

## AGENDA

**Regional Transportation Council  
Thursday, March 12, 2015  
North Central Texas Council of Governments**

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

- 1:00 – 1:05 1. Approval of February 12, 2015, Minutes**  
☒ Action      ☐ Possible Action      ☐ Information      Minutes: 5  
Presenter: Mark Riley, RTC Vice Chair (presiding in Chair Mike Cantrell's absence)  
Item Summary: Approval of the February 12, 2015, minutes contained in [Reference Item 1](#) will be requested.  
Background: N/A

- 1:05 – 1:05 2. Consent Agenda**  
☒ Action      ☐ Possible Action      ☐ Information      Minutes: 0
- 2.1. Unified Planning Work Program Modifications**  
Presenter: Dan Kessler, NCTCOG  
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2014 and FY2015 Unified Planning Work Program (UPWP) will be requested.  
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2014 and FY2015 UPWP identifies the activities to be carried out between October 1, 2013, and September 30, 2015. Amendments to this document are being proposed to reflect new initiatives, project modifications, and funding adjustments. The proposed amendments were presented to the public during the February 2 and 3, 2015, public meetings and are posted on the North Central Texas Council of Governments' Web site. The proposed modifications are also included as [Reference Item 2.1.1](#). A presentation summarizing the modifications is provided in [Electronic Item 2.1.2](#). The Surface Transportation Technical Committee (STTC) was scheduled to take action on the proposed modifications at its February 27 meeting, but due to inclement weather the meeting was cancelled. Contingent on RTC approval, STTC endorsement will be requested on March 27, 2015.

1:05 – 1:25

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

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 20  
Presenter: Michael Morris, NCTCOG

1. Recognition of Bill Hale for Service on the Regional Transportation Council (RTC)
2. Recognition of Geralyn Kever for Service on the RTC
3. Demographic Information Requested by the RTC ([Electronic Item 3.1](#))
4. Proposition 1 Update
5. Please Stand Up 4 Transportation
6. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
7. April is National Car Care Month ([Electronic Item 3.3](#))
8. 2015 Ozone Season Officially Began March 1
9. Environmental Protection Agency Proposes Reclassification for the Dallas-Fort Worth Nonattainment Area ([Electronic Item 3.4](#))
10. 2015 Federal Transit Administration Programs Call for Projects – Job Access & Seniors and Individuals with Disabilities ([Electronic Item 3.5](#))
11. FY2016 and FY2017 Unified Planning Work Program
12. Air Quality Fact Sheet ([Electronic Item 3.6](#))
13. March Public Input Opportunity ([Electronic Item 3.7](#))
14. Disadvantaged Business Enterprise Program Concurrence ([Electronic Item 3.8](#))
15. Travel Demand Management Performance Measures ([Electronic Item 3.9](#))
16. Federal Transit Administration – National Transportation Database
17. Recent Correspondence ([Electronic Item 3.10](#))
18. Recent News Articles ([Electronic Item 3.11](#))
19. Recent Press Releases ([Electronic Item 3.12](#))
20. Transportation Partners Progress Reports

1:25 – 1:35

4. **Comments to the Environmental Protection Agency Regarding Proposed Rule: National Ambient Air Quality Standards for Ozone**

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

Item Summary: Staff will present an overview of the Environmental Protection Agency's (EPA's) recently proposed ozone standard, highlight staff-compiled comments, and request Regional Transportation Council (RTC) approval to submit comments to the EPA.

Background: As a part of the required five-year National Ambient Air Quality Standards review process, the EPA published Proposed Rule: National Ambient Air Quality Standards for Ozone, EPA-HQ-OAR-2008-0699; FRL-9918-43-OAR, in the December 17, 2014, *Federal Register*. Comments are due March 17, 2015. In particular, the proposed eight-hour ozone standard would lower the threshold from  $\leq 75$  parts per billion (ppb) to a range of 65-70 ppb. The Metropolitan Planning Organization is responsible for regional air quality planning requirements of these rules. Transportation conformity is an example of this responsibility. Staff has reviewed this proposal, will highlight recommended comments, and will request RTC approval to submit comments to the EPA. More details can be found in [Electronic Item 4.1](#), with draft comments provided as [Reference Item 4.2](#).

- 1:35 – 1:45**     5.     **State and Federal Legislative Updates**  
☐ Action            ☒ Possible Action     ☐ Information            Minutes:     10  
 Presenter:        Amanda Wilson, NCTCOG  
 Item Summary:    The Regional Transportation Council (RTC) will receive an update on State and federal legislative actions. The Texas Legislature convened on January 13, 2015. The United States (US) Congress convened January 6, 2015. Transportation issues will be a focus for both the Texas Legislature and US Congress.  
 Background:       The Texas Legislature and US Congress will be in session at the time of the February RTC meeting. This item will allow staff to provide updates on key positions of the RTC and allow any additional positions to be taken, if necessary.
- 1:45 – 1:55**     6.     **SH 360 Update: A Reduction in Regional Transportation Council Risk**  
☐ Action            ☐ Possible Action     ☒ Information            Minutes:     10  
 Presenter:        Michael Morris, NCTCOG and Brian Barth, TxDOT  
 Item Summary:    North Central Texas Council of Governments and Texas Department of Transportation staffs will outline the path forward on the implementation of the SH 360 project.  
 Background:       The Texas Transportation Commission approved the selection of a design-build contractor for SH 360. The competitive process resulted in a significant commitment to the SH 360 project. The Regional Transportation Council (RTC) has the financial risk on the SH 360 toll project. This item will present the latest project details and demonstrate how the current configuration of SH 360 will reduce the RTC's risk over time. The RTC thanks the Texas Transportation Commission for its action.
- 1:55 – 2:05**     7.     **Texas Department of Transportation – Transportation Alternatives Program Call for Projects**  
☐ Action            ☐ Possible Action     ☒ Information            Minutes:     10  
 Presenter:        Karla Weaver, NCTCOG  
 Item Summary:    Staff will provide information about upcoming funding opportunities through the Texas Department of Transportation (TxDOT) Transportation Alternatives Program (TAP) Call for Projects.  
 Background:       TxDOT opened a call for projects on January 16, 2015, for Transportation Alternatives Program (TAP) funds. There is an estimated \$52 million of funding available, and the deadline to submit a project to the State is May 4, 2015. A portion of communities within the Dallas-Fort Worth region may be eligible to apply. TxDOT held a workshop on March 10 at the North Central Texas Council of Governments (NCTCOG) where additional information was provided. Any agency planning to submit an application should request a letter for support from NCTCOG no later than April 20, 2015.

- 2:05 – 2:15**    8.    **Sustainable Development Regional Mobility Initiatives Report**  
☐ Action                      ☐ Possible Action    ☒ Information                      Minutes:    10  
 Presenter:                      Karla Weaver, NCTCOG  
 Item Summary: Staff will present the Regional Mobility Initiatives report on the North Central Texas Council of Governments' (NCTCOG's) regional approach to sustainable development, including an update on the Sustainable Development Funding Program and supported Transit-Oriented Development (TOD) initiatives.  
 Background:                      The Sustainable Development Funding Program was created in 2001 by the Regional Transportation Council. Three call for projects were conducted in 2001, 2006, and 2010 to fund sustainable infrastructure, landbanking, and planning projects. Staff will present a Regional Mobility Initiatives report detailing the status and performance measures related to NCTCOG-funded sustainable development projects.
- 2:15 – 2:25**    9.    **Transit Elements in the Cotton Belt Corridor: Vehicle Manufacturing Facility, TEX Rail Line Support, and Technical Assistance to Town of Addison**  
☐ Action                      ☐ Possible Action    ☒ Information                      Minutes:    10  
 Presenter:                      Michael Morris, NCTCOG  
 Item Summary: A status report will be given on various aspects of the Cotton Belt Corridor east and west of the Dallas/Fort Worth International Airport, including the possibility of a vehicle manufacturing facility. Staff will also present additional information regarding the benefits of public transportation.  
 Background:                      The Regional Transportation Council has supported the TEX Rail line, innovative approaches to implement rail service on the eastern side of the corridor, and exploring opportunities for a passenger rail manufacturing facility within the region. This item will summarize current activities.
- 2:25 – 2:35**    10.    **Unmanned Aircraft Systems Update**  
☐ Action                      ☐ Possible Action    ☒ Information                      Minutes:    10  
 Presenter:                      Michael Mallonee, NCTCOG  
 Item Summary: Staff will provide an update regarding the use of Unmanned Aircraft Systems (UAS). This will include an overview of the technology, anticipated benefits of its use, as well as current regulatory framework.  
 Background:                      Unmanned Aircraft Systems have been used primarily by the military for many years. As this emerging technology develops, UAS activity is on the rise with benefits expected through a variety of civilian and commercial applications. In 2012, federal legislation required the Federal Aviation Administration (FAA) to safely integrate UAS into the National Air Space by September 2015. In December 2013, the FAA announced the selection of the six public entities that will develop unmanned aircraft systems research and test sites around the country. Most recently, in February 2015 the FAA released a Notice of Proposed Rulemaking for Small Unmanned Aircraft Systems. Although the benefits of UAS are widespread, regional



coordination is needed to reduce risk to airports. The North Central Texas Council of Governments aviation staff is actively engaged in assisting with the regional integration of this technology, including protection of existing airport infrastructure.

