TCM substitution submitted by the NCTCOG. In reaching this decision, we have reviewed the technical information for the substitute TCM provided by the NCTCOG and have determined that the substitute TCM meets the CAA Section §176(c)(8) requirements for substitute TCMs.

The substitute TCM is now part of the federally enforceable SIP. We anticipate that the TCEQ will submit the substitute TCM for incorporation in the codified applicable SIP within 90 days as required by CAA §176(c)(8). EPA will then proceed to update the Code of Federal Regulations to reflect the changes to the SIP in the Federal Register and clarify that this TCM is a part of the federally enforceable SIP.

If you have any questions please contact me at (214) 665- 2100, or your staff can contact Mr. Jeff Riley, State Implementation Section, at (214)665-8542.

Sincerely,



Ron Curry
Regional Administrator

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

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



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

May 24, 2016

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

RE: Transportation control measure substitution in Dallas-Fort Worth ozone nonattainment area

Dear Mr. Morris:

The North Central Texas Council of Governments (NCTCOG) began the transportation control measure (TCM) substitution process in early 2016 to remove a high-occupancy vehicle (HOV) lane on US 67/IH 35 between IH 20 and IH 30 (Southern Gateway TCM) and replace it with 35 traffic signalization TCM projects in the Cities of Allen, Fairview, and Dallas. The Southern Gateway HOV TCM was originally included in the *Dallas-Fort Worth One-Hour Ozone Attainment Demonstration State Implementation Plan Revision* (Project No. 1999-055-SIP-AI) and then again in the *Dallas-Fort Worth 1997 Eight-Hour Ozone Attainment Demonstration State Implementation Plan Revision* (Project No. 2006-013-SIP-NR).

The TCM substitution process includes confirming with the Texas Commission on Environmental Quality (TCEQ) that there are no potential backsliding issues concerning the TCM to be substituted, selecting an appropriate substitute TCM, holding a 30-day public comment period and public hearing, and establishing concurrence among the convened TCM substitution working group: the NCTCOG, the TCEQ, the Texas Department of Transportation, the United States Environmental Protection Agency (EPA), and the Federal Highway Administration. The NCTCOG has successfully completed these steps. This TCM substitution removes the Southern Gateway HOV TCM and replaces its associated emissions reductions (nitrogen oxides and volatile organic compounds) with those from the traffic signalization TCM projects referenced above. Verbal concurrence among the consultation partners of the TCM substitution working group was established on May 23, 2016, demonstrating that this substitution meets the requirements of Clean Air Act, §176(c)(8)(A)(i-iv). This letter confirms the TCEQ's concurrence and complies with the requirement of CAA, §176(c)(8)(A)(v).

The TCM substitution was adopted by the NCTCOG Regional Transportation Council on May 12, 2016. Once a letter of concurrence from EPA, Region 6 is received, the TCEQ will submit the substitute TCM and supporting documentation to EPA, Region 6 to update the list of SIP-approved TCMs.

We look forward to working with the EPA and the NCTCOG to complete this TCM substitution. Please contact Jamie Zech at 512-239-3935 or jamie.zech@tceq.texas.gov with questions.

Sincerely,

A handwritten signature in black ink that reads "David Brymer".

David Brymer, Director
 Air Quality Division

DB/jz

Mr. Michael Morris
May 24, 2016

cc: Mr. Ron Curry
United States Environmental Protection Agency

Mr. Jeff Riley
United States Environmental Protection Agency

Mr. Chris Klaus
North Central Texas Council of Governments

Mr. Jose Campos
Federal Highway Administration

Ms. Barbara Maley
Federal Highway Administration

Ms. Jackie Ploch
Texas Department of Transportation

Ms. Michelle Conkle
Texas Department of Transportation

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



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

May 24, 2016

Mr. Ron Curry
EPA Regional Administrator, Region 6
1445 Ross Avenue, Suite 1200, MC#1101A
Dallas, Texas 75202

RE: Transportation control measure substitution in Dallas-Fort Worth ozone nonattainment area

Dear Mr. Curry:

The North Central Texas Council of Governments (NCTCOG) began the transportation control measure (TCM) substitution process in early 2016 to remove a high-occupancy vehicle (HOV) lane on US 67/IH 35 between IH 20 and IH 30 (Southern Gateway TCM) and replace it with 35 traffic signalization TCM projects in the Cities of Allen, Fairview, and Dallas. The Southern Gateway HOV TCM was originally included in the *Dallas-Fort Worth One-Hour Ozone Attainment Demonstration State Implementation Plan Revision* (Project No. 1999-055-SIP-AI) and then again in the *Dallas-Fort Worth 1997 Eight-Hour Ozone Attainment Demonstration State Implementation Plan Revision* (Project No. 2006-013-SIP-NR).

The TCM substitution process includes confirming with the Texas Commission on Environmental Quality (TCEQ) that there are no potential backsliding issues concerning the TCM to be substituted, selecting an appropriate substitute TCM, holding a 30-day public comment period and public hearing, and establishing concurrence among the convened TCM substitution working group: the NCTCOG, the TCEQ, the Texas Department of Transportation, the United States Environmental Protection Agency (EPA), and the Federal Highway Administration. The NCTCOG has successfully completed these steps. This TCM substitution removes the Southern Gateway HOV TCM and replaces its associated emissions reductions (nitrogen oxides and volatile organic compounds) with those from the traffic signalization TCM projects referenced above. Verbal concurrence among the consultation partners of the TCM substitution working group was established on May 23, 2016, demonstrating that this substitution meets the requirements of Clean Air Act, §176(c)(8)(A)(i-iv). This letter confirms the TCEQ's concurrence and complies with the requirement of CAA, §176(c)(8)(A)(v).

The TCM substitution was adopted by the NCTCOG Regional Transportation Council on May 12, 2016. Once a letter of concurrence from EPA, Region 6 is received, the TCEQ will submit the substitute TCM and supporting documentation to EPA, Region 6 to update the list of SIP-approved TCMs.

We look forward to working with the EPA and the NCTCOG to complete this TCM substitution. Please contact Jamie Zech at 512-239-3935 or jamie.zech@tceq.texas.gov with questions.

Sincerely,

A handwritten signature in blue ink that reads "David Brymer".

David Brymer, Director
Air Quality Division

DB/jz

Mr. Ron Curry
May 24, 2016

cc: Mr. Jeff Riley
United States Environmental Protection Agency

Mr. Michael Morris, P.E.
North Central Texas Council of Governments

Mr. Chris Klaus
North Central Texas Council of Governments

Mr. Jose Campos
Federal Highway Administration

Ms. Barbara Maley
Federal Highway Administration

Ms. Jackie Ploch
Texas Department of Transportation

Ms. Michelle Conkle
Texas Department of Transportation

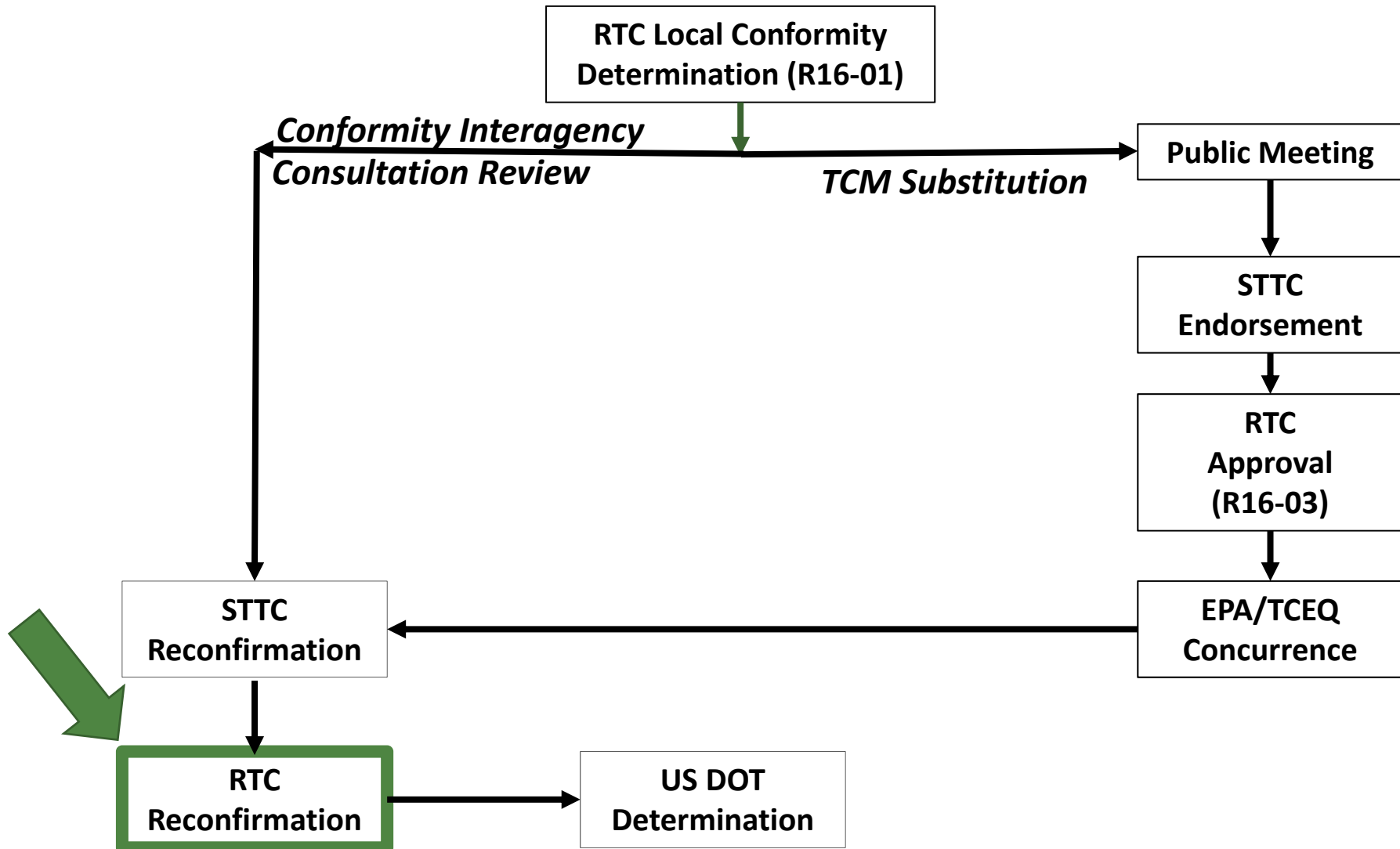
2016 Transportation Conformity Reconfirmation

Regional Transportation Council

Chris Klaus

June 16, 2016

2016 Transportation Conformity Process



Reconfirmation of Analysis

- SAME** • Analysis Area: Ten-County Ozone Nonattainment Area
- SAME** • Metropolitan Transportation Plan: Mobility 2040
- SAME** • Transportation Improvement Program (TIP) Related Changes will Occur Through the 2017-2020 TIP Approval Process
- SAME** • Analysis Years: 2017, 2027, 2037, and 2040
- SAME** • Motor Vehicle Emission Budgets
- SAME** • 2016 Transportation Conformity Results
- SAME** • US DOT Determination Schedule
- UPDATED** • Interim US 67/IH 35E HOV Between IH 20 and IH 30 with Associated Benefits Removed and Substituted with Traffic Signalization Projects

Schedule

Agency	Action	Date
STTC	Endorsement of Mobility 2040 and 2016 Transportation Conformity and recommendation for RTC approval	February 26, 2016
RTC	Endorsement of Mobility 2040 and 2016 Transportation Conformity	March 10, 2016
EPA/FHWA/FTA/TCEQ/TxDOT	Interagency consultation review begins	March 11, 2016
EPA and TCEQ	US 67/IH 35E TCM substitution begins	March 22, 2016
NCTCOG	US 67/IH 35E TCM substitution public comment period begins	April 11, 2016
STTC	Approve the RTC's intent to adopt a resolution indicating concurrence on the TCM substitution	April 22, 2016
NCTCOG	US 67/IH 35E TCM substitution public comment period ends	May 10, 2016
RTC	Adopt a resolution approving TCM Substitution	May 12, 2016
NCTCOG	Distribute adopted resolution to EPA, FHWA, FTA, TCEQ, and TxDOT	May 13, 2016
EPA and TCEQ	Send TCM substitution concurrence letters to FHWA, FTA, and TxDOT	Late May, 2016
STTC	Endorsement of the 2016 Transportation Conformity analysis for Mobility 2040 and associated TIP, incorporating the TCM substitution for RTC approval	May 27, 2016
RTC	Endorsement of the 2016 Transportation Conformity analysis for Mobility 2040 and associated TIP, incorporating the TCM substitution	June 16, 2016
USDOT	Adequate Conformity Determination	June 2016

Request for Action

Incorporate the Transportation Control Measure Substitution of the Interim HOV US 67/IH 35E Lanes with Traffic Signal Prioritization Improvements into the 2016 Transportation Conformity

RTC Reconfirms Approval of the 2016 Transportation Conformity Analysis for Mobility 2040 and Associated TIP

Resources

Chris Klaus
Senior Program Manager
cklaus@nctcog.org
817-695-9286

Additional information available online
Conformity: <http://www.nctcog.org/trans/air/conformity/>

**RESOLUTION APPROVING A MEMORANDUM OF UNDERSTANDING WITH TEXAS
CENTRAL PARTNERS REGARDING HIGH-SPEED PASSENGER RAIL INITIATIVES
(R16-06)**

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

WHEREAS, the Regional Transportation Council (RTC), 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 the regional forum for cooperative decisions on transportation; and,

WHEREAS, the RTC is responsible for the approval of transportation projects and policies in the region's long-range transportation plan (Mobility 2040); and,

WHEREAS, the RTC is responsible for identifying mobility choices within the Dallas-Arlington-Fort Worth Metropolitan Planning Area through Mobility 2040; and,

WHEREAS, since 1991, the region has been designated as nonattainment for the pollutant ozone and approximately half of ozone precursor oxides of nitrogen (NO_x) emissions come from on-road mobile sources; and,

WHEREAS, the RTC is responsible for identifying projects simultaneously improving mobility and increasing air quality; and,

WHEREAS, it is deemed to be in the region's best interests to support Public-Private Partnerships (PPPs) for the implementation of transportation projects; and,

WHEREAS, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of a Memorandum of Understanding with Texas Central Partners for High-Speed Passenger Rail initiatives.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council approves a Memorandum of Understanding with Texas Central Partners for High-Speed Passenger Rail Initiatives, in substantially the same form as Attachment 1.