11. **Progress Reports**

☐ Action      ☐ Possible Action      ☒ Information

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

- RTC Attendance ([Reference Item 11.1](#))
- Local Motion ([Electronic Item 11.2](#))

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

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

14. **Next Meeting**: The next meeting of the Regional Transportation Council (RTC) is scheduled for ***1:00 pm, Thursday, April 9, 2015, at the North Central Texas Council of Governments.***

**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
February 12, 2015**

The Regional Transportation Council (RTC) met on Thursday, February 12, 2015, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Sheri Capehart, Rudy Durham, Andy Eads, Charles Emery, Mark Enoch, Gary Fickes, Mark Enoch, Sandy Greyson, Mojoy Haddad, Darrell Cockerham (representing Roger Harmon), Clay Jenkins, Ron Jensen, Jungus Jordan, Geralyn Kever, Stephen Lindsey, Bruce Arfsten (representing Laura Maczka), David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, John Monaco, Mark Riley, Kevin Roden, Amir Rupani, Danny Scarth, Kelly Selman, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, Oscar Ward, Bernice J. Washington, Duncan Webb, Glen Whitley, Kathryn Wilemon, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, Gustavo Baez, Natalie Bettger, Alberta Blair, Bob Brown, Ron Brown, John Brunk, Ken Bunkley, Matthew Burgess, Jarrett Burley, Angie Carson, Dave Carter, Ray Clark, Jim Cline, Hal Cranor, Jason Crawford, Mike Curtis, Clarence Daugherty, Ruben Delgado, Kim Diederich, Jerry Dittman, Rhett Dollins, Chris Dyser, Chad Edwards, Verlie Edwards, Megan Everett, Kevin Feldt, Aaron Flautt, Matthew Gauntt, Scot Gordon, Gary Graham, Dan Harbeke, Tony Hartzel, Rebekah Hernandez, Jodi Hodges, David Hosseiny, Marissa Hunt, Greg Janes, Yagnesh Jarmarwala, Dan Kessler, Ken Kirkpatrick, Roger Kittrell, Paul Knippel, Renee Lamb, Dan Lamers, April Leger, Sonny Loper, Paul Luedtke, Stanford Lynch, Keith Manoy, Chad McKeown, Mike Miles, Mindy Mize, Cesar Molina, Michael Morris, Andy Nguyen, Kevin Overton, Vivica Parker, Chinh Phan, Todd Plesko, James Powell, Vercie Pruitt-Jenkins, Walter Ragsdale, Chris Reed, Molly Rendon, Jeanine Ricks, Bill Riley, Kyle Roy, Moosa Saghian, Steve Salin, Jason Septer, Lori Shelton, Randy Skinner, Melissa Stephens, Jahnae Stout, Sarah Stubblefield, Gerald Sturdivant, Vic Suhm, Darrell Thompson, Matt Thompson, Javier Valdez, Mitzi Ward, Sandy Wesch, Cheryl Williams, Brian Wilson, Bruce Wood, Ed Wueste, and Jenifer Yoder.

1. **Approval January 8, 2015, Minutes:** The minutes of the January 8, 2015, meeting were approved as submitted in Reference Item 1. Glen Whitley (M); Oscar Trevino Jr. (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was included on the Consent Agenda.

- 2.1. **High Occupancy Vehicle/Managed Use Lane Pooled Fund Study:** A motion was made to approve the use of \$60,000 in Regional Transportation Council Local funds to support the Metropolitan Planning Organization's involvement in the Federal Highway Administration's High Occupancy Vehicle/Managed Use Lane Pooled Fund Study as detailed in Reference Item 2.1.

Sheri Capehart (M); Glen Whitley (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Ron Brown for his 21 years of service on the Regional Transportation Council. Air quality funding opportunities for vehicles were provided in Electronic Item 3.1, and information about the AirCheckTexas Replacement Assistance program was provided in Electronic Item 3.2. He highlighted the status of the United State Department of Transportation air

quality conformity determination for the Metropolitan Transportation Plan, noting that the region should learn of the final determination in the near future. The Texas Transportation Commission minute order authorizing speed limit changes was provided in Electronic Item 3.4, and the Fiscal Year 2014 Annual Project listings were provided in Electronic Item 3.5. Mr. Morris also discussed the Transportation Alternatives Program Call for Projects released by the Texas Department of Transportation. Recent correspondence was provided in Electronic Item 3.6, recent news articles in Electronic Item 3.7, and recent press releases in Electronic Item 3.8. Transportation partner progress reports were provided at the meeting, in addition to the February public meeting minutes provided at the meeting in Reference Item 3.9.

4. **Public Participation Plan Revisions:** Amanda Wilson presented proposed updates to the Public Participation Plan that outlines how the North Central Texas Council of Governments (NCTCOG) Transportation Department informs and gathers input from North Texans. A summary of proposed changes was highlighted and also outlined in Electronic Item 4.1. The draft Public Participation Plan was also provided in Electronic Item 4.2. Electronic Item 4.3 included the Plan as approved by the Regional Transportation Council (RTC) in March 2010. Since that time, staff has observed changing communications trends and proposed revisions address those changing trends while also maintaining transparency and continue the priority of public participation for the department's plans, programs, and policies. Staff is also seeking to better align outreach and related input opportunities to the significance of the outcome or the milestone under consideration. The revisions are consistent with a recent survey, public meetings at which the revisions were discussed, and with discussion at the most recent federal certification review. Ms. Wilson highlighted three primary goals of the Public Participation Plan to inform and educate the public, engage diverse audiences and encourage continued participation, and evaluate strategies to sure they continue to be effective. She noted that staff will continue to use multiple strategies to reach audiences and highlighted recent efforts completed to enhance communications with public, as well as new efforts proposed in the revised Public Participation Plan. New formats and opportunities will be offered, such as telephone town halls, a more comprehensive schedule of meetings, expanded public contact lists and notification efforts, and connecting with community organizations. Proposed revisions include the use of more video and online strategies, and a shift to online review and comment opportunities for routine items such as modifications to the Unified Planning Work Program and changes to the Transportation Improvement Program (TIP). This will allow NCTCOG to reserve public meetings for larger efforts such as development of plans, programs, and policies and more study area specific discussions. Online public review and comment opportunities will continue to be announced through all notification efforts, including how to request printed materials if preferred. Public comment will continue to be 30 days. Similar in concept to the TIP modification policy, an administrative revision policy for small items that do not impact the content of the Metropolitan Transportation Plan and the UPWP is also proposed. Revisions clearly document public involvement for ongoing efforts such as publishing the annual list of projects and Federal Transit Administration Program of Projects. The Language Assistance Plan has also been revised to incorporate updated demographic information, and evaluation criteria has been defined for public involvement efforts. A motion was made to approve the revised Public Participation Plan as provided in Reference Item 4.2, including its attachments. Danny Scarth (M); John Monaco (S). The motion passed unanimously.
5. **Approval of Proposition1 Draft Listings: Texas Department of Transportation and Metropolitan Planning Organization Partnership:** Michael Morris presented the draft list of year-one Proposition 1 projects. Proposition 1 will provide \$1.74 billion to the State

Highway Fund in the first year, with the Dallas-Fort Worth region to receive approximately \$367.6 million in year one. Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) staffs have collaborated to develop a list of proposed Proposition 1 projects. Electronic Item 5.1 is the four-year inventory of proposed Proposition 1 projects. Reference Item 5.2 contains the Calendar Year 2015 project list for approval. Additional information on the Proposition 1 Funding Program is outlined in Electronic Item 5.3. Future year allocations are dependent on oil prices and legislative support. Mr. Morris highlighted six guiding principles for Proposition 1, noting greater focus on the transportation system to create statewide benefits. Statewide rules require that projects be on the interstate highway system or state highway system, are traditional roadway projects, are ready to let by December 2015, and that no supplanting of project funds will be allowed. Staff recommends that projects selected in the first year must be environmentally cleared and consistent with the Mobility Plan. Also, there is sensitivity to projects with funding shortfalls and greater focus on capacity rather than maintenance. Additional projects will be identified in years two, three, and four. Regarding equity, projects will be proposed for every county by year four and east/west equity will be maintained. TxDOT and NCTCOG staffs continue to coordinate efforts and have reached out to colleagues in other areas to facilitate opportunities to fund projects that enhance statewide connectivity and regional corridors. Staff proposed to advance the SH 360/IH 30 interchange, borrowing approximately \$70 million from the eastern subregion. The funds are anticipated to be repaid previous to the project going to construction. Mr. Morris noted that staff has reduced funds for years two through four by approximately half and will continue to monitor comptroller estimates for those years, which are estimated to be higher. Mr. Morris reviewed maps showing projects for year one, as well as future years. Staff proposed to come back with projects for year two in the June timeframe. Details were provided in Electronic Item 5.3. A motion was made to approve the Proposition 1 funded projects for year one (CY2015) included in Reference Item 5.2, to administratively amend appropriate administration and planning documents, and continue to refine year two through year four projects (with year two revenues expected in June 2015). Andy Eads (M); Kathryn Wilemon (S). The motion passed unanimously.

6. **State and Federal Legislative Update:** Amanda Wilson provided an update on federal legislative actions. The United States (US) Congress convened January 6, 2015. Texas membership of the House Transportation and Infrastructure Committee was reviewed. In addition, she noted that the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) extension will expire on May 31, 2015. The Regional Transportation Council (RTC) Federal Legislative Program was reviewed, including main topics to adequately fund the transportation system, define a national transportation vision, increase efficiency and performance, expand options, and pursue innovation, technology, and safety. Unless members requested updates, this will continue to be the RTC Federal Legislative Program. Regarding an extension of MAP-21, funding will be the primary focus. Many options are being discussed. The Senate has introduced a bill to invest \$1 trillion in infrastructure over five years and the House has introduced a bill that uses International Corporate Tax Reform to fund the Highway Trust Fund and Infrastructure Fund. In addition, the Administration has released the FY2016 budget that proposes \$478 billion. Requests for testimony or letters of support will be brought before the Council if needed. Ms. Wilson also provided an update on State legislative actions. The 84<sup>th</sup> Texas Legislature convened on January 13, 2015. Committees have been formed in both the House and the Senate, and the region has good representation on the Senate Transportation Committee and House Transportation Committee. She reviewed the RTC State Legislative Program supporting additional transportation revenue, public-private partnerships, full funding of the AirCheckTexas

program, and high-speed rail. Multiple options are being discussed to provide additional revenue for transportation, including the motor vehicle sales and use tax, eliminating diversions, increasing the motor vehicle fuel tax, and increasing the vehicle registration fee. Of interest is Senate Bill 5/Senate Joint Resolution 5 that would reserve \$2.5 billion of the motor vehicle sales tax currently going to general revenue but would begin moving some increment over the \$2.5 billion to the State Highway Fund in 2018. She also highlighted two bills filed in the House related to air quality. The bills would expand the Low-Income Vehicle Repair and Replacement Program, Local Initiative Projects, and Texas Emissions Reduction Plan. Staff will continue to monitor transportation-related bills and provide updates to members.

7. **Forecast 2040:** Dan Kessler provided an update on the ongoing process to prepare demographic forecasts for the region that are used to guide the development of the region's Metropolitan Transportation Plan, as well as other regionwide, county, and municipal planning initiatives. Staff is currently in the process of engaging local governments in the final review of the forecasts at the traffic survey zone level. Mr. Kessler highlighted the impacts of natural growth, migration, and job growth in Texas, as well as population projections from 2010 to 2050. NCTCOG staff works to capture this information, looking at external sources to determine not only population for the region, but for the state and country. State demographers have recently released forecasts that take into account different scenarios for immigration rates and forecasts population to 2050. NCTCOG staff has reviewed these forecasts to determine the estimated population for the 2040 planning horizon. Staff has settled on a population forecast of 10.6 million by 2040. Once regional forecasts are developed, a model is used to determine where growth will occur in five-year increments across the 232 districts that make up the 12 county metropolitan area. Forecasts call for continued dramatic growth in Collin, Dallas, Tarrant, and Denton Counties. Similar to population growth, employment growth is expected to continue primarily in Dallas and Tarrant Counties. He highlighted the 12 cities expected to have the largest population growth, with Fort Worth being the largest. Mr. Kessler reviewed the last step used in the demographic process to break down data to a detailed level. A new modeling system previously developed has been successful, based on review from cities and entities, and accounts for what is happening within each of the cities from a detailed land-use perspective. A simulation was shown displaying development by parcel from 1950 through the 2040 planning horizon. Mr. Kessler noted that staff was in the final stages of the process and anticipated presentation to the Executive Board in spring for approval. Geralyn Kever requested a copy of this presentation and asked that this information regarding historical accuracy of NCTCOG's forecasts be provided during a future presentation. Mr. Kessler noted that because of better data, efforts are much better than in the past. However, oftentimes NCTCOG is considered to be conservative in its forecasts. Staff will bring back prior forecasts for the 2010 year data compared to actual census data by county for the same timeframe to illustrate how close projections have been.
8. **Trinity Parkway and Southern Gateway Status:** Michael Morris provided an update on the Trinity Parkway project. He noted that environmental clearance from the Federal Highway Administration and United States Army Corps of Engineers were needed and discussed the City of Dallas' comprehensive vision for the transportation system near downtown. North Texas Tollway Authority (NTTA), Texas Department of Transportation (TxDOT), and North Central Texas Council of Governments (NCTCOG) staffs have been focused on how best to stage construct and lower project costs for the Trinity Parkway. Staged elements include four lane implementation, 11 foot lanes, no inside shoulder, 50 percent structure in Section 1 and Section 4, fewer ramps, 55 mile per hour speed limit,

no trucks, and five park access and egress locations, as well as efforts to be sensitive to the Balanced Vision Plan. Mr. Morris also provided an update on the Southern Gateway project. Reference Item 8 included details regarding efforts to fund the Southern Gateway. Conversations are occurring with Commissioner Victor Vandergriff regarding State funds that may be available for the project. He noted that both the Trinity Parkway and Southern Gateway projects create a system of benefits around the downtown area. Sandy Greyson discussed the staging of the Trinity Parkway project and the related environmental approvals necessary for the project. In addition, she discussed public opposition to recent projects and most recently at the TxDOT meeting regarding the Southern Gateway. She asked how RTC should address this opposition. Mr. Morris noted that the RTC should continue to listen to public comments and the positions of local governments, and that he believed the public involvement process has been working.

9. **Trinity Railway Express License Plate Survey:** Ken Kirkpatrick briefed the Regional Transportation Council (RTC) on a license plate survey recently conducted for the Trinity Railway Express (TRE). The TRE is jointly owned and operated by Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (The T) and operates from downtown Fort Worth to downtown Dallas. The rail line runs near several cities where there are no stations and who are not members of DART or the T. In early 2002, DART, The T, and the Cities of Arlington, Bedford, Colleyville, Euless, Grand Prairie, Grapevine, Haltom City, Hurst, and North Richland Hills entered into a partnership in lieu of a direct financial contribution from those cities to DART and The T for operation of the TRE. NCTCOG retains the funds to support RTC initiatives by funding projects directly or providing local match for federal funds. In exchange, the RTC programs federal funds to the transit authorities for federally eligible transit activities (typically, capital improvements). Over the last 10 years, there have been a series of three-year agreements with the mid-cities to contribute funds, with an annual contribution amount of approximately \$800,000. When the agreement was last updated, an update was requested on the ridership to determine if the shares should be updated among the cities. Mr. Kirkpatrick reviewed existing shares and the results of the license plate survey conducted in September 2014. Details were provided in Electronic Item 9. The most significant change occurred in Arlington for which the share went from 30 percent to 26 percent. Minor increases occurred in several cities. Mr. Kirkpatrick noted that the annual contribution will remain the same, but the shares will be adjusted among the cities based on the license plate survey. The final report has been transmitted to the transit agencies and will be transmitted to the nine cities. Mark Enoch asked if the change for Arlington was attributed to the transfer of riders to the MAX bus service. Mr. Kirkpatrick noted that staff was reviewing this and would provide additional information in the future. Mike Taylor asked why only nine cities are contributing and why payment was coming through fares and this annual contribution. Mr. Kirkpatrick noted that when the original agreement was implemented, the nine cities included were the most impacted by the TRE, with approximately one-third of the usage coming from the nine cities, 40 percent come from DART and The T member cities, and the remaining 25 percent scattered across 200 cities in and out of region. Mr. Taylor asked that staff take another look at this agreement to determine if other cities should be included. Mr. Kirkpatrick noted that the nine cities have an opportunity to review the agreement every three years and determine if they would like to continue or review the agreement.
10. **High Occupancy Vehicle Subsidy:** Dan Lamers provided an update on the most recent managed lane performance report. As part of the adoption of the Tolloed Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lane policies, the Regional Transportation Council (RTC) requested regular reports regarding the HOV subsidy and

speed guarantee for the two CDA managed lanes, LBJ Express (LBJE) and North Tarrant Express (NTE). In addition, the North Texas Tollway Authority had concerns about potential customer service demands for all managed lanes. He discussed the HOV 2+ subsidy for which RTC is responsible for reimbursing the private-sector operator on the NTE and LBJE for the cost of the HOV subsidy. Initially, approximately \$17.5 million was allocated by the RTC to pay the subsidy and from December 2014 to December 2015 approximately \$38,661 of the HOV subsidy has been expended. He reminded the RTC that they had previously discussed when the occupancy should move from 2+ to 3+ occupancy. Because of the small amount expended to date, staff recommends that the occupancy remains at 2+ at this time and will continue to be monitored. Additionally, he discussed the North Texas Tollway Authority's concerns regarding customer service related to the managed lanes. There has been minimal impact and additional customer service has not been necessary. Lastly, Mr. Lamers discussed the speed guarantee, noting that to date there have been no instances when speeds dropped below 35 miles per hour. Mr. Lamers reviewed costs for both the North Tarrant Express and LBJ Express, and also noted that the DFW Connector was operated and managed by TxDOT. Staff will continue to provide quarterly updates to members.

11. **DFW Connector Pilot Program:** Ken Kirkpatrick briefed the Regional Transportation Council (RTC) on the status of the DFW Connector Pilot Program. The pilot program was initiated by the Texas Department of Transportation (TxDOT) at the suggestion of the RTC to test whether increasing the pay-by-mail toll surcharge would offset the toll collection risk associated with users of managed lanes who do not have toll tags. The concept was to periodically increase the pay-by-mail surcharge as a market-driven approach to increase toll tag usage, with the results potentially being applied to the IH 35W corridor for which TxDOT has the collection risk. Mr. Kirkpatrick reviewed the timeline for the pilot program, noting the date tolling began and the increments of the pay-by-mail surcharge increases. April 2015 will be the end of the 90-day period for the 90 percent surcharge and the data will be reviewed to determine if the percentage should be adjusted. Preliminary results are positive and data indicates that from July 2014 to January 2015 overall transactions are increasing, the share of toll-tag usage is increasing, and pay-by-mail transactions are relatively the same. Staff will review the data at the end of the pilot program in April and provide a report to the Council.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1, Surface Transportation Technical Committee meeting attendance and minutes were provided in Electronic Item 12.2, and the current Local Motion was provided in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, March 12, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 pm.



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

TO: Regional Transportation Council

DATE: March 5, 2015

FROM: Dan Kessler  
Assistant Director of Transportation

SUBJECT: Modifications to the FY2014 and FY2015 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2014 and FY2015 UPWP identifies the activities to be carried out between October 1, 2013, and September 30, 2015.