Section 2. This resolution shall be transmitted to local governments and transportation agencies along the corridor and other interested parties as appropriate.

Section 3. This resolution shall be in effect immediately upon its adoption.

Mark Riley, Chair
Regional Transportation Council
County Judge, Parker County

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 June 16, 2016.

Rob Franke, P.E., Secretary
Regional Transportation Council
Mayor, City of Cedar Hill

Partnership Position Regarding Texas Central Partners' Delivery of High-Speed Rail Between Downtown Dallas and Houston

Whereas the undersigned share a commitment to creating and leveraging public and private resources to enhance the mobility of travelers in Texas;

Whereas strong economic growth and projected population increases, combined with widespread local political support for investment in public infrastructure, provide an optimal environment for the development of high-speed rail and complementary systems in Texas;

Whereas growing populations within metro areas in Texas are served by expansive transportation networks including extensive transit networks and world-class tolled and non-tolled highway facilities;

Whereas the Regional Transportation Council, the policy committee for the Metropolitan Planning Organization for the Dallas/Fort Worth area adopted as part of its fiscally constrained, long-range plan a three-station concept whereby an east-west high-speed, grade separated passenger system would connect to a North Texas/Houston rail system in Dallas and an Austin/North Texas system in Fort Worth and provide rail connectivity to Arlington;

Whereas the Texas Transportation Commission created the Commission on High-Speed Rail in the Dallas/Fort Worth Region to advise TxDOT leadership on the development of intercity rail corridors, new transportation policies and funding and procurement strategies as they relate to the implementation of a proposed high-speed rail system;

Whereas Texas Central Partners, LLC and its affiliates (Texas Central) have spent significant private capital on the validation and the development of a high-speed passenger rail system that will connect North Texas to Houston;

Whereas Texas Central is developing a privately-sponsored high-speed passenger rail system on which it will deploy the Tokaido Shinkansen total system to connect North Texas, the Brazos Valley and Houston and for which it will not accept public grants or operating subsidies; and

Whereas close coordination among the undersigned is required to maximize the opportunities for connectivity for the benefit of generations of Texans; now, therefore, be it

Resolved, that the undersigned parties:

1. Affirm that developing safe, dependable and interconnected passenger rail and rail transit systems is in the best interest of the travelling public in part because of rail's safety, reliability, air quality improvement and efficient use of land which fosters urban densification and economic development.
2. Will, as necessary and as appropriate, provide written and vocal support of Texas Central at the local, state and federal levels.
3. Will develop and adhere to the description core messages of each of the undersigned entities and their roles and responsibilities as it relates to planning and connecting with high-speed passenger rail systems.
4. Do hereby establish that the total system approved by the Federal Railroad Administration, developed by the private sector and deployed by Texas Central is the Dallas/Fort Worth Region's preferred high-speed rail technology.
5. Support the development of one seat/one ticket high-speed rail connectivity between Fort Worth, Arlington, Dallas and Houston through Texas Central's Dallas passenger station, and, should regulatory, environmental, financial or other challenges prohibit the timely development of a one seat/one ticket connection, support and coordinate to help develop as close to a cross-platform solution for rail passengers as possible.
6. Will coordinate the siting and planning of routes and facilities to accommodate interconnectivity of high-speed rail passenger facilities in Fort Worth, Arlington, Dallas and Houston and the interconnectivity of high-speed passenger stations and public transit facilities and will, to the extent possible, provide timely review of regulatory and inspection requests made by complementary projects.
7. Affirm that if and when high-speed rail or other projects that are separate from but complementary to Texas Central's project receive public funding, Texas Central shall maintain its private capital commitments and take no ownership of these other systems, but will seek to accommodate all reasonable interconnectivity.
8. Agree that in the pursuit of public funds, public entities will not describe Texas Central as a recipient of grants or a source of collateral or guarantees.
9. Agree that this resolution does not restrict any other high-speed rail entity constructing high-speed rail on their own right-of-way between North Texas and Houston, and

Resolved, that Texas Central, in addition, will:

1. Continue to incur costs associated with the planning and positioning of its Dallas station such that it can accommodate connectivity with the proposed Fort Worth, Arlington to Dallas high-speed rail system.
2. Not accept public grants for construction or operational subsidies for its planned North Texas to Houston service.

3. Pursue participation in local economic development programs that may be available near its proposed station location.
4. Support local efforts connecting Fort Worth, Arlington and Dallas by high-speed rail, understanding that a one-seat ride is only possible if the same technology is used in both corridors.

Signed and adopted by

NCTCOG's Regional Transportation Council
Texas Central Partners, LLC

At a minimum, the following entities are encouraged to approve a similar agreement. Other local governments are also welcome to support the agreement.

Commission for High Speed Rail in the Dallas-Fort Worth Region
City of Arlington
City of Dallas
City of Fort Worth
City of Grand Prairie
City of Irving
Dallas County
Tarrant County
Dallas Area Rapid Transit
Fort Worth Transportation Authority
Trinity Railway Express

RESOLUTION R-16-3993**A RESOLUTION OF THE CITY OF COLLEYVILLE STATING THE CITY'S
OPPOSITION TO TEX RAIL AND PERMANENTLY BARRING THE CITY'S
PARTICIPATION IN THE CONSTRUCTION OF ANY RAIL STATION
WITHIN THE CITY LIMITS OF COLLEYVILLE**

- WHEREAS,** the City Council previously adopted Resolution R-09-3132 regarding the City's opposition to rail stations within the City limits of Colleyville; and
- WHEREAS,** the City Council continues to have serious concerns relative to the merits, impacts, and viability of the TEX Rail project; and
- WHEREAS,** the anticipated capital and operating costs for TEX Rail are astronomical, especially when compared to even the most generous ridership estimates; and
- WHEREAS,** the Fort Worth Transportation Authority has yet to secure hundreds of millions of dollars in federal funding to complete the initial \$1B capital build-out; and
- WHEREAS,** the TEX Rail project has never been subjected to voter input of any kind, thereby depriving the public and taxpayers any say over the project; and
- WHEREAS,** the Fort Worth Transportation Authority's own final environmental report acknowledges that "vehicle traffic will not be expected to change substantially", "that at some locations TEX Rail may add traffic volumes slightly", that "overall the commuter rail alternative has negligible effects on traffic patterns and volumes", and that TEX Rail "offers no significant change" in vehicle miles traveled or vehicle hours traveled; and
- WHEREAS,** the Fort Worth Transportation Authority also acknowledges "there will be no significant improvements in air quality or congestion" since TEX Rail is heavy diesel rail and a not a light rail system; and
- WHEREAS,** the City Council's previous request that freight traffic on the Cotton Belt Line be limited has not been met; and

WHEREAS, the City Council wishes to permanently bar the City's participation in the construction or funding of a station within the City limits of Colleyville; and

WHEREAS, the City Council is adamantly opposed to TEX Rail and its negative impacts to property values, noise, safety, traffic, general character, and way of life in Colleyville; and

WHEREAS, all statutory and constitutional requirements for the passage of this Resolution have been adhered to, including but not limited to, the Texas Open Meetings Act.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

- Sec. 1. THAT all matters stated hereinabove are found to be true and correct and are incorporated herein by reference as if copied in their entirety.
- Sec. 2. THAT the City of Colleyville shall be permanently barred from participating in the cost or construction of a rail station within the City limits of Colleyville.
- Sec. 3. THAT the City of Colleyville requests that the official entities that control traffic on the Cotton Belt Line limit and reduce all rail traffic on the Cotton Belt Line.
- Sec. 4. THAT the City of Colleyville opposes TEX Rail based on the negative impact its additional rail traffic will have on the quality of life in Colleyville and the overall costs of TEX Rail with no corresponding benefit.
- Sec 5. THAT the City of Colleyville requests that the NCTCOG and RTC reconsider the TEX Rail project and/or put the project up for public referendum in the November 2016 general election.

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF ____ AYES, ____ NAYS, AND ____ ABSTENTIONS ON
THIS THE 17TH DAY OF MAY 2016.

ATTEST:

CITY OF COLLEYVILLE

Amy Shelley, TRMC
City Secretary

Richard Newton
Mayor

The Case for Rail Transit

Public transportation is not for everyone. Public transportation provides a needed mobility solution for many, while providing a mobility choice for all. Similar to Fuji apples, some apple varieties are not for every individual but provide a choice for everyone. 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. While the combined 38.4 cents per gallon paid by motorists is used for federal and state highways and public transportation, local roadways are funded through local funding sources. Our motor fuel taxes pay for state and federal roadways, not for local roadways.

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 costs¹. 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 costs². 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 interchanges³. 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 roadways⁴. 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 fatalities⁵.

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 travelling by automobile. Per billion miles travelled, the fatality rates are⁶:

- 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

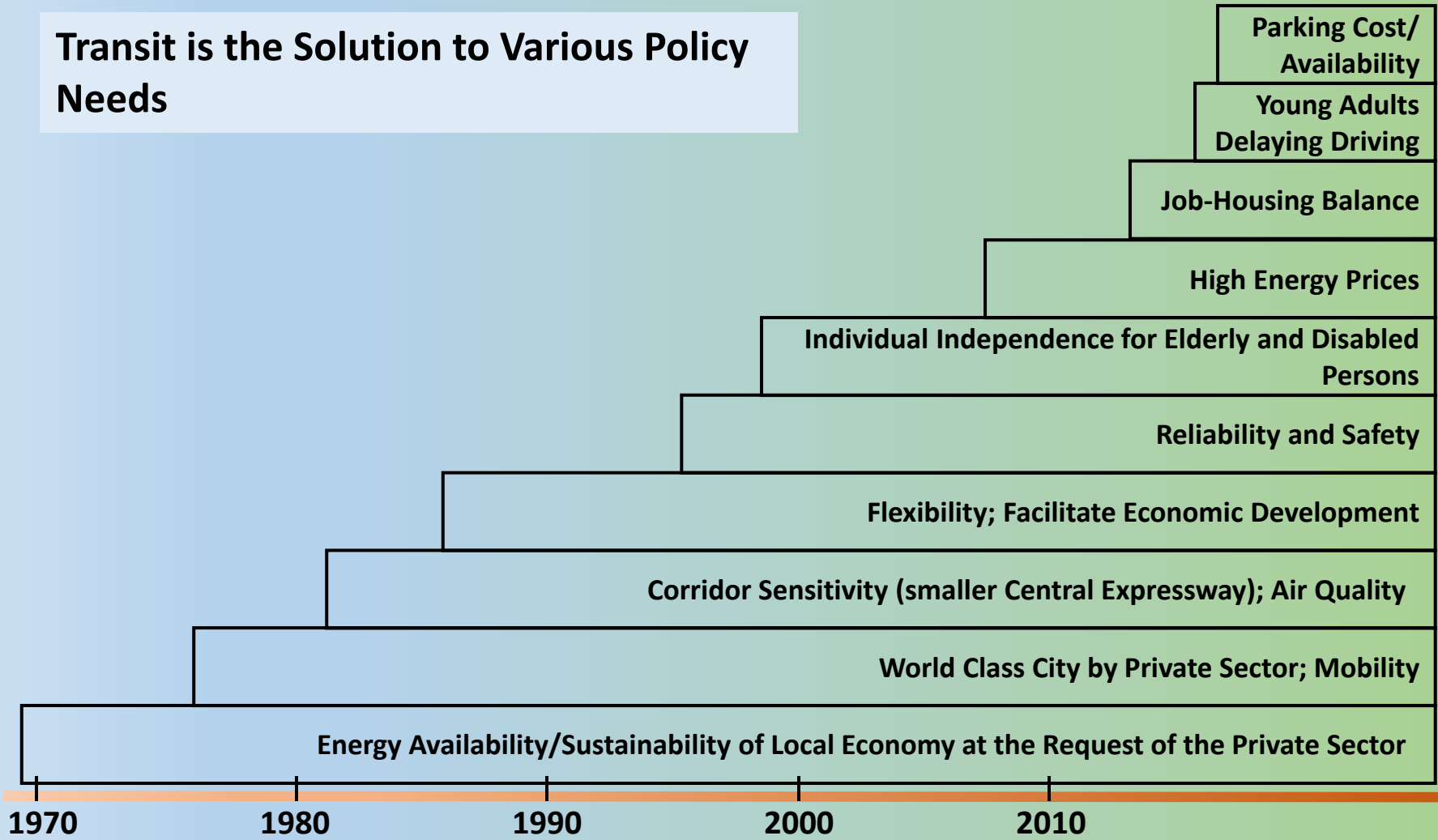


Figure 2 – Modern passenger rail vehicles used by the DCTA for the A-Train service

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

Passenger Rail: 50-Year Policy Development Within the Dallas-Fort Worth Region

Transit is the Solution to Various Policy Needs



Source: NCTCOG

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Fiscal Year 2017-2019 Goal Update

REGIONAL TRANSPORTATION COUNCIL

JUNE 16, 2016

Ken Kirkpatrick



North Central Texas
Council of Governments

FY2017-2019 DBE GOAL UPDATE

DBE Program Purpose

Ensure Non-discrimination

Create a Level Playing Field/Fair Competition

Narrowly Tailor Program to Meet Federal Law

Ensure DBE Firms Meet Required Eligibility Standards

Help Remove Barriers to DBE Participation

Assist in Development of Firms to Compete Outside
DBE Program

FY2017-2019 DBE GOAL UPDATE

NCTCOG Policy and Current DBE Goal

NCTCOG Policy:

Award Fair Share of Contracts to Disadvantaged Business Enterprises

NCTCOG Transportation Department (US DOT-Assisted Contracting Opportunities):

25 Percent Overall DBE Participation Goal

Demonstration of Good-Faith Efforts

Certification of DBE Eligibility

Necessary to Update the Goal for Next Three Years

FY2017-2019 DBE GOAL UPDATE

Development of DBE Goal

Determine Relative Availability of Ready, Willing, and Able DBE Firms by Function (Base with Adjustments)

Goal to Reflect Expected DBE Participation Absent Effects of Discrimination

Cannot Rely on National Goal (10%), Previous Goal or Past Participation Without Reference to Availability

FY2017-2019 DBE GOAL UPDATE

DBE Availability Analysis

	Potential Awards (in \$1,000s)	Total DBE Firms*	Total Firms*	Non-Weighted Summary
Urban Planning/ Engineering Services	\$ 8,470	5365	1,679	31.92%
Advertising/Public Relations	\$ 2,382	221	1,022	21.62%
Software Development/ Computer Services	\$ 817	182	2,229	8.17%
Equipment	\$ 1,467	6	102	5.88%
TOTAL	\$13,136	945	5,032	18.78%
Total Weighted Summary				25.67%