Listed below, and described in more detail in the following attachment, are proposed modifications to the FY2014 and FY2015 UPWP. Contained in these amendments are new initiatives, project modifications, and funding adjustments. The proposed modifications were presented to the public during the February 2 and 3, 2015, public meetings. The Surface Transportation Technical Committee was scheduled to take action on the proposed modifications at its February 27, 2015, meeting, but due to inclement weather the meeting was cancelled. Contingent on RTC approval, STTC endorsement will be requested on March 27, 2015.

#### Transportation Planning Fund (TPF) Modifications

- 1.05 Computer Resource Management and Equipment Purchases (program \$10,000 TPF funds and update text to reflect the purchase of video equipment to support public education and outreach efforts)
- 3.05 Public Transportation Planning and Management Studies – Fort Worth Transportation Authority (The T) Transit System Plan – (project is being implemented in FY2015; reprogram \$220,000 TPF from FY2014 to support FY2015 work activities)
- 4.01 The Metropolitan Transportation Plan (work activities on two projects utilizing University Partnership Program assistance, the exploration of economic and transportation-related implications associated with the Dallas-Fort Worth metropolitan area's central location in the greater Texas-Oklahoma-Louisiana-Arkansas mega region and the evaluation of the relationship between transportation revenue and the economic impact on the regional economy, are carrying over to FY2015; reprogram unspent \$112,000 TPF from FY2014 to FY2015 to support work activities)
- 5.02 Transportation Subarea Studies and Comprehensive/Thoroughfare Planning Technical Support - Roadway (update text to add Kaufman County Thoroughfare Planning Support as a Category 2 technical assistance project)



Other Modifications

- Introduction, A. Purpose – Public Participation Plan (update text to reflect the Regional Transportation Council's approval of the revised Public Participation Plan on February 12, 2015)
- 3.03 Air Quality Management and Operations – Technology Improvements (program \$13,500 TCEQ funds for the Clean School Bus Program)
  - 3.04 Transportation and Air Quality Communications (update text to reflect the use of professionally produced videos)
  - 3.05 Public Transportation Planning and Management Studies – Planning Assistance to Small Operators (program \$420,000 FTA 5307 funds transferred from Subtask 3.06, Transit Operations – FTA Urban Funding Grant Administration, to support planning activities of small transit operators as subgrantees of these funds)
  - 3.06 Transit Operations – FTA Urban Funding Grant Administration (transfer \$420,000 FTA 5307 funds to Subtask 3.05, Public Transportation Planning and Management Studies – Planning Assistance to Small Operators, to support planning activities of small transit operators)
  - 4.01 The Metropolitan Transportation Plan (new initiative - add \$62,000 RTC Local funds and update text to reflect University Partnership Program assistance for the study of express buses operating in a modern network of managed lanes)
  - 5.01 Corridor Studies/Environmental Study Support – North Texas Tollway Authority Feasibility Studies (program \$100,000 local funds from the North Texas Tollway Authority for technical assistance support over a three-year period)
  - 5.01 Corridor Studies/Environmental Study Support – Roadway Corridors (reclassify the source of \$26,000 in funding from local funds to TxDOT funds for the SH 190-East Branch – IH 30 to IH 20 project, and update text to reflect that both Transportation Planning Funds and TxDOT funds are anticipated to be utilized to support staff technical assistance on this project)
  - 5.01 Corridor Studies/Environmental Study Support - Roadway Corridors (new initiative – update text to add Strategic Corridor Planning Initiative for Collin and Hunt Counties as a Category 1 project using approximately \$1 million in existing STP-MM funding and Transportation Development Credits previously programmed for the Blacklands Corridor)
  - 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Planning (add \$25,000 local funds from the State Farm 2015 Good Neighbor Citizenship Company Grant Program to support efforts promoting bicycle and pedestrian safety [pending final grant award])

- 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Planning (add \$160,000 CMAQ funds and reflect the use of Transportation Development Credits as a source of matching funds for completion of a feasibility plan and initial design schematic of a bicycle/pedestrian bridge crossing for Roy Orr Trail along Ten Mile Creek in DeSoto)
- 5.05 Congestion Management Process – Transportation System Management and Operations (add \$200,000 FHWA funds to support Intelligent Transportation System Strategic Plan and Concept of Operations)
- 5.05 Congestion Management Process (new initiative - add \$75,000 RTC Local funds and update text to add Data Supported Transportation Operations and Planning Center Partnership (D-STOP), utilizing University Partnership Program assistance, to support the development of new methodologies and technologies for working with data to improve models for transportation planning and traffic operations)
- 5.06 Congestion Management Process – Managed Lane Technology (new initiative – update text to reflect NCTCOG's participation in the Federal Highway Administration's High Occupancy Vehicle/Managed Use Lane Pooled Fund Study utilizing \$60,000 of RTC Local funds over a three-year period; these funds have been previously programmed to facilitate managed-lane operations and technology integration)
- 5.14 Strategic Corridor Initiatives – High Speed Rail – Three Corridors (remove \$500,000 TxDOT funding [NCTCOG will not receive a portion of the federal grant funds awarded to TxDOT in 2011], add \$15,000 RTC Local funding to support project-related travel, and update text to reflect that work activities on all three corridors will be carried out utilizing Surface Transportation Program—Metropolitan Mobility, Regional Toll Revenue, and RTC Local funding)

Chapter VIII – Overview of Work Program Funding (update text and Exhibit VIII-1 to reflect an increase in FY2014 and FY2015 TPF allocation)

Appendix H – Public Participation Plan (Add updated Public Participation Plan as approved by the Regional Transportation Council on February 12, 2015)

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

vpj  
Attachment

## PROPOSED FY2014 AND FY2015 UNIFIED PLANNING WORK PROGRAM MODIFICATIONS

Amendment #4, March 2015

### Introduction, A. Purpose

Formal public involvement procedures to be used in the metropolitan transportation planning process were originally adopted by the Regional Transportation Council (RTC) on June 1, 1994, and subsequently revised May 10, 2007, ~~and~~ March 11, 2010, **and February 12, 2015**, to increase the public's access to information related to the MPO planning process, as well as opportunities for public participation in the overall decision-making process. The current Public Participation Plan approved by the RTC is included in Appendix H. The most recent revisions addressed ~~the growing region,~~ changing communication trends, **aligning outreach and input opportunities to the significance of decision under consideration**, and suggestions received from the public **and partners**. The Public Participation Plan, as approved by the RTC in ~~March 2010~~ **February 2015**, also includes, as attachments, a Language Assistance Plan and Title VI Complaint Procedures. The Language Assistance Plan outlines how people with limited proficiency in English have access to information and the ability to participate in NCTCOG Transportation Department Programs. Title VI Complaint Procedures outline the NCTCOG policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios. The public involvement procedures represent the required public involvement process that must be carried out for involving the public in the various aspects of the regional transportation planning process; additional strategies are often pursued through public outreach activities that are also identified in Appendix H. NCTCOG staff continually reviews requirements for and guidance on public participation from the Federal Highway Administration/Federal Transit Administration and maintains public involvement procedures consistent with requirements and guidance.

## 1.05 Computer Resource Management and Equipment Purchases

### EXHIBIT II-1

#### PLANNED COMPUTER SOFTWARE AND EQUIPMENT PURCHASES

NO.	DESCRIPTION	ESTIMATED PRICE
60	Microcomputer systems (desktops, workstations, portable)	\$154,500
3	Laser printers for network group usage	\$ 10,000
3	High-end modeling computers	\$ 30,000
2	Expansions of network high-speed data storage	\$38,000
10	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$ 3,000
---	Data collection devices for bus and rail transit vehicles	\$150,000
---	Data collection devices for transportation surveys	\$150,000
---	Automated bicycle and pedestrian count equipment	\$ 95,000
--	<b>Equipment related to producing transportation department videos, including but not limited to cameras, lenses, memory cards, audio devices and services, and accessories, for the purpose of conducting education and outreach to the region related to transportation and air quality issues</b>	<b>\$ 10,000</b>
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, monitors, video cards, digital data tapes, network cards, warranty extensions)	\$110,000
---	Licenses to traffic simulation and Assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$ 20,000
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$136,000
---	Web casting services for the audio/video productions of committee and public meetings, including initial setup and training for the services and most recent 12 months of indexed recall of archived meetings	\$ 30,000
---	Web hosting and maintenance for Clean Cities Coalition	\$ 17,000

NO.	DESCRIPTION	ESTIMATED PRICE
---	Microsoft Structured Query Language (MS-SQL) Database software and local area network (LAN) interconnections for use with the regional Intelligent Transportation System (ITS) projects to supplement the present ITS server	\$ 10,000
---	Microsoft Structured Query Language (MS-SQL) Database software and local area network (LAN) interconnections for use with the RAPTS	\$ 30,000
---	Interface and connections between the regional ITS fiber optic wide-area network and the local NCTCOG network, including interfacing with the MS-SQL database equipment	\$ 20,000
---	Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals - Other	\$ 96,000

### 3.04 Transportation and Air Quality Communications

As policies, projects, and programs are implemented to fulfill obligations required under the variety of air quality mandates (e.g., CAA, NAAQS, SIP, etc.), communication efforts are strategically created and implemented to educate and inform the region on current air quality levels, associated impacts, strategies for improvement, funding opportunities, and new programs and/or policies. **Staff will continue to engage the region through both traditional and new media, including professionally produced videos. These videos may be distributed through various avenues, including but not limited to social media, websites, portable storage devices (i.e. flash drives), and television. In order to produce professional, high quality videos, additional video production equipment will be purchased.**

### 4.01 The Metropolitan Transportation Plan

Staff will amend, revise or update the MTP based on the data collected during the monitoring and development efforts. The modifications would include a revised analysis of the projects and programs identified in the fiscally constrained MTP. Additionally, an air quality conformity determination will be needed to satisfy federal regulations when modifying the MTP. The changes to the MTP will be made in coordination with local transportation providers and partners. In addition, as noted in Subtask 1.02, University Partnership Program (UPP) assistance, as well as Transportation Research Board (TRB) Minority Student Fellowship Program assistance, will be utilized to support the exploration of economic and transportation-related implications associated with the Dallas-Fort Worth metropolitan area's central location in the greater Texas-Oklahoma-Louisiana-Arkansas mega region- **as well as a project investigating the potential for express**

**buses operating in a modern network of managed lanes. Regional Transportation Council Local funds will be utilized to support UPP work activities on the study of express bus operations.** Anticipated products of this subtask include:

- Documentation of the MTP;
- Executive Summary of the MTP;
- Presentations utilizing MTP data and information;
- Maps;
- Project tracking and monitoring system;
- Specialized visualization products;
- Collection and transmittal of travel model networks, GIS shapefiles, and performance reports as model outputs;
- RTC Mobility Plan Subcommittee meetings;
- Schedule of MTP development and maintenance activities;
- Periodic reports to RTC and STTC documenting status of MTP implementation;
- Coordination meetings to monitor and ensure the continued progress of project recommendations;
- Report of daily volumes, peak-hour volumes, level of service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for the MTP; and
- UPP reports and TRB presentations on the mega region economic and transportation-related implications- **and express buses operating in a modern system of managed lanes.**

## **5.01 Corridor Studies/Environmental Study Support**

Provided below is a list of roadway and rail corridor studies in the Dallas-Fort Worth area that are funded by Transportation Planning Funds, unless otherwise noted, and may require environmental analysis or other feasibility assistance. These studies will be conducted based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is not exhaustive of all potential corridor studies, but is included as a guide for projects on which assistance is currently ongoing or is anticipated. Additional corridors may be studied based on input from partner transportation agencies and required feasibility analyses in the development of future Metropolitan Transportation Plan recommendations. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study and consultant assistance may be utilized; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is responding to small, ad hoc requests for technical assistance.

## Roadway Corridors:

### Category 1

- Blacklands Corridor (Surface Transportation Program – Metropolitan Mobility funds, Regional Toll Revenue funds, and Transportation Development Credits)
- SH 183 Corridor Study – SH 199 to White Settlement Road
- SH 199 Corridor Study – IH 820 to Fort Worth Central Business District (Surface Transportation Program — Metropolitan Mobility funds and Transportation Development Credits)
- **Strategic Corridor Planning Initiative for Collin and Hunt Counties (Surface Transportation Program—Metropolitan Mobility funds and Transportation Development Credits)**

### Category 2

- IH 635 – Luna Road to IH 20
- Loop 12/IH 35E – IH 635 to Spur 408
- SH 183 – IH 820 to IH 35E
- SH 360 South Toll Road – Sublett/Camp Wisdom Road to US 67
- Trinity Parkway – IH 35E to US 175
- US 175 (SM Wright Freeway) – IH 45 to SH 310
- US 75 Corridor Study (TxDOT funds)
- SH 199 Corridor Study – Azle to IH 820
- SH 190 East Branch – IH 30 to IH 20 (**and** TxDOT funds)
- IH 30 – Cooper Street to SH 161
- Southeast IH 820/IH20/US 287 Corridor Study
- Southern Gateway – IH 35E (Colorado Blvd. to IH20) and US 67 (IH 35E/US 67 Split to FM 1382)
- US 380 Corridor Study in Collin, and Denton Counties
- IH 35E Lowest Stemmons – IH 30 to Oak Lawn Avenue
- SH 121 Managed Lanes – Dallas County (Dallas County Line to SRT) and Tarrant County (Hall Johnson Road to SH 114 and from SH 114 to Dallas County Line)

## **5.02 Transportation Subarea Studies and Comprehensive/Thoroughfare Planning Technical Support**

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is responding to small, ad hoc requests for technical assistance.

## Roadway

### Category 2

- City of Cleburne Thoroughfare Plan
- City of Garland Thoroughfare Plan Update
- City of Irving Subarea Planning Support
- City of Midlothian FM 663/FM 1387 Corridor Study
- Dallas County Major Capital Improvement Plan (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- Dallas County Thoroughfare Plan Update
- Fort Worth Subarea Transportation Plan
- City of Grand Prairie Master Thoroughfare Plan Update
- Fort Worth Master Thoroughfare Plan
- Denton County Thoroughfare Plan Update
- FM 1810 Corridor (Wise County)
- City of Haslet Subarea Planning Support
- Western Tarrant County Transportation Initiative
- Hunt County Thoroughfare Plan
- Rockwall County Thoroughfare Plan Update
- **Kaufman County Thoroughfare Planning Support**

## **5.03 Land-use/Transportation Initiatives**

### Bicycle and Pedestrian Planning –

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

- Identification of funding needs and project scopes.

## **5.05 Congestion Management Process**

Transportation System Management and Operations – This program is ongoing throughout both FY2014 and FY2015, supporting development of regional Transportation Systems Management and Operations (TSM&O) strategies. It includes strategies such as intersection and signalization improvements, grade separation, freeway bottleneck removal, and Intelligent Transportation Systems (ITS) which will be developed to reduce travel time and enhance system reliability. Transportation Planning Funds (TPF), Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, **Federal Highway Administration (FHWA) funds**, RTC Local funds, and Transportation Development Credits will be utilized to support activities in this area. Anticipated products through the use of TPF dollars include:

- Monitoring, updating, and evaluation of regional TSM&O plans, policies and projects outlined in the Metropolitan Transportation Plan (MTP) and Congestion Management



Process (CMP);

- Inclusion of TSM&O projects in the Transportation Improvement Program (TIP) consistent with the Regional ITS Architecture;
- Participation in, and monitoring and coordination of the Integrated Corridor Management Program for use as a pilot to enable a multi-modal, cross-system performance comparison to generate common benchmarks and appropriate agency response options to incidents, including the DFW511 system;
- Support and assistance to regional partners to plan strategies, and promote cooperation and participation in committee meetings; and
- Development and monitoring of the implementation of ITS plans, policies, and projects in coordination with regional partner agencies;

Anticipated products through the use of STP-MM **and FHWA** dollars include:

- Identification of needed ITS integration;
- Agreements for regional communication, infrastructure, and information sharing, including the Transportation and Emergency Responders Uniform Communication System (TERUCS);
- Identification and documentation of standards for interagency communication of data and video, and the implementation of Center-to-Center software to facilitate information sharing between agencies;
- Update of the Regional ITS Architecture and Regional ITS Strategic Deployment Plan; and
- Collection and verification of data, ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items).

**Data-Supported Transportation Operations and Planning Center Partnership** – Through the use of Regional Transportation Council Local funds and as a University Partnership Program initiative, NCTCOG will provide financial support and general guidance to the University of Texas at Austin for the development of a Data-Supported Transportation Operations and Planning Center (D-STOP). D-STOP is intended to be a national and international multimodal and multidisciplinary center focused on developing new methodologies and technologies for working with available data and potentially with completely new sources of data to improve models for transportation planning and traffic operations. The goal is to harness the full potential of wireless sensor networks and communications technology to 1) effectively and efficiently collect and organize data; 2) analyze data through a combination of processing features, and data fusion, mining and statistical techniques; and 3) use the information extracted for efficient, reliable and effective transportation operations and planning purposes. This initiative will support the Federal Highway Administration's program it has in partnership with the Transportation Research Board's Research and Technology Coordinating Committee. Anticipated products include:

- Participation, as requested, on D-STOP committees and guidance on D-STOP activities;
- Building of relationships between researchers, industry partners, and public agencies to help address transportation challenges; and

- Engagement in the accelerated transfer of research and technological advancements to the real-world through interactions among academia, the industry, and public transportation agencies.

## 5.06 Congestion Management Operations

Managed Lane Technology – This element is ongoing through ~~FY2014~~ **FY2015**. To facilitate efficient operation and toll collection on the managed lanes, the region desires that a technology-based system be implemented to verify auto occupancy. The region plans to utilize advanced technology for vehicle occupancy detection and verification. NCTCOG plans to coordinate with regional partners to conduct managed-lane technology deployment tests utilizing new, innovative technologies that have the potential to collect this data. In addition, as part of this task staff will provide assistance with public outreach and education regarding HOV/managed lane pricing. Staff will also work with regional partners to develop approaches to address the implementation of occupancy-based tolling and dynamic pricing, and document lessons learned. **In addition, this element also supports NCTCOG's membership in, and support for research, under FHWA's High Occupancy Vehicle/Managed Use Lane Pooled Fund Study.** Regional Transportation Council Local funds will be used to support these activities. Anticipated products include:

- Coordination and meetings with partner agencies, as needed;
- Development and documentation of requirements of an occupancy-based tolling, dynamic pricing system;
- Identification of technology to pilot based on system requirements;
- Testing plan developed and implemented;
- Documentation of pilot test results; and
- Identification of next steps.