*Market Area is Dallas-Fort Worth Metropolitan Area

FY2017-2019 DBE GOAL UPDATE

Historical Performance

Fiscal Year	Total Contract Amount	DBE Goal	DBE Contract Percent	DBE Expenditure Percent
2006-2010	\$17,028,000	13%	22%	24.1%
2011-2013	\$7,122,596	25%	27.4%	24.5%
2014-2016*	\$14,485,947	25%	29.81%	31.69%

*through May 1, 2016

FY2017-2019 DBE GOAL UPDATE

Race Conscious & Race Neutral Participation

Race Conscious Participation:

Achieved through DBE contract goals

Race Neutral Participation:

Achieved without DBE contract goals

Fiscal Year	Total Contract Expenditures	Total DBE Expenditures	Race Conscious Expenditures	Race Neutral Expenditures	Ratio of Race Conscious v. Race Neutral
2014-2016	\$8,061,597	\$2,555,293	\$1,443,164	\$1,112,130	56% : 44%

FY2017-2019 DBE GOAL UPDATE

Proposed Goal

2017-2019 Contracting Opportunities	\$13,136,000
Proposed Overall DBE Goal	25%
Race Conscious	14%
Race Neutral	11%

Goal Development Methodology and Supporting Materials Available
at: <http://www.nctcog.org/trans/programs/DBEProgram.asp>

FY2017-2019 DBE GOAL UPDATE

Schedule

TASK	DATE	STATUS
STTC Meeting: Information Item	May 27	✓
Notice to Public: Proposed DBE Goal	June 1	✓
Public Meetings: Proposed DBE Goal	June 13-15	✓
RTC Meeting: Information Item	June 16	✓
Consultant/DBE Workshop	July 13	
End of 45-Day Public Comment Period	July 21	
STTC Meeting: Action Item	July 22	
RTC Meeting: Action Item	August 11	
Executive Board: Action Item	August 25	
Submit Electronically to FTA	August 26	
DBE Program Update and Goal Effective	October 1	

QUESTIONS OR COMMENTS

Ken Kirkpatrick

Counsel for Transportation

Phone: 817-695-9278

Email: kkirkpatrick@nctcog.org

Emily Beckham

Grants and Contracts Supervisor

Phone: 817-608-2308

Email: ebeckham@nctcog.org

Tolled Managed Lanes Communications Plan Summary of Key Components

General public-focused social media campaign of “viral videos” showing how tolled managed lanes are used by real people in the community (families, plumbers or a/c technicians, business travelers, etc.). Campaign will also focus on educational components of how to use the managed lanes.

Informational pieces and presentations for stakeholders and critics that discuss the benefits on tolled managed lanes as well as educational elements. May be in the form of a question and answer piece.

Fact sheet/white paper on observed, real-world behavior of Dallas-Fort Worth drivers on the region’s tolled managed lanes (e.g., number of trips per month, average toll amount per month, comparison to other family expenses).

Fact sheet/white paper on the economic development benefits near tolled managed lanes.

White paper on transportation improvements being made based on recent legislative actions (Proposition 1, Proposition 7, ending diversions) and what is still needed.



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

TO: Firms in the High-Speed Rail Industry

DATE: May 11, 2016

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

SUBJECT: High-Speed Rail Industry Forum Related to the March 16, 2016, Federal Register Notice

On March 16, 2016, the Federal Railroad Administration (FRA) and the Department of Transportation (DOT) issued a notice of request for proposals for projects for the financing, design, construction, operation, and maintenance of a high speed passenger rail system operating within a high speed rail corridor. Leaders throughout Dallas-Fort Worth have been working for several years to bring high speed rail to, from and within the region. This Federal Register notice presents an opportunity for the private sector to bring innovation and experience from across the globe to advance high speed rail in this region or others throughout the country.

The North Central Texas Council of Governments (NCTCOG) will host an industry forum with firms potentially interested in proposing a high speed rail project in the Dallas-Fort Worth region to FRA and DOT through the request for proposals. The forum will be held on **Monday, June 20, 2016, at 1:30-3:30 pm** in the Transportation Council Room of the NCTCOG, 616 Six Flags Drive, Arlington, Texas 76011. **Please respond with your attendance plans to Amanda Wilson at awilson@nctcog.org or (817) 695-9284.** Information on regional plans and policies, status of environmental documents, and data available will be presented at the forum. Several elected officials will be present to showcase the importance of this endeavor.

The Dallas-Fort Worth region is a critical component of a high speed rail network across Texas connecting to Houston, Dallas, Arlington, Fort Worth, Austin, San Antonio, and points beyond. We look forward to meeting with firms interested in advancing this modern mode of transportation within Dallas-Fort Worth. Please feel free to contact me at (817) 695-9241 if you have any questions.


Michael Morris, P.E.

AW:ch

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

2015 Safety Program Performance Measures

NCTCOG 16-County Crash and Fatality Data 2013-2015

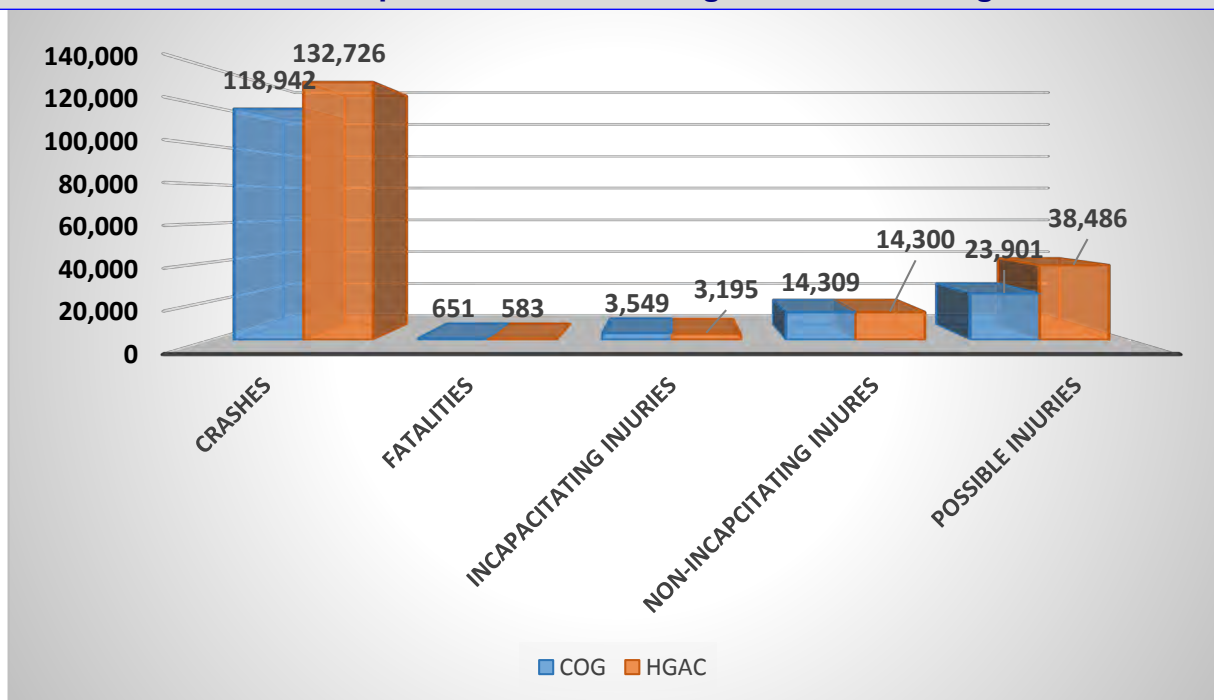
NCTCOG receives regional crash data from TxDOT's Crash Records Information System (CRIS) annually. The collected data helps to identify crash hotspots and assist in the development of improvement strategies for the locations. The performance measures below highlight reportable crashes and fatalities that occurred in the North Texas region in 2013, 2014 and 2015. The data below indicates that in 2014 the NCTCOG region experienced one crash every five minutes and one fatality every 15 hours.

2013-2015 Crashes					2013-2015 Fatalities				
County	2013	2014	2015	% Change 2014 to 2015	County	2013	2014	2015	% Change 2014 to 2015
Collin	10,419	11,845	12,893	8.85%	Collin	41	41	36	-12.20%
Dallas	40,330	42,895	48,811	13.79%	Dallas	218	235	256	8.94%
Denton	8,975	9,886	11,655	17.89%	Denton	40	36	34	-5.56%
Ellis	1,858	2,173	2,401	10.49%	Ellis	19	23	25	8.70%
Erath	500	624	674	8.01%	Erath	10	16	18	12.50%
Hood	638	752	749	-0.40%	Hood	5	8	3	-62.50%
Hunt	949	1,110	1,317	18.65%	Hunt	15	18	18	0.00%
Johnson	2,010	1,998	1,983	-0.75%	Johnson	18	23	23	0.00%
Kaufman	1,388	1,480	1,752	18.38%	Kaufman	12	24	17	-29.17%
Navarro	968	1,073	1,253	16.78%	Navarro	13	10	11	10.00%
Palo Pinto	535	534	548	2.62%	Palo Pinto	11	8	10	25.00%
Parker	1,804	1,999	1,981	-0.90%	Parker	18	15	19	26.67%
Rockwall	1,026	1,019	1,285	26.10%	Rockwall	8	3	4	33.33%
Somervell	141	135	135	0.00%	Somervell	6	3	2	-33.33%
Tarrant	27,595	28,222	30,714	8.83%	Tarrant	139	142	155	9.15%
Wise	903	910	791	-13.08%	Wise	10	14	20	42.86%
Total	100,039	106,655	118,942	11.52%	Total	583	619	651	5.17%

Source (Crashes and Fatalities): TxDOT's Crash Records Information System (CRIS) current as of 2/6/2016 - All TxDOT disclaimers apply to this information.

Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."

Crash Comparison: NCTCOG Region vs. HGAC Region



NCTCOG Crash and Fatality Data 2015

2015 Contributing Factors for Serious Injury and Fatality Crashes

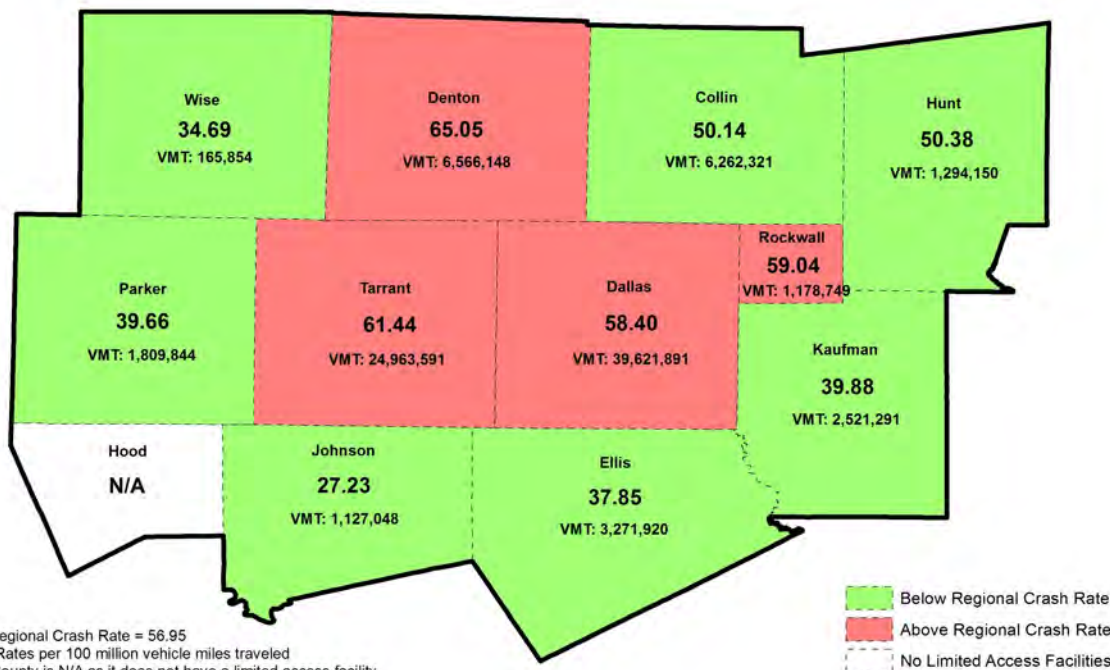
	Top Ten Contributing Factors	Percentage
1	Speeding - (Failed to Control Speed / Overlimit / Unsafe Speed)	32.10%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Drove Without Headlights / Road Rage)	11.56%
3	Faulty Evasive Action	9.68%
4	Changed Lane When Unsafe	8.75%
5	Followed Too Closely	8.36%
6	Failed to Drive in Single Lane	6.59%
7	Under Influence - (Alcohol / Had Been Drinking / Drug)	4.57%
8	Disabled in Traffic Lane	2.24%
9	Fatigued or Asleep	1.94%
10	Sick or Ill (Explain in Narrative)	1.01%

Notes: 1. The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA.

2015 Crash Rates by County

Annually, NCTCOG calculates crash rates on limited access facilities for the NCTCOG 12-County MPA. The map below displays crash rates by county in comparison to the 2015 regional crash rate of 56.95 crashes per 100 million vehicle miles traveled. Counties that have a higher crash rate than the regional rate are shown in red, while counties with a rate below the regional crash rate are shown in green.