## 5.14 Strategic Corridor Initiatives

High Speed Rail – Three Corridors – In 2011, TxDOT was awarded federal grants from the USDOT High Speed Rail Program to complete preliminary engineering and obtain environmental clearance for high speed rail service from Houston to the Dallas-Fort Worth region, and to conduct planning and service-level environmental work for intercity passenger rail service between Oklahoma City and the South Texas border through the North Texas region. ~~In addition, a~~ **A** private-sector team has **also** expressed its intent to privately ~~fully fund the and implementation of~~ High Speed Rail from Downtown Dallas to Houston. **In addition, TxDOT will also use federal grant funds to conduct preliminary engineering and environmental clearance efforts on the Downtown Dallas to Downtown Fort Worth corridor. NCTCOG staff will provide support to TxDOT and its consultant and the private-sector teams for work activities on these three corridors within the Planning Area Boundary, as applicable. NCTCOG work activities will be supported with Surface Transportation Program—Metropolitan Mobility and Regional Toll Revenue funds and may include alternative alignment analysis, ridership estimates, air quality analysis, environmental analysis support, and public involvement support. Regional Transportation Council Local funds will be used to support project-related travel expenses. Through discussions with the**

~~Federal Railroad Administration (FRA), TxDOT staff, NCTCOG staff, and the private-sector team, amendments will be made to the two original federal fund grants to support the pursuit of three corridors as follows:~~

- ~~1. Downtown Dallas to Houston — fully funded by private-sector team to include final planning, environmental clearance, engineering, construction, operations, and maintenance of grade-separated High Speed Rail between these two metropolitan areas. NCTCOG staff will provide support to TxDOT and the private-sector team on efforts within the MPO boundary for ridership estimates, air quality analysis, environmental analysis support, and public involvement support.~~
- ~~2. Downtown Dallas to Downtown Fort Worth — FRA and TxDOT have agreed to reallocate \$15 million in federal grant funds from its originally awarded D/FW – Houston corridor to this corridor to conduct preliminary engineering and environmental clearance. NCTCOG staff will support this effort, to be led by TxDOT and its consultant, in the areas of ridership modeling, air quality analysis, environmental analysis, and public involvement. NCTCOG staff efforts will be funded by a portion of the \$15 million federal grant.~~
- ~~3. Oklahoma City to South Texas (TOPRS) corridor — project funding and identified efforts remain unchanged from the original planning and service-level environmental assessment. NCTCOG staff will provide support on efforts led by TxDOT and its consultant within the MPO boundary for alternative alignment analysis, ridership estimates, air quality analysis, and public involvement support. Surface Transportation Program – Metropolitan Mobility and RTR funding will be used to support this effort.~~

The following products will be delivered as the result of work done on this project:

- Various maps identifying Dallas-Fort Worth region alternatives, and RTC policies;
- ~~Report identifying preliminary engineering review, ridership analysis, cost/benefit analysis, and air quality impact analysis;~~ and
- Development of ridership modeling analysis for various high speed rail alignments and station locations.

## VIII. Overview of Work Program Funding

### Proposed Budget

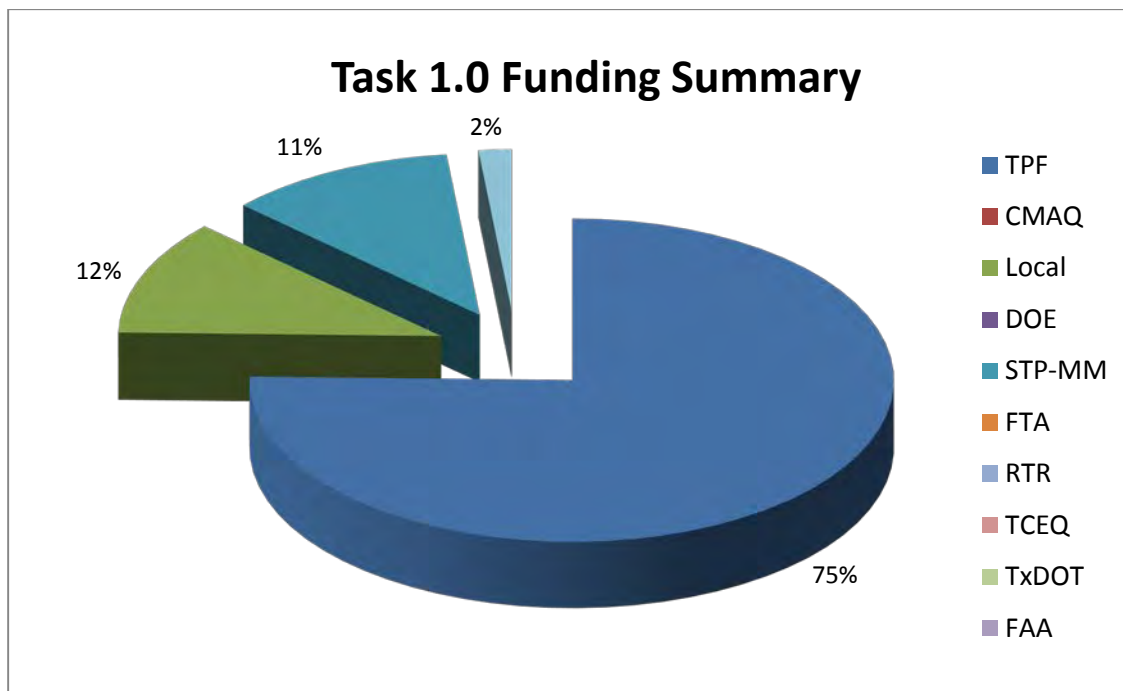
The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL Section 112 and FTA Section 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA Section 112 and FTA 5303 funds for FY2014 and FY2015 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2014 and FY2015 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL Section 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is ~~\$5,892,368~~ **\$6,530,339** in FY2014 and ~~\$5,892,368~~ **\$6,530,339** in FY2015 for a two-year total of ~~\$11,784,736~~ **\$13,060,678**. The Federal Transit Administration Section 5303 funding is ~~\$2,539,331~~ **\$2,635,163** in FY2014 and ~~\$2,539,331~~ **\$2,691,978** in FY2015 for a two-year total of ~~\$5,078,662~~ **\$5,327,141**. An estimated balance of \$5,600,685 in unexpended/unobligated FHWA PL Section 112 funding will be available from the FY2013 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL Section 112 and FTA Section 5303 funding for the FY2014 and FY2015 UPWP is estimated at ~~\$22,464,083~~ **\$23,988,504**. Transportation Planning Funds in the amount of ~~\$18,684,000~~ **\$19,026,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA Section 5303 allocation of ~~\$5,078,662~~ **\$5,327,141**, the estimated FY2013 FHWA PL Section 112 fund balance of \$5,600,685, and ~~\$8,004,653~~ **\$8,098,174** of Fiscal Years 2014 and 2015 FHWA PL Section 112 funding. The remaining balance of Fiscal Years 2014 and 2015

FHWA PL Section 112 funds of ~~\$3,780,083~~ **\$4,962,504** is anticipated to be carried over to Fiscal Year 2016.

## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
1.01	\$1,501,000	\$4,000	NCTCOG Local	
<b>Subtotal</b>				<b>\$1,505,000</b>
1.02	\$3,399,000	\$106,000 \$57,000	NCTCOG Local Local	
<b>Subtotal</b>				<b>\$3,562,000</b>
1.03		\$901,000 \$381,000	STP-MM Local	
<b>Subtotal</b>				<b>\$1,282,000</b>
1.04		\$20,000 \$470,000	NCTCOG Local Local	
<b>Subtotal</b>				<b>\$490,000</b>
1.05	<b>\$1,027,000</b>			
<b>Subtotal</b>				<b>\$1,027,000</b>
<b>Total</b>	<b>\$5,927,000</b>	<b>\$1,939,000</b>		<b>\$7,866,000</b>

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

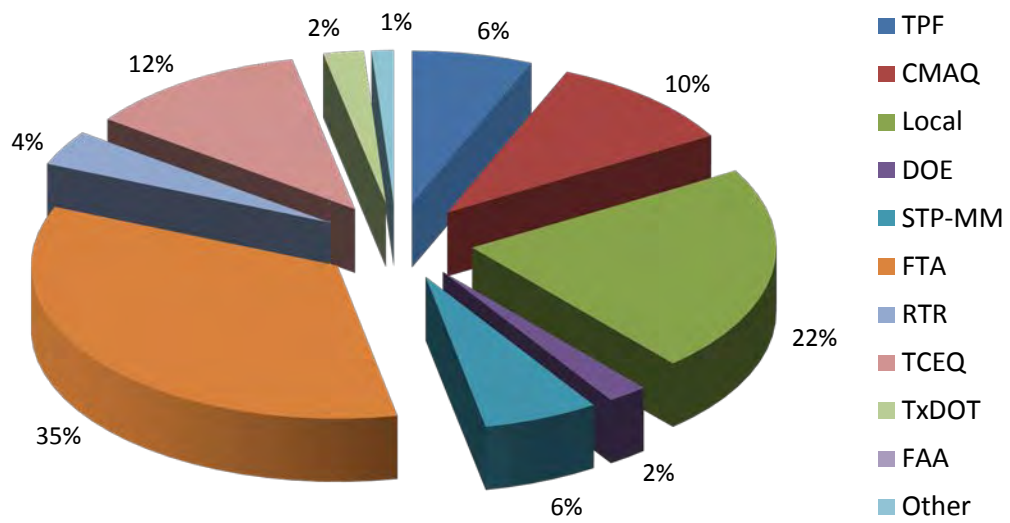


## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
3.01	\$1,212,000	\$1,448,000	RTR	
		\$574,000	STP-MM	
		\$144,000	Local	
<b>Subtotal</b>				<b>\$3,378,000</b>
3.02	\$768,000	\$20,000	STP-MM	
		\$300,000	TCEQ	
		\$5,000	Local	
<b>Subtotal</b>				<b>\$1,093,000</b>
3.03		\$4,024,000	CMAQ	
		\$2,011,691	STP-MM	
		<b>\$6,055,500</b>	<b>TCEQ</b>	
		\$640,000	DOE	
		\$631,700	EPA	
		\$2,909,400	Local	
<b>Subtotal</b>				<b>\$16,272,291</b>
3.04		\$994,000	CMAQ	
		\$704,000	STP-MM	
		\$518,000	DOE	
		\$379,000	Local	
<b>Subtotal</b>				<b>\$2,595,000</b>
3.05	<b>\$1,493,000</b>	<b>\$710,000</b>	<b>FTA</b>	
		\$297,000	Local	
		\$736,000	TxDOT	
<b>Subtotal</b>				<b>\$3,236,000</b>
3.06		<b>\$17,986,000</b>	<b>FTA</b>	
		\$577,000	RTR	
		\$8,106,000	Local	
		\$420,000	TxDOT	
<b>Subtotal</b>				<b>\$27,089,000</b>
3.07		\$531,000	CMAQ	
		\$120,000	Local	
<b>Subtotal</b>				<b>\$651,000</b>
<b>Total</b>	<b>\$3,473,000</b>	<b>\$50,841,291</b>		<b>\$54,314,291</b>

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

### Task 3.0 Funding Summary

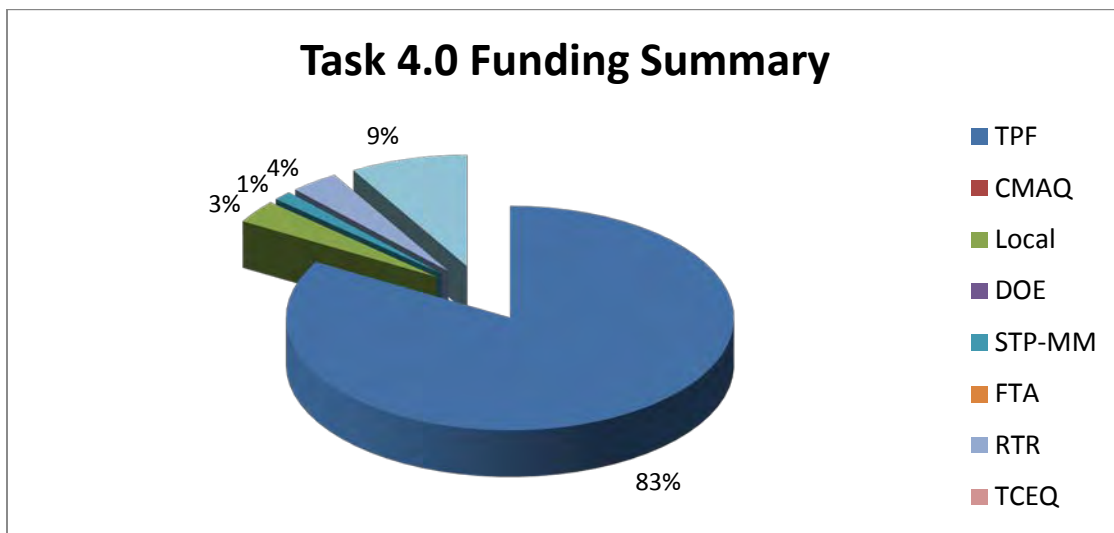




## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
4.01	<b>\$1,780,000</b>	<b>\$62,000</b>	<b>Local</b>	
<b>Subtotal</b>				<b>\$1,842,000</b>
4.02	\$212,000			
<b>Subtotal</b>				<b>\$212,000</b>
4.03	\$168,000	\$308,000	FHWA	
		\$127,000	RTR	
		\$110,000	Local	
<b>Subtotal</b>				<b>\$713,000</b>
4.04	\$109,000	\$48,000	STP-MM	
		\$12,000	Local	
<b>Subtotal</b>				<b>\$169,000</b>
4.05	\$51,000			
<b>Subtotal</b>				<b>\$51,000</b>
4.06	\$641,000			
<b>Subtotal</b>				<b>\$641,000</b>
<b>Total</b>	<b>\$2,961,000</b>	<b>\$667,000</b>		<b>\$3,628,000</b>

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



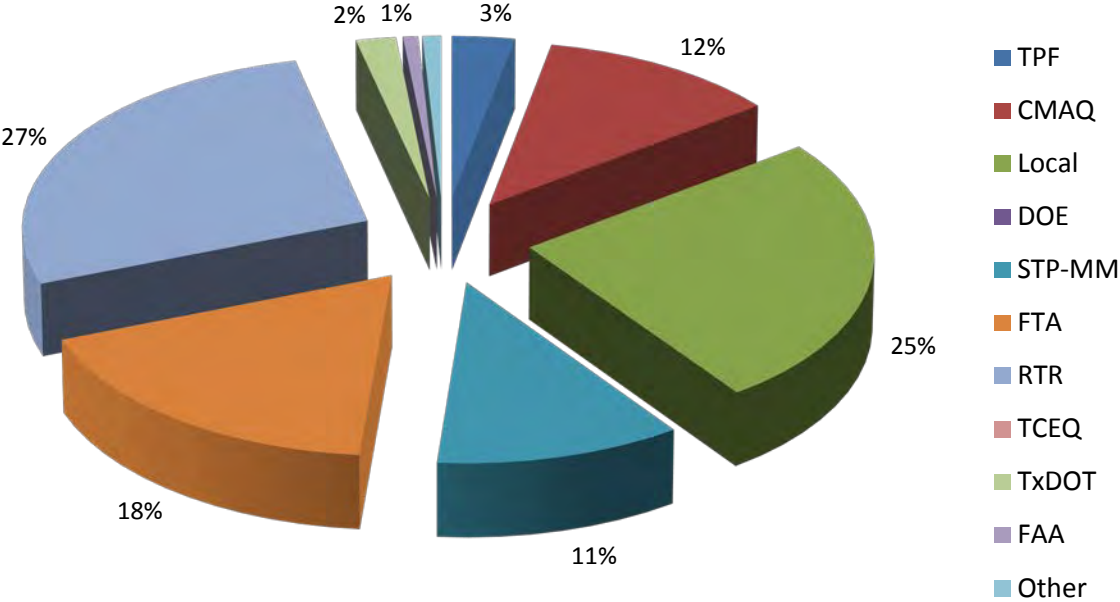
## E. Funding Summary

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

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.08		\$91,000	STP-MM	
		\$23,000	Local	
<b>Subtotal</b>				<b>\$114,000</b>
5.09	\$79,000			
<b>Subtotal</b>				<b>\$79,000</b>
5.10	\$355,000			
		\$120,600	STP-MM	
		\$43,400	Local	
<b>Subtotal</b>				<b>\$519,000</b>
5.11	\$75,000			
		\$845,000	FAA	
		\$40,000	STP-MM	
		\$181,000	Local	
<b>Subtotal</b>				<b>\$1,141,000</b>
5.12				
		\$8,000	HUD	
		\$83,000	Local	
<b>Subtotal</b>				<b>\$91,000</b>
5.13				
		\$278,000	Local	
<b>Subtotal</b>				<b>\$278,000</b>
5.14				
		\$1,719,000	STP-MM	
		<b>\$8,552,000</b>	<b>Local</b>	
		\$20,500,000	FTA	
		\$13,283,000	RTR	
		<b>\$106,000</b>	<b>TxDOT</b>	
<b>Subtotal</b>				<b>\$44,160,000</b>
5.15				
		\$400,000	STP-MM	
		\$406,000	TxDOT	
<b>Subtotal</b>				<b>\$806,000</b>
<b>Total</b>	<b>\$3,551,000</b>	<b>\$112,269,000</b>		<b>\$115,820,000</b>