2015 Limited Access Roadway Crash Rates by County: NCTCOG 12 - County MPA



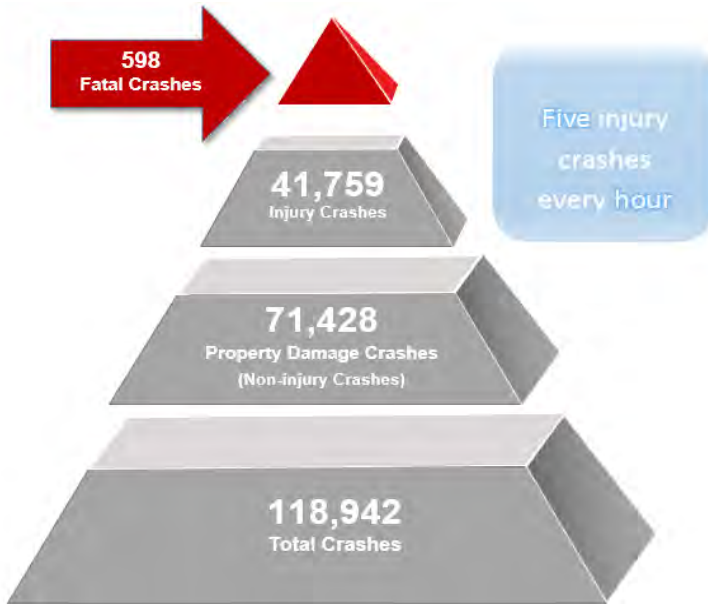
Source:
Crash Data - TxDOT Crash Records Information System (CRIS)
VMT Data - NCTCOG Trans Model Performance Reports



NCTCOG Traffic Incident Management (TIM) Program

2015 Regional Crash Pyramid

The following statistics represent the high volume of crashes in the region, equating to five injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



On average, each injury crash requires

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- 1 Towing and Recovery
- 9 Responders

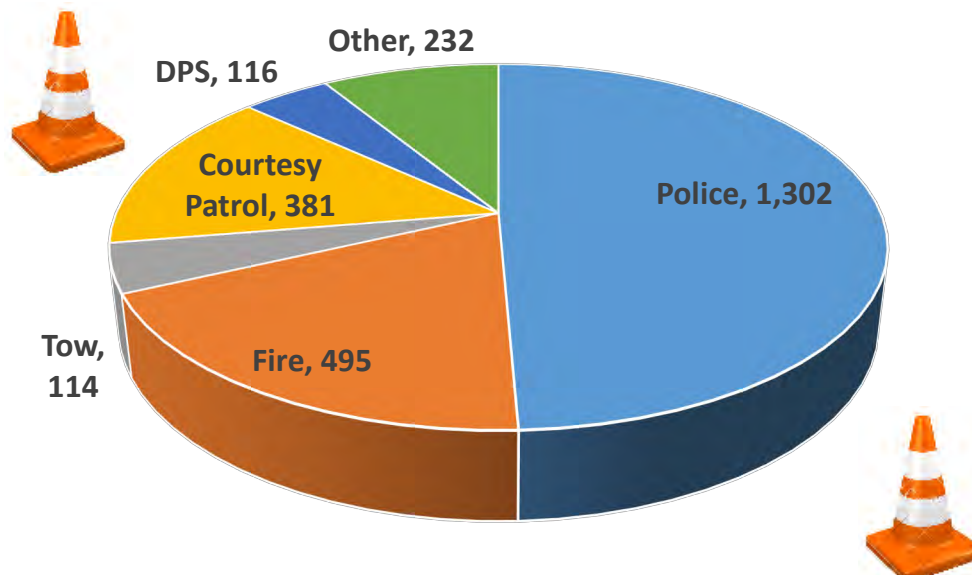
Potentially 36 responders "working in or near moving traffic" every hour 24/7/365

First Responder and Manager's Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager's Course** is specifically designed for those with daily involvement in responding to traffic incidents on the region's freeways. This course is offered at least six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits and Emergency Medical Services (EMS) Continuing Education Units (CEUs).

First Responder and Manager's Course Attendance			
2003 - 2014	2015	January 2016	Total
2,440	169	31	2,640

First Responder and Manager's Course Attendance - Breakdown



NCTCOG Traffic Incident Management (TIM) Program

First Responder and Manager's Course Attendance - Agencies

Cities and Counties Represented (116)

As of January 2016

Able Springs	Burleson					Plano	Southlake
Addison	Carrollton	DeSoto	Glenn Heights	Joshua	Little Elm	Ponder	Sunnyvale
Aledo	Cedar Hill	Duncanville	Grand Prairie	Kaufman	Longview	Prosper	Terrell
Allen	Cleburne	Edgecliff Village	Grapevine	Keene	Mansfield	Red Oak	The Colony
Alvarado	Colleyville	Euless	Greenville	Keller	McKinney	Richardson	Trophy Club
Anna	Commerce	Fairview	Greenwood	Kennedale	Mesquite	Richland Hills	University Park
Argyle	Coppell	Farmers Branch	Haltom City	Kilgore	Midlothian	Roanoke/	Watauga
Arlington	Corinth	Ferris	Highland Park	Krugerville	Milford	Marshall Creek	Waxahachie
Aubrey	Corsicana	Flower Mound	Highland Village	Krum	Murphy	Rockwall	Weatherford
Azle	Crandall	Forest Hill	Hudson Oaks	Lake Cities	North Richland Hills	Rowlett	Westlake
Balch Springs	Cresson	Forney	Hurst	Lake Worth	Northlake	Royse City	White Settlement
Bedford	Crowley	Fort Worth	Hutchins	Lakeside	Oak Point	Sachse	Willow Park
Benbrook	Dallas	Frisco	Irving	Lancaster	Ovilla	Saginaw	Wilmer
Brock Dennis	Denton	Garland	Italy	Lewisville	Pantego	Seagoville	Wylie

Counties: Collin, Dallas, Denton, Johnson, Kaufman, Parker, Rockwall, and Tarrant

Executive Level Course Attendance

The **Executive Level Course** was introduced in 2005 and is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the First Responder and Manager's Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - October 2015)
255	115	21	16	29	6	88	530

Photogrammetry Training 2007— 2016

Photogrammetry Training is offered as a complement to the region's TIM Training series. The Photogrammetry System, used for crash reconstruction and forensic measurements, is an image-based 3D system that calculates measurements from photographs and digital images. The System helps reduce the time needed to investigate a crash scene. The following training is offered twice a year:

- Basic Training - five-days (includes a three-day iWitness™ workshop and a two-day Crash Zone workshop)
- Advanced Training - two-days (offered to students who completed Basic Training)

Course	Total
Basic Training	159
Advanced Training	98

Bicycle and Pedestrian Safety - Look Out Texans Campaign

Launched in October 2015, the Look Out Texans Campaign encourages North Texans to watch out for one another and offers specific tips to bike, walk and drive safely together. The campaign was developed by the North Central Texas Council of Governments and funded by the Texas Department of Transportation. Between 2010 and 2014, there were more than 8,200 reported bicycle and pedestrian crashes involving motor vehicles that resulted in over 500 fatalities in North Texas, according to TxDOT. The campaign features North Texans helping bring a greater sense of community and respect to our roads. Understanding how people bicycling, walking and driving should interact together is important to improving safety on area roads and protecting our friends, families and neighbors.

For example, people **bicycling** should follow the same traffic rules as vehicles, ride in the same direction as traffic, always stop at traffic signals and stop signs, and use hand signals. People **walking** must be alert and visible. Pedestrians should only cross streets at crosswalks and intersections where they can gauge traffic and be visible. Before crossing, eye contact with drivers ensures they were seen. Finally, people **driving** should allow at least three feet when passing someone on a bicycle. State law allows bicyclists to ride on roadways and use the middle of a lane. Drivers must also look out for people walking, always yielding to crossing pedestrians.

To view safety education videos and see all 21 safety tips of the Look Out Texans campaign, visit LookOutTexans.org.



Mobility Assistance Patrol Program (MAPP)

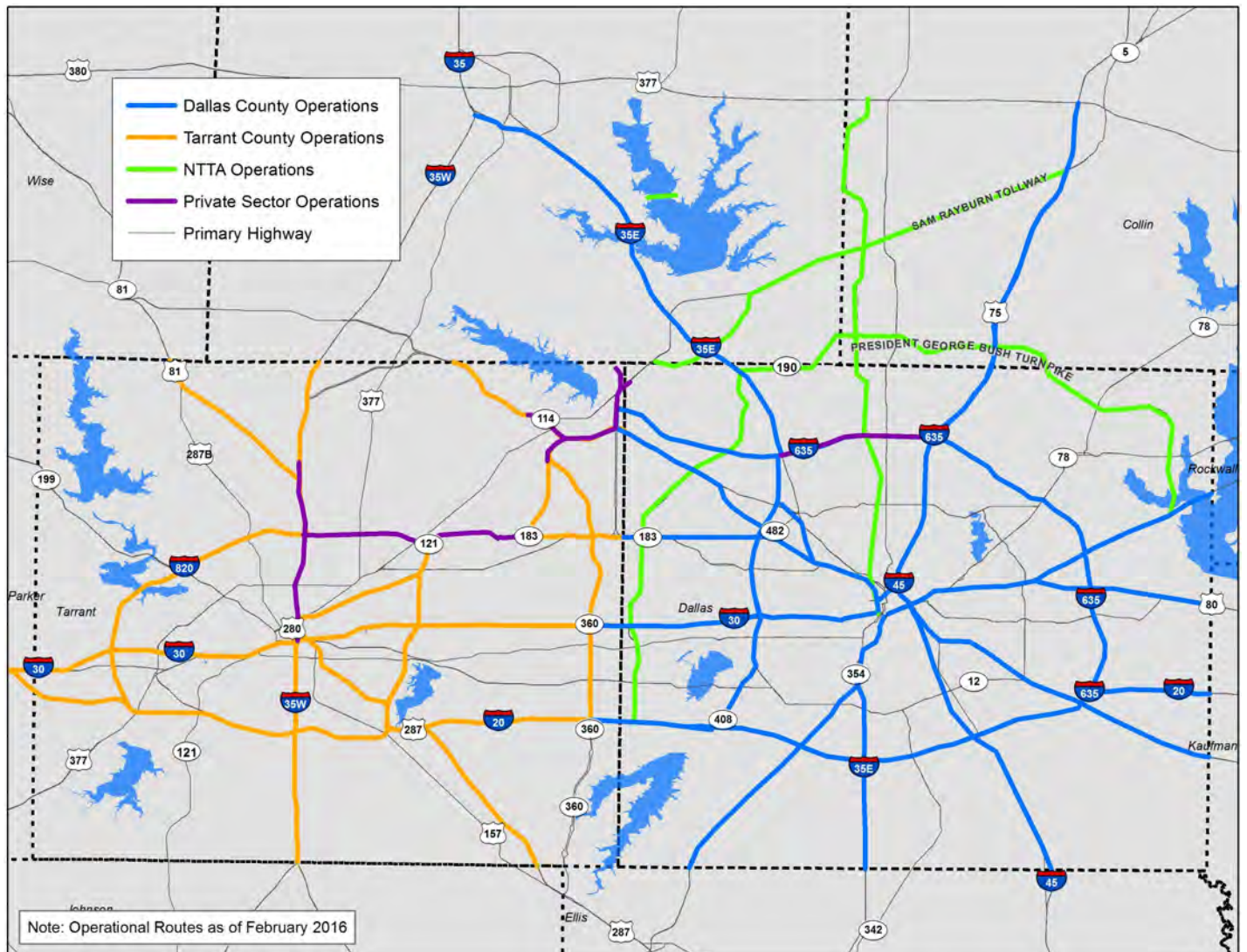
The Mobility Assistance Patrol Program (MAPP) is an essential element to the region's Traffic Incident Management operations. The MAPP coverage area is focused on congested roadway systems in Dallas and Tarrant Counties and portions of Collin and Denton Counties. The goal of the Regional MAPP is to assist in the alleviation of congestion on area highways/freeways and toll roads. The MAPP provides free assistance to stalled and stranded motorists by helping them to move disabled vehicles from the main lanes of regional highway/freeway facilities, assisting with flat tires, stalled vehicles, and minor accidents and ultimately getting the vehicles operating or off the facility completely. Assistance is also provided to law enforcement with traffic control when deemed necessary or when requested by law enforcement.

MAPP is currently being operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, and the North Texas Tollway Authority (NTTA). Portions of Dallas and Tarrant County Operations are currently being patrolled by private sector partner agencies on the DFW Connector, LBJ TEXpress, and NTE TEXpress corridors. The number of assists from NTTA is not reported here due to a corruption in their data.

Mobility Assistance Patrol Program Performance Measures

Agency	2014 Assist	2015 Assist
Dallas County Operations	69,828	66,501
Tarrant County Operations	22,765	26,460
NTE	Not Reported	3,479
LBJ	Not Reported	3,928
NTTA	38,832	Not Reported

Patrol Routes



In 2015, Dallas and Tarrant County



provided:



••• **40,939**

Driver Assistance /
Stalled Vehicle



••• **26,545**

Courtesy Check /
Directions / Info



••• **3,347**

Crash Assistance



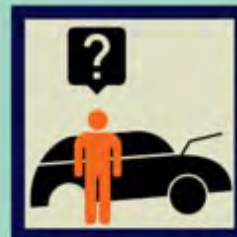
••• **6,474**

Debris Removal



••• **6,797**

Protection to First
Responders



••• **6,537**

Abandoned Vehicle
Check

Total Combined Assists: 90,639

Combined Highway Miles Patrolled: 464

An additional 2,322 assists were either not found or cancelled before a patrol vehicle arrived

Hours of Operation

Dallas County

Mon - Fri
Sat - Sun



5 AM - 9:30 PM
11 AM - 7:30 PM

Tarrant County

Mon - Sun



6 AM - 10 PM

NTTA

Mon - Sun



24 Hours a Day

CDA (NTE and LBJ)

Mon - Sun



24 Hours a Day

CDA (DFW)

Mon - Sun

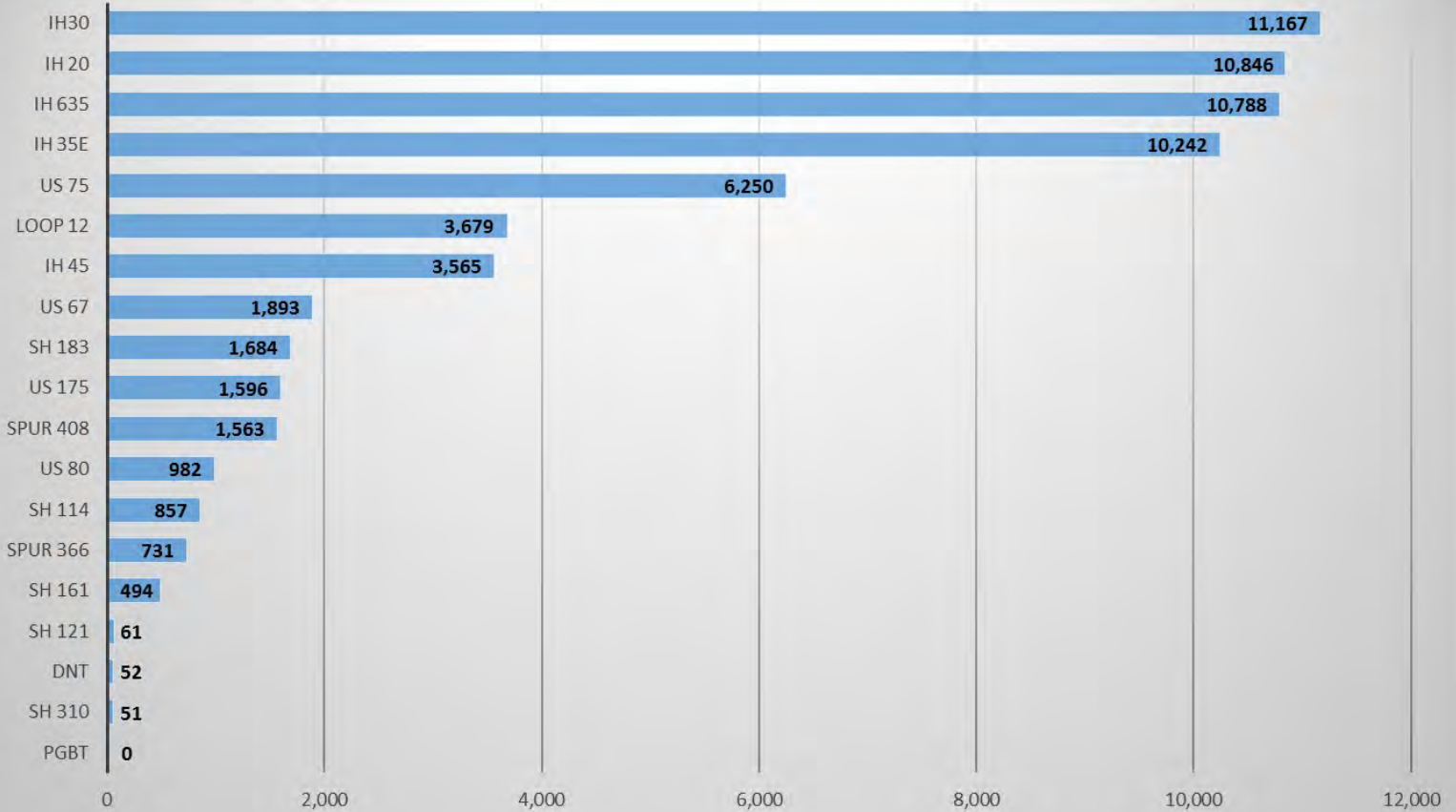


5:30 AM - 8:30 AM
3:30 PM - 7 PM

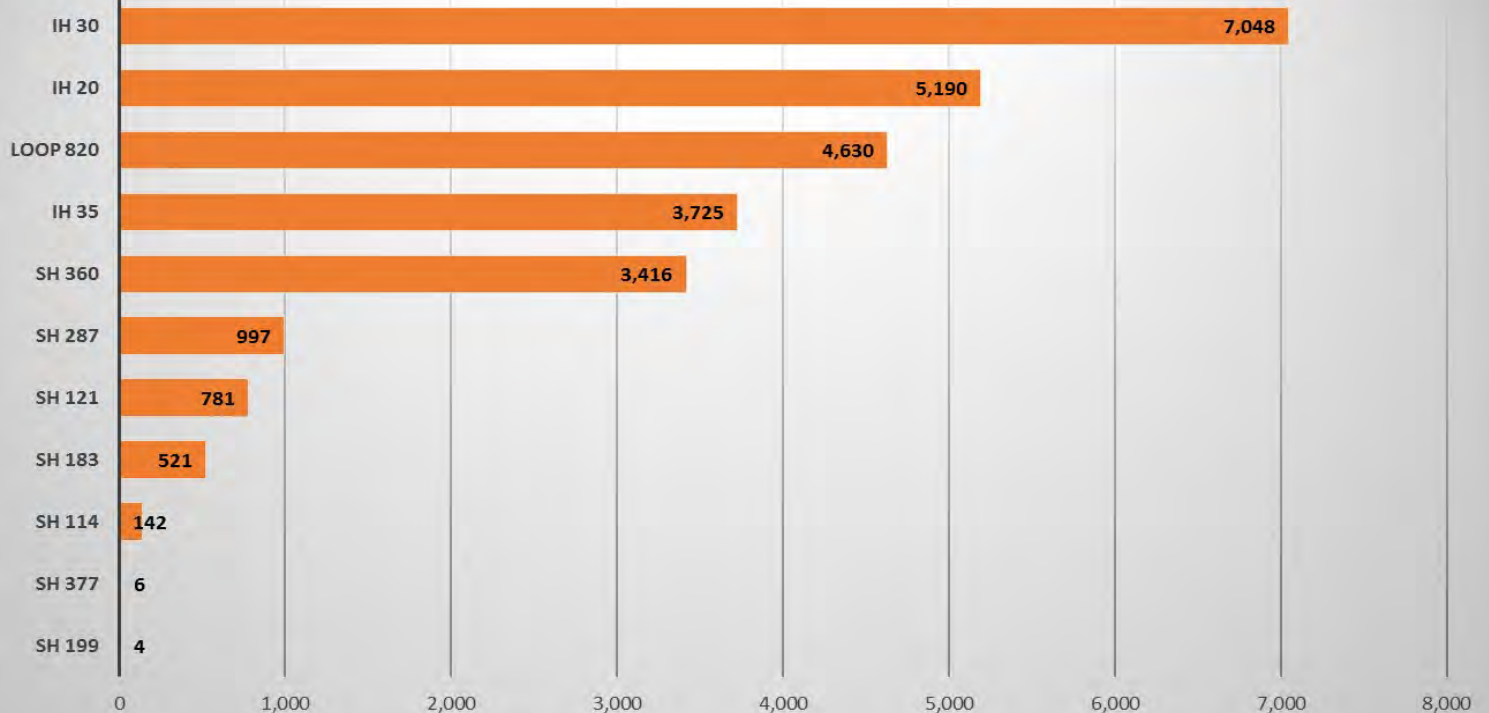


Mobility Assistance Patrol Program (MAPP)

2015 Dallas County Operations — Assist Totals by Roadway

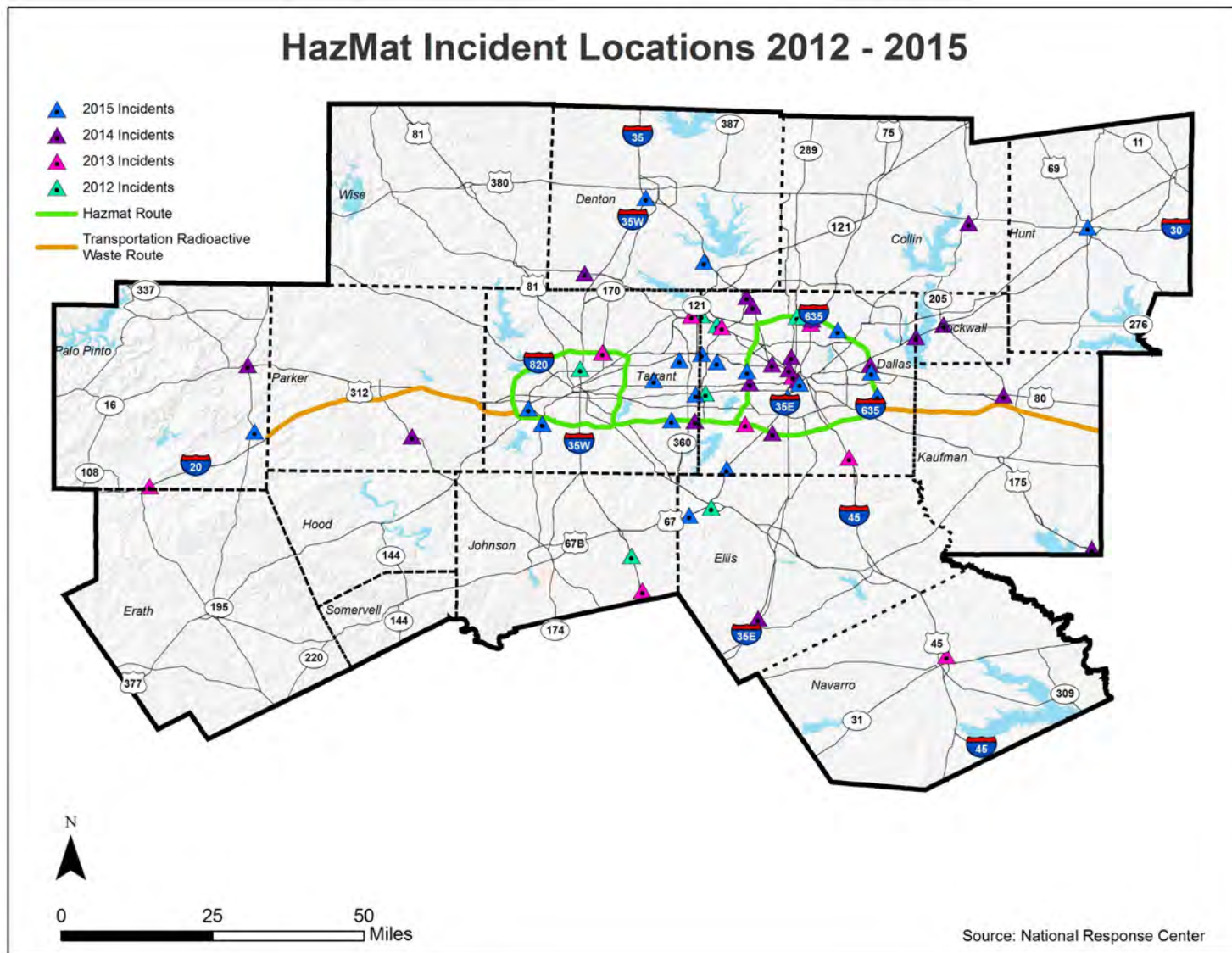


2015 Tarrant County Operations — Assist Totals by Roadway



NCTCOG 16-County HazMat Incidents

NCTCOG continues to evaluate and map hazardous material spills on regional limited access facilities utilizing data from the National Response Center. The analysis assists in identifying possible roadway segments that are especially affected by hazardous materials carriers. Currently, IH 20, IH 820, and IH 635 are designated as HazMat routes.



County	2012	2013	2014	2015	Total
Collin	0	0	1	0	1
Dallas	6	6	10	9	31
Denton	0	0	1	2	3
Ellis	1	0	1	1	3
Erath	0	0	0	0	0
Hood	0	0	0	0	0
Hunt	0	0	0	1	1
Johnson	1	1	0	0	2
Kaufman	0	0	2	0	2
Navarro	0	1	0	0	1
Palo Pinto	0	1	1	1	3
Parker	0	0	1	0	1
Rockwall	0	0	2	0	2
Somervell	0	0	0	0	0
Tarrant	3	3	1	6	13
Wise	0	0	0	0	0
Total	11	12	20	20	63

Wrong Way Driving (WWD) Pilot Projects - Dallas and Tarrant Counties

In 2015, planning efforts for Phase Two of the Wrong Way Driving (WWD) Pilot Project were initiated. Phase Two will be implemented in Tarrant County and will focus on 54.2 miles along seven priority corridors in Arlington and Fort Worth as shown in the table below. Recommended countermeasures for Phase Two will concentrate on limited access facilities and may include installation of wrong way pavement markings in the travel lanes; enhanced signage with active detection units; modified sign placement; and use of technology for WWD incident notifications.

Priority	Corridor-Area	From	To	Mile
1	IH 30 West Freeway	University Dr.	Bridgewood Dr.	6.2
2	North Downtown FW	Spur 280	Yucca Ave./Northside Dr.	2.4
3	SH 360	Spur 303-Pioneer Pkwy	Trinity Blvd.	7.9
4	SH 199-Jacksboro Hwy	IH 820	FM 730	11.0
5	IH 820 West Loop	Old Decatur Rd.	Winscott Rd.	14.0
6	IH 820 East Loop	Trinity Blvd.	IH 20/Bus. 287/Mansfield Hwy	8.2
7	IH 30 Ent. District	Fielder Rd.	SH 360	4.5

Phase One Update: Work continued on the Dallas County WWD Pilot Project throughout 2015. Project-related enhancements were completed at 119 interchanges in Carrollton, Farmer's Branch, Garland, Grand Prairie, Irving, Mesquite, Richardson, and Rowlett. Design work was completed on the 37 TxDOT interchange locations and designs were initiated on the 194 locations in the City of Dallas.

Highway Safety Improvement Program (HSIP)

NCTCOG hosted a workshop in March 2015 on the Highway Safety Improvement Program (HSIP) Call For Projects (CFP). During the workshop, TxDOT staff from both the Dallas and Fort Worth Districts provided information to local agencies on the process for submitting project applications as well as types of projects that would be accepted. The 2015 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 41 projects for a total of \$11,215,367.
- The Fort Worth District received approval on 26 projects for a total of \$18,866,224.

2016 Update: NCTCOG held an informational workshop for the 2016 TxDOT HSIP CFP on March 29, 2016. The deadline to submit projects to both the Dallas and Fort Worth District Offices was May 20, 2016. More information on the HSIP CFP can be found at: <http://www.nctcog.org/trans/safety/HSIPCFP.asp>

Commercial Vehicle Enforcement (CVE) Efforts

As one of the largest inland ports in the nation, the North Central Texas region is a hub for freight movement, transfers, and distribution to destinations across the state and around the world. In addition to the movement of commercial products and goods, the region continues to experience a great deal of truck traffic associated with the natural gas industry. As a result, safety issues are one of five significant truck transportation issues within the region. To assist in addressing these safety concerns, in 2015 NCTCOG hosted a Commercial Vehicle Operations Workshop for enforcement agencies to discuss CVE needs and interests. The Workshop resulted in the formation of a CVE Working Group which will assist NCTCOG in developing various training programs.

In January 2016, NCTCOG in partnership with the National Traffic Law Center of the National District Attorney's Association hosted two training sessions for area judges, prosecutors, and CVE officers on the importance of Commercial Motor Vehicle Violations and how they should be handled within the region's court systems. The intended goals of the training were to assist in reducing the number of cases involving CDLs that are thrown out in court or receive lesser penalties and to reduce the number of repeat offenders operating within the region.

Safety Related Information Resources

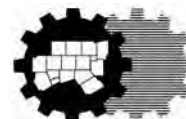
Safety information resources are available at www.nctcog.org/trans/safety/RegSftyResources.asp. General information topics include Highway Safety Improvement Program Information, Safety Countermeasures and Techniques, Safety References, Traffic Safety Statistics, and Safety-related Newsletters.

Contact Information

Camille Fountain
(817) 704-2521
cfountain@nctcog.org

Kevin Kroll
(817) 695-9258
kkroll@nctcog.org

Sonya Jackson Landrum
(817) 695-9273
slandrum@nctcog.org



North Central Texas
Council of Governments
Transportation Department

Regional Transportation Council Attendance Roster
June 2015 - May 2016

RTC MEMBER	Entity	6/11/15	7/9/15	8/13/15	9/10/15	10/8/15	11/12/15	12/10/15	1/14/16	1/20/16	2/11/16	3/10/16	4/14/16	5/12/16
Monica R. Alonzo (07/15)	Dallas	--	P	P	P	P	P	P	P	E	P	P	P	P
Bruce Arfsten (08/15)	Addison	--	--	P	P	E(R)	P	P	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	E	P	P	P	P	P	P	P	A	P	E(R)	P	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	E(R)	P	P	P	P	P	P	P	E(R)	P
Carol Bush (01/15)	Ellis Cnty	E	P	P	E	P	A	A	P	A	P	P	P	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	A(R)	P	P	P	P	E(R)	E	P	P	P	P
David Cook (05/16)	Mansfield	--	--	--	--	--	--	--	--	--	--	--	--	E
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	E	P	P	E(R)
Andy Eads (1/09)	Denton Cnty	P	E	P	P	P	P	P	P	A	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	E	P	E(R)	E	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	E(R)	P	P	P	P	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	P	E	P	P	P	P	P	P	E	P	E	P	P
Mojoy Haddad (10/14)	NTTA	P	A	P	P	P	A	A	P	A	P	P	P	A
Roger Harmon (1/02)	Johnson Cnty	E(R)	E	P	P	E	P	P	P	P	P	P	P	P
Clay Jenkins (04/11)	Dallas Cnty	P	E	P	P	P	P	P	P	P	P	A	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	A(R)	P	P	P	P	P	E(R)	P	P	P	A(R)
Jungus Jordan (4/07)	Fort Worth	P	E	P	P	P	P	P	P	P	P	P	P	P
Lee Kleinman (09/13)	Dallas	P	E	P	P	P	E	E(R)	A	P	A	P	P	P
Brian Loughmiller (04/15)	McKinney	A	A	A(R)	P	A(R)	P	P	P	A	A	P	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	A	P	P	E(R)	A	P	P	A	P
Scott Mahaffey (03/13)	FWTA	P	E(R)	P	P	P	E(R)	E(R)	P	E(R)	P	P	E(R)	P
Matthew Marchant (07/08)	Carrollton	P	P	A	P	P	P	P	P	A	P	P	E	P
Maher Maso (10/08)	Frisco	E(R)	P	P	E(R)	P	P	E(R)	P	E	E(R)	P	E(R)	E(R)
Cary Moon (06/15)	Fort Worth	A	P	E	P	P	P	P	P	P	E(R)	P	P	E(R)
Stan Pickett (06/15)	Mesquite	P	P	P	P	E(R)	P	P	P	A	P	E	A	P
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Roden (6/14)	Denton	P	P	P	P	P	E	P	P	E(R)	P	E	P	P
Amir Rupani (11/14)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P	A
Kelly Selman (02/15)	TxDOT, Dallas	P	P	P	P	P	E(R)	P	P	P	P	P	E(R)	P
Gary Slagel (11/15)	DART	--	--	--	--	--	P	P	P	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	P	P	P	P	P	P	P	P	A	P	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	E	P	P	P	P	P	P	P	P	P
Oscar Trevino (6/02)	Nrth Rch Hills	P	E(R)	P	P	P	P	P	P	P	P	P	A(R)	P
William Velasco (11/11)	Dallas	A	P	P	E	E	P	E	P	A	A	P	P	E(R)
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= 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 2015 - May 2016**

RTC MEMBER	Entity	6/11/15	7/9/15	8/13/15	9/10/15	10/8/15	11/12/15	12/10/15	1/14/16	1/20/16	2/11/16	3/10/16	4/14/16	5/12/16
Bernice Washington (4/09)	DFW Airport	E(R)	P	P	P	P	P	P	P	E	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	E(R)	P	P	P	E(R)	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E	P	E	P	E(R)	P	E(R)	P	P	E	E	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Williams (10/15)	Arlington	--	--	--	--	P	P	A	P	E(R)	P	E(R)	E(R)	E(R)
Erik Wilson (07/15)	Dallas	--	P	P	P	P	P	P	P	E	A	P	P	P
Zim Zimmerman (9/12)	Fort Worth	P	E(R)	A(R)	P	A(R)	P	P	A(R)	A(R)	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

April 2015 - April 2016

STTC MEMBERS	Entity	4/24/15	5/22/15	6/26/15	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16
Antoinette Bacchus	Dallas Cnty	P	P	A	P	P	P	P	P	P	P	P	P
Bryan Beck	Fort Worth	P	A	P	A	P	P	P	P	P	A	P	P
Marc Bentley	Farmers Branch	--	--	--	--	--	A	A	A	A	A	A	A
Kristina Brevard	DCTA	P	P	P	P	P	P	P	R	P	R	P	P
Keith Brooks	Arlington	P	P	P	P	P	P	P	P	R	P	A	P
John Brunk	Dallas	P	P	A	P	A	P	P	P	P	A	P	P
Mohammed Bur	TxDOT, Dallas	P	A	P	P	P	A	A	A	A	P	A	A
Chris Burkett	Mansfield	R	R	P	P	P	R	P	R	P	R	A	R
Loyl Bussell	TxDOT, FW	P	P	P	P	P	P	A	P	P	P	P	P
Dave Carter	Richardson	P	P	P	P	P	P	P	A	P	P	A	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	P	P	P	A	P
Hal Cranor	Eules	R	P	P	P	P	P	P	P	P	P	A	P
Clarence Daugherty	Collin County	A	P	A	R	P	P	P	R	A	P	P	P
Chad Davis	Wise Cnty	P	P	P	P	P	P	A	P	A	P	P	P
Greg Dickens	Hurst	A	A	R	R	R	R	R	R	R	R	A	R
David Disheroon	Johnson County	--	--	--	--	--	P	P	P	P	A	A	A
Massoud Ebrahim	Greenville	A	P	P	P	P	R	R	P	P	P	A	A
Chad Edwards	DART	P	P	P	P	P	A	P	A	P	P	P	P
Claud Elsom	Rockwall Cnty	P	P	P	A	P	P	P	P	P	P	A	P
Keith Fisher	Keller	P	P	A	R	P	R	A	P	P	R	A	P
Eric Fladager	Fort Worth	P	P	P	P	A	P	A	P	P	P	A	A
Chris Flanigan	City of Allen	R	P	P	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	R	P	A	P	P	P	P	R	P	R	R	P
Tom Hammons	City of Carrollton	P	A	P	A	A	A	A	A	A	A	P	A
Michael Hasler	Duncanville	--	--	--	--	A	P	P	P	P	A	P	P
Curvie Hawkins	FWTA	P	P	P	A	P	P	P	P	P	A	P	A
Chris Holsted	Wylie	P	A	P	A	P	A	A	P	P	A	A	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	A	P	P	P	A	P
Kirk Houser	City of Dallas	A	A	P	P	P	P	P	A	P	P	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	A	P
Jeremy Hutt	Colleyville	R	P	P	P	A	P	A	A	R	P	A	R
Thuan Huynh	Garland	--	--	--	--	--	--	--	--	--	P	P	A
Paul Iwuchukwu	Arlington	P	P	A	P	P	P	A	P	A	P	A	P
Joseph Jackson	Ellis County	--	--	--	--	P	P	P	P	P	P	A	A
Tim James	Mesquite	P	P	A	P	A	A	P	A	A	P	P	A
David Jodray	Fort Worth	P	P	P	P	P	P	A	A	A	P	A	R
Kelly Johnson	NTTA	A	A	A	A	A	P	P	A	A	A	A	A
Tom Johnson	DeSoto	P	A	A	P	P	P	P	P	P	P	A	A
Sholeh Karimi	Grand Prairie	P	P	P	P	P	A	P	P	P	A	P	P
Chiamin Korngiebel	Dallas	A	A	P	A	A	P	P	P	P	P	P	A
Richard Larkins	Grapevine	A	P	P	P	A	A	P	A	P	P	A	P

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster

April 2015 - April 2016

STTC MEMBERS	Entity	4/24/15	5/22/15	6/26/15	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16
Paul Luedtke	Garland	A	P	P	P	A	P	P	P	P	P	A	P
Stanford Lynch	Hunt Cnty	R	A	P	P	P	P	P	R	A	P	P	P
Rick Mackey	TxDOT Paris	A	P	P	P	P	P	A	P	P	P	P	A
Srini Mandayam	Mesquite	A	R	P	P	P	R	R	P	R	P	A	P
George Marshall	Coppell	R	P	P	P	P	A	P	P	P	P	R	P
Laura Melton	Burleson	A	A	A	A	A	A	A	A	P	A	A	P
Brian Moen	Frisco	P	A	A	P	A	A	A	A	P	A	P	R
Cesar Molina, Jr.	Carrollton	A	P	A	P	P	A	P	R	P	P	A	A
Lloyd Neal	Plano	P	P	A	A	P	P	A	P	P	P	A	A
Mark Nelson	Denton	P	A	P	P	P	R	P	P	A	P	P	P
Jim O'Connor	Irving	P	P	A	P	P	P	P	P	A	P	P	P
Kenneth Overstreet	Bedford	--	--	--	--	--	--	--	--	A	A	A	P
Kevin Overton	Dallas	P	P	A	P	P	P	P	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	P	A	P	P	P	A	P	A	P
Todd Plesko	DART	P	P	A	P	P	A	P	A	P	A	A	A
John Polster	Denton Cnty	P	A	P	P	P	P	P	P	P	P	A	P
Lisa Pyles	Town of Addison	P	P	P	A	P	A	P	A	A	P	P	A
William Riley	Tarrant Cnty	A	P	A	P	P	P	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	P	A	P	A	P	A	P	A	P	P	A
Moosa Saghian	Kaufman County	--	P	P	P	P	A	P	P	P	P	P	P
David Salmon	Lewisville	R	A	P	P	P	P	R	A	P	P	P	P
Elias Sassoon	Cedar Hill	P	R	P	P	R	P	P	P	R	R	P	E
Gordon Scruggs	The Colony	P	P	P	P	P	P	P	P	P	R	R	P
Lori Shelton	NTTA	P	P	P	P	P	P	A	P	P	A	A	P
Walter Shumac, III	Grand Prairie	P	P	A	P	P	P	P	P	P	P	P	P
Randy Skinner	Tarrant Cnty	P	A	P	A	P	P	P	P	A	P	A	A
Angela Smith	FWTA	--	--	--	P	P	A	P	P	P	P	A	P
Caleb Thornhill	Plano	A	P	P	A	P	P	A	A	P	P	P	P
Mark Titus	Richardson	P	P	P	P	P	P	R	A	P	P	P	P
Jonathan Toffer	Dallas Cnty	A	A	P	A	A	A	A	A	A	A	A	A
Timothy Tumulty	Rockwall	A	P	A	P	P	A	A	P	P	P	P	A
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	A	P
Daniel Vedral	Irving	P	A	P	P	A	A	A	A	P	A	A	A
Caroline Waggoner	North Richland Hills	P	P	P	P	R	P	P	P	P	P	A	P
Jared White	Dallas	P	P	A	P	P	P	P	P	P	A	P	P
Bill Wimberley	Hood County	R	P	A	P	P	P	P	P	R	P	P	R
Mykol Woodruff	TxDOT, Dallas	P	P	P	A	P	P	P	A	A	P	P	P
Jamie Zech	TCEQ	--	--	--	A	A	A	A	A	A	A	A	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

April 22, 2016

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 22, 2016, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Kristina Brevard, Keith Brooks, John Brunk, David Boski (representing Chris Burkett), Loyl Bussell, Dave Carter, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Chad Edwards, Claud Elsom, Keith Fisher, Chris Flanigan, Gary Graham, Michael Hasler, Matthew Hotelling, Kirk Houser, Terry Hughes, Cheryl Taylor (representing Jeremy Hutt), Paul Iwuchukwu, Hgu Navarro (representing David Jodray), Sholeh Karimi, Richard Larkins, Paul Luedtke, Stanford Lynch, Srin Mandayam, George Marshall, Laura Melton, Kerin Smith (representing Brian Moen), Mark Nelson, Jim O'Connor, Kenneth Overstreet, Kevin Overton, Dipak Patel, John Polster, William Riley, Moosa Saghian, David Salmon, Robert Woodberry (representing Elias Sassoon, Grodon Scruggs, Lori Shelton, Walter Shumac III, Angela Smith, Caleb Thornhill, Mark Titus, Gregroy Van Niewenhuize, Caroline Waggoner, Jared White, Raymond Edmund (representing Bill Wimberley), and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Adam Beckom, Natalie Bettger, Ron Brown, Ken Bunkley, Sarah Chadderdon, Ruben Delgado, David Gattis, Christie Gotti, Rebekah Hernandez, Jill House, Mohammed Howlader, Spenta Irani, Yagnesh Jarmarwala, Mike Johnson, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Dan Lamers, April Leger, Sonny Loper, Chad McKeown, Mindy Mize, Sukrit Narula, Jenny Narvaez, Donald Parker, Chris Reed, Milton Richter, Russell Schaffner, Kelli Schlicher, Samuel Simmons, Gerald Sturdivant, Jacqueline Tren, Whitney Vandiver, Mitzi Ward, and Sandy Wesch.

1. **Approval of March 25, 2016, Minutes:** The minutes of the March 25, 2016, meeting were approved as submitted in Reference Item 1. Mark Nelson (M); Chad Edwards (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Unified Planning Work Program Modifications:** Clarence Daugherty requested clarification on Reference Item 2.1.1, Section 4.02, Financial Forecasting and Strategies. He asked for examples of these types of efforts. Dan Lamers noted that staff has hired a consultant to identify the economic impact that transportation corridors have on tax revenue and the overall economy. A motion was to recommend Regional Transportation Council approval of modifications to the FY2016 and FY2017 Unified Planning Work Program provided in Reference Item 2.1.1. Additional information was provided in Electronic Item 2.1.2
 - 2.2. **Endorsement of Regional Transportation Council Action on the Northwest Highway/Preston Center, Preston/Midtown, and Hospital District Parking Analysis:** A motion was made to endorse Regional Transportation Council (RTC) approval to allocate \$400,000 of RTC Local funds to conduct a parking garage and transportation facility interface analysis on Northwest Highway/Preston Center, Preston/Midtown, and the Hospital District in Dallas.

Clarence Daugherty (M); Stanford Lynch (S). The motion passed unanimously.

3. **Transportation Control Measure Substitution:** Jenny Narvaez presented efforts regarding a transportation control measure (TCM) substitution of the US 67/IH 35E high-occupancy vehicle (HOV) project in the State Implementation Plan (SIP). The HOV project on US 67/IH 35E between IH 20 and IH 30 was completed and opened in 2000. This project is included as a transportation control measure in the SIP. Based on the increased congestion in this corridor, the HOV is believed to no longer provide the needed congestion relief and associated air quality benefits. As a result, the HOV lane will be replaced with a free express lane. In order to replace the air quality commitment in the SIP, staff is required to provide projects that yield an air quality benefit equal to or great than the TCM being removed. Any removal of a TCM requires approval from both the Texas Commission on Environmental Quality (TCEQ) and the Environmental Protection Agency (EPA). Staff has determined traffic signalization projects in the region that can offset the benefits. Included in Reference Item 3 are details of the transportation control measure substitution. Staff originally indicated the substitution of eight traffic signal projects in the cities of Allen and Fairview. Based on a public comment received, staff has identified 35 traffic signalization projects as substitutions. The emissions of the signal projects are greater than that of the US 67/IH 35E HOV project, meeting the requirement for the TCM substitution. Concurrence letters from the TCEQ and EPA are expected in the May timeframe. A motion was made to recommend Regional Transportation Council approval to adopt a resolution indicating concurrence on the transportation control measure substitution of the US 67/IH 35E HOV project with traffic signalization projects in the region. Kirk Houser (M); Bryan Beck (S). The motion passed unanimously.

4. **Public Transportation Service and Funding for Collin County:** Sarah Chadderdon provided an update on items related to public transportation in Collin County. In December 2015, Texoma Area Paratransit System (TAPS) canceled service in Collin County. In order to ensure that users were not stranded, the Regional Transportation Council (RTC) approved up to \$675,000 in Regional Toll Revenue (RTR) funds for 90-day interim service for seniors and people with disabilities. In February 2016, limited service began in Allen, Fairview, and Wylie, operated by Dallas Area Rapid Transit (DART). The Denton County Transportation Authority (DCTA) has continued limited service in Frisco. In March, the City of McKinney remained undecided on whether to take action to directly receive federal funds for transit and RTC approved the North Central Texas Council of Governments (NCTCOG) as an interim option to serve as the direct recipient for funding in that area to ensure that funding was not lost from the region. Earlier in April, DART and Toyota announced a \$1 million charitable donation in support of public transportation to address ongoing gaps in service in Collin County. In addition, NCTCOG staff provided correspondence to the City of McKinney to move forward on finalizing the direct recipient preference for the McKinney Urbanized Area. The north/rural, south/metro, and McKinney urban areas of Collin County were reviewed, as well as the DART service area. A table covering a service update outside the DART service area was presented for the 90-day interim transit service period (through the end of May). In the south Collin County area, approximately \$415,000 of the \$500,000 approved by the RTC for that area is in agreements for limited service for seniors and people with disabilities. Those services are operated by DART and DCTA. In the McKinney Urban Area and the rural Collin County area, McKinney and the Collin County Commissioners Court are still considering options. No service is operating and none of the funding approved by the RTC for those areas has been used. Next steps for each area were highlighted. In south Collin County, the goal is to keep service running past the May timeframe without interruption. Action will be requested related to DART's request for additional federal funding from the RTC to leverage Toyota's donation through 2017. Beyond that immediate goal to keep service running, NCTCOG and transit providers will continue to coordinate with cities and plan for longer-term future service. For the McKinney

Urban Area, staff will continue to work with McKinney to finalize the direct recipient status so that service can begin. There are also opportunities to continue coordinating with cities and plan for longer-term service. In rural Collin County, staff will continue to support the Collin County Commissioners Court as it determines its path forward related to designating a rural transit district so that it can access federal funding. Staff will also provide support, as needed, when service begins and in future planning activities. Ms. Chadderdon reviewed the request for approval. As mentioned, DART has requested additional federal funding to leverage Toyota's donation past May 2016 through September 2017. It is planning to continue service for the most vulnerable residents, including seniors and people with disabilities. DART is also looking to work with communities and plan for appropriate and sustainable service moving forward. DART is requesting from \$650,000 to \$850,000 for operating expenses. Approximately \$650,000 is available in existing funds from the Federal Transit Administration New Freedom Program. This program is intended for services focused on people with disabilities and seniors. The \$650,000 are older funds originally programmed to similar projects in Collin County that had significant cost underruns. DART is also requesting \$3.22 million for capital expenses including vehicles, maintenance, information technology, and planning. Funding for these types of capital expenses has already been set aside from the Congestion Mitigation and Air Quality Improvement Program through previous Committee action for transit authorities as they expand service beyond their traditional service areas. The total existing federal funding available is \$3.87 million to leverage maximum funding in support of service for vulnerable populations. DART has already secured \$1 million from the Toyota charitable grant and is working to identify additional local funds that are proportional to the service it will provide, and that will be needed in order to draw down the \$3.87 million in federal funds. In total, this item leverages over \$5 million for service in Collin County. That level is near the level of funding that is anticipated for one year's worth of service. A motion was made to recommend Regional Transportation Council approval to use available federal funding as outlined in Reference Item 4 to support transit service in Collin County and to fully leverage local funds. Chad Edwards (M); John Polster (S). The motion passed unanimously.

- 5. Endorsement of Regional Transportation Council Action on Environmental Stewardship Program and Appreciation to the North Texas Tollway Authority:** Sandy Wesch presented information regarding the creation of an Environmental Stewardship Program. In April, the RTC took action to create an environmental stewardship initiative to help mitigate impacts for the implementation of future transportation projects in the region. Several years ago, the North Texas Tollway Authority (NTTA) paid the region \$3.2 billion in regional toll road funds for the implementation of non-tolled projects as a result of the award by the Regional Transportation Council (RTC) for NTTA to build the SH 121 toll road. This initiative will create a \$3.2 million Environmental Stewardship Program in appreciation to NTTA and in remembrance of Chris Anderson, a former North Central Texas Council of Governments (NCTCOG) employee who spent much of his career promoting environmental stewardship and developed the concept of shared value mitigation. The program is an NTTA/Texas Department of Transportation (TxDOT)/RTC partnership that would support 50 percent of the program and challenge residents and businesses to pay another 50 percent. Of the \$1.6 million request, \$200,000 has already been approved by the RTC. An additional \$1.4 million in Regional Toll Revenue funds is requested to create a bank of environmental stewardship efforts to help mitigate upcoming transportation projects as a result of Proposition 1 and Proposition 7 funds. Ms. Wesch recognized Edith Marvin, Director of the NCTCOG Environment and Development Department, for efforts to assist staff with this initiative. The initial list of projects was approved by the RTC at its April 14 meeting and provided in Reference Item 5. Eastern projects proposed for approval include: Southwest Water Gardens for \$350,000 in engineering and the Neighbor Woods program

for \$300,000 in trees in partnership with the Texas Tree Foundation. Western projects proposed include \$200,000 in trees on Lancaster and Hemphill-Lamar in Fort Worth and a Lake Worth mitigation project for \$200,000 in engineering related to sediment. Regional proposed projects include \$100,000 for an education campaign for a private-sector stewardship program and \$100,000 for the creation of GIS-based tree inventory software to encourage the planting of trees, also in partnership with the Texas Tree Foundation. Jim O'Connor asked for clarification regarding the funds to be used for the program. Ms. Wesch noted that the \$1.6 million was from Regional Toll Revenue funds received as part of the \$3.2 billion from NTTA. A motion was made to endorse Regional Transportation Council approval of the list of initial projects contained in Reference Item 5 to create an environmental stewardship program in celebration of NTTA's commitment to the region and in remembrance of Chris Anderson. Mark Nelson (M); Paul Luedtke (S). The motion passed unanimously.

6. **Clean Air Action Day 2016:** Whitney Vandiver provided information on Air North Texas and Clean Air Action Day, scheduled for June 24, 2016. Air North Texas aims to generate a consistent region-wide branding campaign that promotes air quality efforts in the region. As part of Air North Texas, Clean Air Action Day is held annually on the first Friday of summer, and is a public awareness campaign that encourages residents of North Texas to make clean air choices to commit to do at least one thing to help improve air quality on this day. Since Clean Air Action Day is also a Committee meeting date, members are encouraged to carpool or take the Trinity Railway Express (TRE) to the June meeting. Staff will be available to pick up members needing transportation from the TRE station to the North Central Texas Council of Governments. Members were also encouraged to become Air North Texas partners, and a partner agreement was provided in Electronic Item 6.2. Membership is free and nonbinding, and members have access to a variety of air quality resources. In addition, staff is available to provide assistance at outreach events. Bi-monthly meetings are held and partners are eligible for the annual Air North Texas Partner Awards. Examples of what Air North Texas partners do were also highlighted. Ms. Vandiver discussed additional details regarding the Clean Air Action Day workshop that will be held prior to the June 24 meeting. The workshop will focus on technologies that can improve transportation and air quality in North Texas. Staff will ask Committee members to present their project innovations, as well as participate in an open discussion about research ideas and best practices. The workshop will be live streamed to allow local businesses, entities, and citizens to attend online if desired. Additional details were provided in Electronic Item 6.1.
7. **Update Regarding the 2017-2020 Transportation Improvement Program Development Timeline:** Adam Beckom provided an update on the timeline for the 2017-2020 Transportation Improvement Program (TIP) development process. He noted that staff is in the final review stages of document development and are conducting Mobility Plan and air quality review of projects. The public commenting period has officially ended, but staff will continue to accept comments for a short period of time. He noted that the Texas Department of Transportation (TxDOT) has changed the deadline for TIP submittals from May 2 to June 24. Staff proposes to delay submittal of the final 2017-2020 TIP listings and will present the document to the Regional Transportation Council at its May 12 meeting for approval. Project listings will continue to be refined with input from TxDOT, local agencies, and the public. Upon approval, the final document will be submitted to TxDOT and the eSTIP portal by the June 24 deadline. Texas Transportation Commission approval is anticipated in August and final federal and State approval is anticipated by October 2016. Details were provided in Electronic Item 7.

8. **Ozone Season and Air Quality Update:** Jenny Narvaez discussed the start of the 2016 ozone season that began March 1, 2016. Members are provided updates monthly, and to date the region has not experienced any exceedances. Ozone exceedances are generally limited to one or two monitors out of the 20 in region. This is often dictated by wind direction that blows pollutants from outside the region, as well as pollutants from in the region. Winds typically blow out of the southeast, causing higher ozone readings in the northwestern portion of the region. Ms. Narvaez also discussed the regional design value for the region. The Environmental Protection Agency (EPA) dictates that the region's design value (4th highest 8-hour average over a three-year period) cannot be greater than 75 parts per billion (ppb). Currently, the region's design value is 73 ppb, but this number does not reflect any data from the 2016 ozone season. With regard to the 2008 8-hour ozone standard of 75 ppb, the region has until July 20, 2018, to reach attainment. The Texas Commission on Environmental Quality (TCEQ) has proposed the State Implementation Plan (SIP) on how the region will meet this standard. The EPA commented to TCEQ in January regarding the SIP. Related to the region, it expressed appreciation for the number and variety of projects coordinated through the Dallas-Fort Worth (DFW) area governments and the North Central Texas Council of Governments (NCTCOG) that will reduce emissions from mobile sources. Details were provided in Electronic Item 8.1. TCEQ will submit the SIP for the 2018 attainment year to the EPA in June 2016 and staff will continue to provide updates to the Committee. Regarding the new 2015 8-hour ozone standard of 70 ppb, it was noted that the standard was final in October 2015. This puts into motion many planning exercises to determine who will be impacted by that standard and when the impacts will take place. The public comment period on the state designations closed April 15, 2016. Electronic Item 8.2 includes correspondence to counties offering assistance to entities with comments to EPA. State nonattainment designation recommendations are due to the EPA in October 2016. The EPA will respond with its final designations in October 2017 regarding which counties will be designated for nonattainment for the new 70 ppb standard and the severity of nonattainment. Although there is a new standard, staff is focusing on the 75 ppb standard at hand, while transitioning to the 70 ppb standard. TCEQ recommendations for the DFW nonattainment area for the 2015 standard were reviewed. In addition to the current ten counties, Hood County is proposed to be brought into the nonattainment area under the 2015 standard. This is primarily due to the monitor readings in the county that exceed the 70 ppb standard. EPA does have an additional year to consider data, so if the design value drops below 70 ppb in Hood County it could be considered in attainment. Ms. Narvaez noted that for the 2013-2015 season, the Denton monitor is the driving monitor at 83 ppb. Examples of many of the initiatives and strategies implemented within the region that directly impact air quality were highlighted. Details were provided in Electronic Item 8.3. Chad Davis noted there was not an air quality monitor in Wise County and asked how the county's ozone levels are determined. Ms. Narvaez noted that readings from the monitor on the border of Wise and Tarrant Counties were likely considered. In addition, Mr. Davis asked if comments have been made to the EPA regarding the 70 ppb standard. He expressed concern that standards will continue to be lowered if regions do not oppose the continued reductions in standards. Ms. Narvaez noted that comments have been made. In addition, staff has worked with Hood County on efforts to keep the county in attainment. Members discussed ozone standards, background levels that are present at all times, and if there are discernable benefits to lower standards. It was also asked if there are planned measures to meet the 70 ppb standard. Ms. Narvaez noted that there are control measures put into place at the State level. NCTCOG staff provides information for on-road mobile sources in the SIP but there are also off-road emission sources. The TCEQ has a photochemical model used to determine if efforts within a region will help reach attainment. Details are available on the TCEQ website. Jim O'Connor noted that remote sensing does not seem to be as noticeable in the region as in the past. Chris Klaus noted that funding for remote sensing has been

significantly cut and that the effort was not as beneficial as hoped. Stanford Lynch asked if any regions other than Atlanta had ever been denied federal funding as a result of not meeting the ozone standard. Mr. Klaus noted that there have been instances where a region has experienced a loss of funds due to a freeze or lapse. Mr. Lynch also asked about maps showing California colored in black compared to colors identified for Texas and asked if the state had ever been denied funding. Mr. Klaus noted that the maps were likely in relationship to the severity of California's air quality designation, which also provides it with a longer period of time to reach attainment.

9. **High-Speed Rail Update/Federal Notice of Funding Availability:** Kevin Feldt provided an update on recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region. The high-speed rail map approved in Mobility 2040 was highlighted. In the region, there are three ongoing projects. The first project is the Texas-Oklahoma Passenger Rail Study (TOPRS). This project is being led by the Texas Department of Transportation (TxDOT) and is a Tier 1 environmental analysis. The draft environmental impact statement (EIS) is anticipated to be submitted in early summer 2016. A public hearing will be held at the North Central Texas Council of Governments (NCTCOG) on June 30 and a record of decision is expected in late 2016. The second project is the Houston to Dallas corridor that is led by Texas Central Partners. The draft EIS submittal is expected in late summer or early fall 2016, and the record of decision is expected in mid-2017. Two options remain for the Dallas station and several alignment options remain for the alignment in Ellis County. The final project is the DFW Core Express Service. TxDOT is also leading this effort that includes a Tier 2 environmental analysis. Two alignments remain: the Trinity Railway Express (TRE) alignment from downtown Fort Worth to downtown Dallas and the hybrid alignment which is generally the IH 30 corridor from Fort Worth to SH 360 extending north to the TRE corridor into downtown Dallas. TxDOT is revising its alternative analysis report at the request of the Federal Railroad Administration and it is expected to be completed in the June timeframe. Ridership and cost estimates are being developed for each of the alignment alternatives. A public hearing is anticipated in late fall 2016, the draft EIS with the preferred alternative in late 2016, and the record of decision in late 2017. Mr. Feldt noted that in March 2016, the United States Department of Transportation issued a request for proposals in the Federal Register for implementing high-speed rail in the country. The Dallas-Forth Worth region is in the "South Central Corridor" and includes three branches from the Dallas-Forth Worth area: San Antonio and Austin, Oklahoma City and Tulsa, and Texarkana and Little Rock. Staff interprets this to also include the Dallas to Fort Worth DFW Core Express Service. Eligible proposals are any entity that can demonstrate ability to assemble a multidisciplinary team that can plan, organize, finance, design, and construct a high-speed rail system. In addition, an eligible entity must be able to gain support of key public and private stakeholders, as well as successfully operate and maintain a high-speed rail system long term. The review process was highlighted, noting proposals are due August 31 to the Secretary of Transportation. To date, no funding has been identified for the effort. NCTCOG would like to invite prospective proposers from across the world to an industry forum in June to provide information and encourage private-sector participation. This will also help ensure proposers are consistent with the region's policies such as a one-seat ride, interoperability, and Mobility 2040 alignments. Jim O'Connor asked if the reference to the Dallas-Arlington-Forth Worth corridor in the agenda was the same as the DFW Core Express Service. Mr. Feldt noted that the agenda misidentified the corridor, which is correctly referred to as the DFW Core Express Service.

10. **Fast Facts:** April Leger noted to members that the June 9, 2016, Regional Transportation Council (RTC) meeting has been rescheduled to June 16. Audio equipment is being replaced in the Transportation Council Room, so the room is unavailable on the regularly scheduled meeting date.

Dan Lamers highlighted recent transportation performance measures showing success of the SH 161 pilot project to use shoulders during the peak period for congestion relief. Details were provided in Electronic Item 10.1. In addition, data was highlighted showing the Dallas-Fort Worth region as the 4th largest metropolitan area. However, it was noted that the region ranks as the 34th most congested which is a demonstration that the efforts implemented in the region are having an impact on congestion.

Ken Kirkpatrick provided an update on the North Central Texas Council of Governments (NCTCOG)/RTC/Texas Department of Transportation (TxDOT) auto occupancy technology detection procurement. As a reminder, TxDOT issued a procurement last year jointly with NCTCOG that was canceled. TxDOT recommended that the procurement be refined and reissued under RTC staff leadership. The request for proposal was reissued as of April 8 and responses are due by the end of May.

Amy Hodges highlighted current air quality funding opportunities for vehicles. She noted there are ongoing propane and natural gas funding opportunities still available. In addition, she discussed the Clean Diesel Funding Assistance program. The Environmental Protection Agency is providing up to \$26 million and is soliciting nationwide for projects that achieve significant reductions in diesel emissions. Details were provided in Electronic Item 10.2.

Kimberlin To noted an upcoming series of Compressed Natural Gas and Liquefied Natural Gas Code and Compliance Workshops. The Dallas Fort Worth Clean Cities Coalition is hosting safety trainings targeted towards educating first responders on how to react to accidents involving alternate fuel vehicles. The next workshop is scheduled for May 20, 2016. Details were provided in Electronic Item 10.3.

Carli Baylor noted that Electronic Item 10.4 contained a summary of public meetings held on March 15-16, and 21. Staff presented draft 2017-2020 Transportation Improvement Program listings and provided an update on efforts to better link schools and transportation.

Heather Haney discussed the 2016 United States Department of Transportation, Transportation Infrastructure Finance and Innovation Act (TIFIA) program announcement provided in Electronic Item 10.5. The program provides low interest, flexible financing options for major transportation projects through direct loans, loan guarantees, and stand-by lines of credit. Approximately \$1.435 billion is available to provide TIFIA credit assistance for eligible projects.

Kevin Kokes provided information on the Complete Streets Workshop. Two, one-day courses will be held June 9 and 10. The workshops will focus on understanding complete streets, accommodating multi-modes within the public right-of-way, benefits, identifying appropriate stakeholders, as well as policy development. Details were provided in Electronic Item 10.6.

Mike Johnson noted that the Freight Congestion and Delay Study report has been completed and is available at the link provided in Electronic Item 10.7. The report focuses

on four different freight-oriented developments within the region and the first and last-mile improvements that can be implemented to increase freight mobility and reduce congestion in these areas.

The current Local Motion was provided in Electronic Item 10.8 and transportation partner progress reports were provided in Electronic Item 10.9.

11. **Other Business (Old and New)**: Dan Lamers noted that the Transportation Research Board Managed Lane Committee has selected the North Central Texas Council of Governments, the North Texas Tollway Authority, the Texas Department of Transportation, and Cintra to receive the Committee's Don Capelle award for leadership in recognition for the work done to implement managed lanes in the region.
12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 27, 2016, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.



June 2016

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

NCTCOG at 50

NCTCOG is celebrating 50 years of regional planning throughout 2016 by looking at the contributions its departments have made to improve residents' lives. For more about how NCTCOG has impacted the region, visit NCTCOG.org/50.

Calendar

June 3, 11 am

DRMC Meeting
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

June 8, 10 am

35W Coalition Quarterly Meeting
DFW Marriott Hotel & Golf Club
at Champions Circle
3300 Championship Parkway
Fort Worth, TX 76177

June 16, 1 pm

Regional Transportation Council
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

June 24, 1:30 pm

Surface Transportation
Technical Committee
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

North Texans taking action for clean air June 24

With ozone season here, North Texans are joining together to celebrate Clean Air Action Day on Friday, June 24. Area residents and employees of local governments and businesses will take at least one action to show they can make a difference to improve air quality.

Taking action for clean air is as simple as choosing to walk to a restaurant or eat in the office for lunch. Bicycling, walking, riding mass transit, carpooling, combining trips, avoiding idling, driving the speed limit and using a clean vehicle are other ways transportation choices can help improve air quality. Vehicle safety inspections and regular maintenance also help control emissions.

During the day, NCTCOG will hold a social media contest with Arlo the Airmadillo to encourage people to share their clean air actions and spread the word about air quality. Facebook, Twitter and Instagram users can participate by using the hashtag #CAAD2016. Details, including prizes, will be made available on NCTCOG's social media pages in the coming weeks.

All North Texans are encouraged to wear green and log their clean air commitments at AirNorthTexas.org. Clean Air Action Day coincides with the monthly Surface Transportation Technical Committee meeting held at NCTCOG's offices in Arlington. STTC members will join in the day's events with a luncheon featuring presentations about air quality and the environment. A livestream of the luncheon will be hosted at NCTCOG.org/video (under the "live" tab).

Air North Texas members Dallas/Fort Worth International Airport and the city of Dallas have also planned events to celebrate Clean Air Action Day. For more information about how to improve air quality throughout the year, visit AirNorthTexas.org.



North Central Texas
Council of Governments

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

NCTCOG approves \$1.6 million for environmental stewardship program



The Environmental Stewardship Program, an initiative established in April by the Regional Transportation Council, seeks to involve residents and businesses in an endeavor to improve the quality of life for all of North Texas.

The RTC has set aside \$1.6 million to begin the stewardship program and is seeking help from the private sector to raise an additional \$1.6 million.

The program would fund wetlands, tree planting and environmental stewardship efforts in North Texas, a region where ten counties are in nonattainment for ozone pollution. This fact means transportation planners must balance environmental concerns with mobility issues when pursuing improvements to the transportation system.

This effort will continue the legacy of the late Chris Anderson, a transportation planner who sought to bring multiple partners together to advance environmental stewardship. In addition to his work for seven years with NCTCOG, Anderson spent time with North Texas Tollway Authority and the Texas Department of Transportation during a long, distinguished career in regional transportation.

Both agencies would be commemorated through this program for their efforts to enhance the environment through transportation projects.

The resulting \$3.2 million is to serve as a reminder of NTTA's \$3.2 billion payment for the right to build and maintain Sam Rayburn Tollway, a decision that led to the establishment of the Regional Toll Revenue initiative. The RTR account has assisted with many multimodal transportation projects since it was established and would be drawn on again to pay the public investment in these environmental stewardship projects.

The initial projects are:

- Engineering for Southwest Water Gardens in Dallas, a project that could enhance flood control along the old Trinity River channel while providing a public amenity.
- Trees for the Neighbor Woods Program, a partnership with the Texas Trees Foundation to enhance the tree canopy in Dallas.
- Effort to plant more trees in the Lancaster/Hemphill-Lamar corridor in Fort Worth, thereby easing the potential heat-island effects of urban development.
- Engineering assistance for wetland design at Lake Worth.
- A regional education campaign for the Environmental Stewardship Program.
- A regional map-based tree inventory to be developed by NCTCOG and available for public use.

The public can assist in this effort by taking a short survey seeking information on priorities and potential funding opportunities. The survey is available at [SurveyMonkey.com/r/NCTCOGstewardship](https://www.surveymonkey.com/r/NCTCOGstewardship).

AirCheckTexas taking replacement applications

The AirCheckTexas Drive a Clean Machine Program is accepting applications for vehicle replacement.

Administered locally by the North Central Texas Council of Governments, AirCheckTexas provides qualifying motorists vouchers worth up to \$3,000 toward vehicle replacement (\$3,500 for hybrids and some other fuel-efficient models) or repair vouchers of up to \$600.

North Texans whose vehicles have failed the emissions portion of the state inspection in the past 30 days or are at least ten years old are encouraged to apply for assistance if they meet the income criteria. A family of four earning \$72,750 or less per year may receive assistance.

Vehicles must be registered in one of the participating counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall or Tarrant).

Assistance through this application-based program is offered on a first-come, first-served basis. Local elected officials are encouraged to share information on the program with their constituents.

For more, visit NCTCOG.org/airchecktexas

PUBLIC *Involvement*

NCTCOG seeks comments on DBE goals

As a recipient of federal transportation funds, NCTCOG is required to establish and periodically update Disadvantaged Business Enterprise participation goals for US Department of Transportation-assisted contracts. This is intended to encourage contracting opportunities for minority and historically underutilized businesses.

Draft DBE goals for fiscal years 2017-2019 will be presented for review and comment at public meetings set for 6 pm June 13 in Fort Worth, 6 pm June 14 in Plano and 2:30 pm June 15 in Arlington.

Additionally, bicycle and pedestrian count data will be discussed. NCTCOG recently purchased bicycle and pedestrian count data collection equipment to install on shared-use paths in various urban and suburban areas around the region.

A report has been prepared providing an overview of 2015 count data and presents information for each count station related to mode share split, total bicycle and pedestrian trips and seasonal variations in the average daily trips by month. Staff will present an overview and highlights of the data.

Finally, AirCheckTexas Drive a Clean Machine Program, Clean Air Action Day and the Title VI Nondiscrimination Program will also be highlighted. For more information on the meetings or to watch the video recording that will be available following the Arlington meeting, visit NCTCOG.org/input.

NCTCOG to publish Progress North Texas

Progress North Texas 2016 will be published in June. This annual transportation report examines what is being done in the Dallas-Fort Worth area to make transportation safer regardless of travel mode.

The report will be mailed to partners, businesses and residents throughout the region and will be available online at NCTCOG.org/ourregion. For printed copies of the report for your employer, community or civic group, contact Brian Wilson at bwilson@nctcog.org.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit

DART.org

Denton County

Transportation Authority

DCTA.net

North Texas Tollway Authority

NTTA.org

The Fort Worth

Transportation Authority

FWTA.org

Texas Department of Transportation

TxDOT.gov

By the Numbers

\$1.6 million

The amount of money approved by the RTC for the Environmental Stewardship Program, a public-private partnership intended to improve quality of life.

New idle-reduction resource available

There is a new resource designed to make it easier for fleets to adopt idling restrictions, one tool used to improve regional air quality. NCTCOG staff drafted a template Idle Reduction Policy and Guidance to assist fleets that do not have a policy.

This document is designed to help fleets meet obligations of the Regional Transportation Council's Clean Fleet Policy, which requires adopting entities to implement idling restrictions as a policy or standard operating procedure.

Other requirements include partnering as a Dallas-Fort Worth Clean Cities Coalition Stakeholder and submitting the DFWCC Annual Report. The sample idle-reduction policy is available at NCTCOG.org/fleetpolicy.

Fact sheet: Bicycle-pedestrian traffic counts

NCTCOG has published a fact sheet describing the Regional Bicycle and Pedestrian Traffic Count Program.

This program began in 2014 to inform the public and decision-makers about actual usage and travel patterns, to collect baseline data for evaluating trends and the impacts of specific projects (before and after) and to study the relationship of the surrounding land use to the recorded bicycle and pedestrian traffic volumes.

NCTCOG coordinated with several local entities to install data-collection equipment at various locations throughout the region to gather information on the use of North Texas' growing network of bicycle-pedestrian facilities.

The location of the paths and their surrounding land uses significantly impact the mode share split between pedestrians and bicyclists. For a closer look, read the fact sheet 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.