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

# Task 5.0 Funding Summary

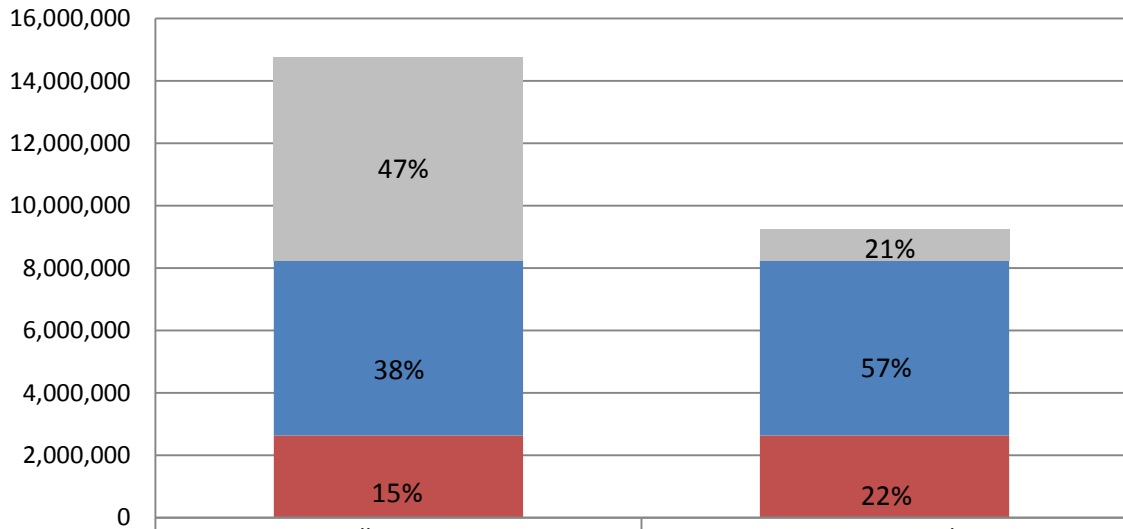


**EXHIBIT VIII-1**

**FY2014 AND FY2015 TPF PROGRAMMING SUMMARY**

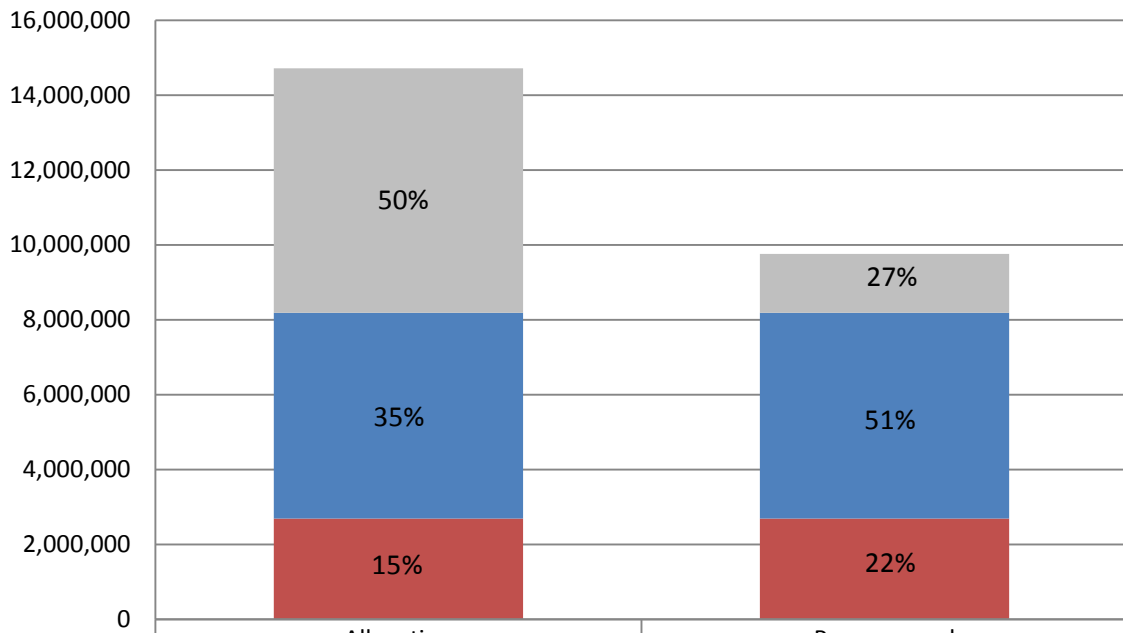
	FY2014		FY2015	
	Allocation	Programmed	Allocation	Programmed
<b>FTA Section 5303</b>	<b>2,635,163</b>	<b>2,635,163</b>	<b>2,691,978</b>	<b>2,691,978</b>
<b>FHWA (PL-112)</b>				
<b>Carryover</b>	5,600,685	5,600,685	<b>5,496,187</b>	<b>5,496,187</b>
<b>New Allocation</b>	<b>6,530,339</b>	<b>1,034,152</b>	<b>6,530,339</b>	<b>1,567,835</b>
<b>Total TPF</b>	<b>14,766,187</b>	<b>9,270,000</b>	<b>14,718,504</b>	<b>9,756,000</b>
<b>Carryover</b>		<b>5,496,187</b>		<b>4,962,504</b>
<b>Two-Year Totals</b>				
<b>FTA Section 5303</b>	<b>5,327,141</b>			
<b>FHWA PL-112</b>	<b>18,661,363</b>			
<b>Total</b>	<b>23,988,504</b>			
<b>Programmed</b>	<b>19,026,000</b>			
<b>Carryover</b>	<b>4,962,504</b>			

**Summary of TPF 2014 Funding Levels**



<span style="color: green;">■</span> FHWA (PL-112)	<b>6,530,339</b>	<b>1,034,152</b>
<span style="color: blue;">■</span> Carryover	5,600,685	5,600,685
<span style="color: red;">■</span> FTA (5303)	<b>2,635,163</b>	<b>2,635,163</b>

## Summary of TPF 2015 Funding Levels



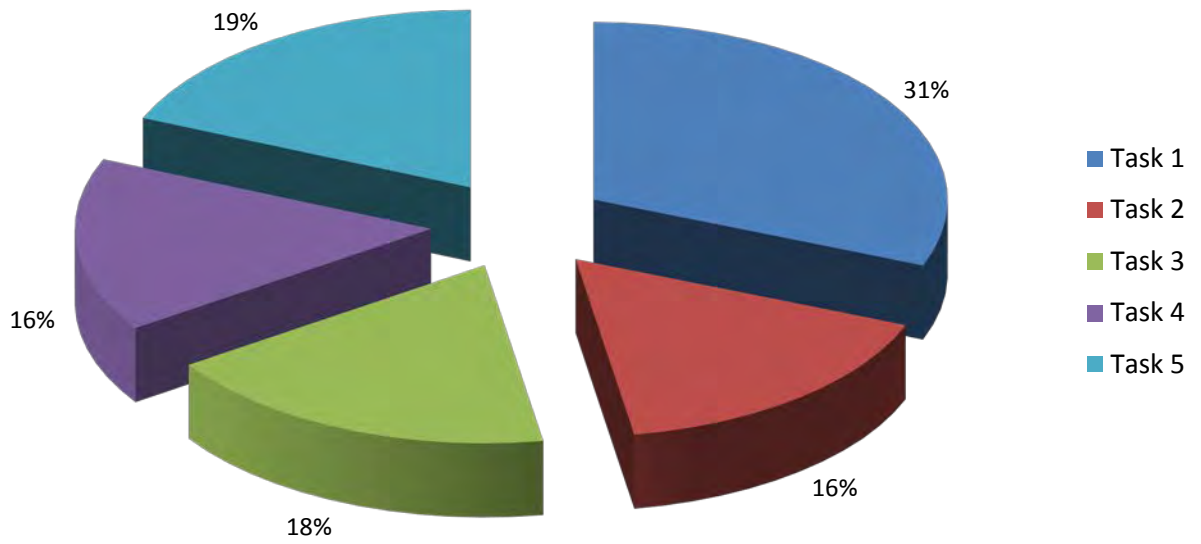
	Allocation	Programmed
<span style="color: grey;">■</span> FHWA (PL-112)	6,530,339	1,567,835
<span style="color: blue;">■</span> Carryover	5,496,187	5,496,187
<span style="color: red;">■</span> FTA (5303)	2,691,978	2,691,978

## EXHIBIT VIII-2

### FY2014 AND FY2015 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY 2014	FY 2015	Total
1.01	Community Outreach	\$725,000	\$776,000	\$1,501,000
1.02	Program Administration	\$1,673,000	\$1,726,000	\$3,399,000
1.03	Grant Management Streamlining	\$0	\$0	\$0
1.04	Comprehensive Fund Management	\$0	\$0	\$0
1.05	Computer Resource Management and Equipment Purchases	\$535,000	\$492,000	\$1,027,000
	<b>Subtask 1.0</b>	<b>\$2,933,000</b>	<b>\$2,994,000</b>	<b>\$5,927,000</b>
2.01	Travel Forecasting Support	\$673,000	\$665,000	\$1,338,000
2.02	Transportation Data Management	\$199,000	\$202,000	\$401,000
2.03	Information Systems	\$120,000	\$125,000	\$245,000
2.04	Demographic Data and Forecasts	\$530,000	\$600,000	\$1,130,000
	<b>Subtask 2.0</b>	<b>\$1,522,000</b>	<b>\$1,592,000</b>	<b>\$3,114,000</b>
3.01	Transportation Project Programming	\$600,000	\$612,000	\$1,212,000
3.02	Regional Air Quality Planning	\$400,000	\$368,000	\$768,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Transportation and Air Quality Communications	\$0	\$0	\$0
3.05	Public Transportation Planning and Management Studies	\$600,000	\$893,000	\$1,493,000
3.06	Transit Operations	\$0	\$0	\$0
3.07	Quality Control and Field Operations	\$0	\$0	\$0
	<b>Subtask 3.0</b>	<b>\$1,600,000</b>	<b>\$1,873,000</b>	<b>\$3,473,000</b>
4.01	The Metropolitan Transportation Plan	\$865,000	\$915,000	\$1,780,000
4.02	Innovative Transportation Financing Strategies	\$60,000	\$152,000	\$212,000
4.03	Coordination of Transportation and Environmental Planning Processes	\$101,000	\$67,000	\$168,000
4.04	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$68,000	\$41,000	\$109,000
4.05	Facilitating Sustainable Transportation Practices at Regional University Campuses	\$40,000	\$11,000	\$51,000
4.06	Transportation Model Enhancement, Network Development and Maintenance Planning Functions	\$334,000	\$307,000	\$641,000
	<b>Subtask 4.0</b>	<b>\$1,468,000</b>	<b>\$1,493,000</b>	<b>\$2,961,000</b>
5.01	Corridor Studies/Environmental Study Support	\$433,000	\$400,000	\$833,000
5.02	Transportation Subarea Studies and Comprehensive/Thoroughfare Planning Technical Support	\$441,000	\$408,000	\$849,000
5.03	Land-Use/Transportation Initiatives	\$200,000	\$212,000	\$412,000
5.04	Capital and Operational Asset Management System	\$58,000	\$192,000	\$250,000
5.05	Congestion Management Process	\$350,000	\$309,000	\$659,000
5.06	Congestion Management Operations	\$0	\$0	\$0
5.07	Regional Freight Planning	\$30,000	\$9,000	\$39,000
5.08	Railroad Crossing Coordination	\$0	\$0	\$0
5.09	Transportation System Security and Emergency Preparedness	\$40,000	\$39,000	\$79,000
5.10	Transportation Safety Planning	\$175,000	\$180,000	\$355,000
5.11	Regional Aviation Planning	\$20,000	\$55,000	\$75,000
5.12	Regional Military and Community Coordination	\$0	\$0	\$0
5.13	Aviation Education Integration and Outreach	\$0	\$0	\$0
5.14	Strategic Corridor Initiatives	\$0	\$0	\$0
5.15	Regional Job Opportunity Pilot Program	\$0	\$0	\$0
	<b>Subtask 5.0</b>	<b>\$1,747,000</b>	<b>\$1,804,000</b>	<b>\$3,551,000</b>
	<b>FUNDING TOTALS</b>	<b>\$9,270,000</b>	<b>\$9,756,000</b>	<b>\$19,026,000</b>

## Transportation Planning Funds (TPF) Summary by Task



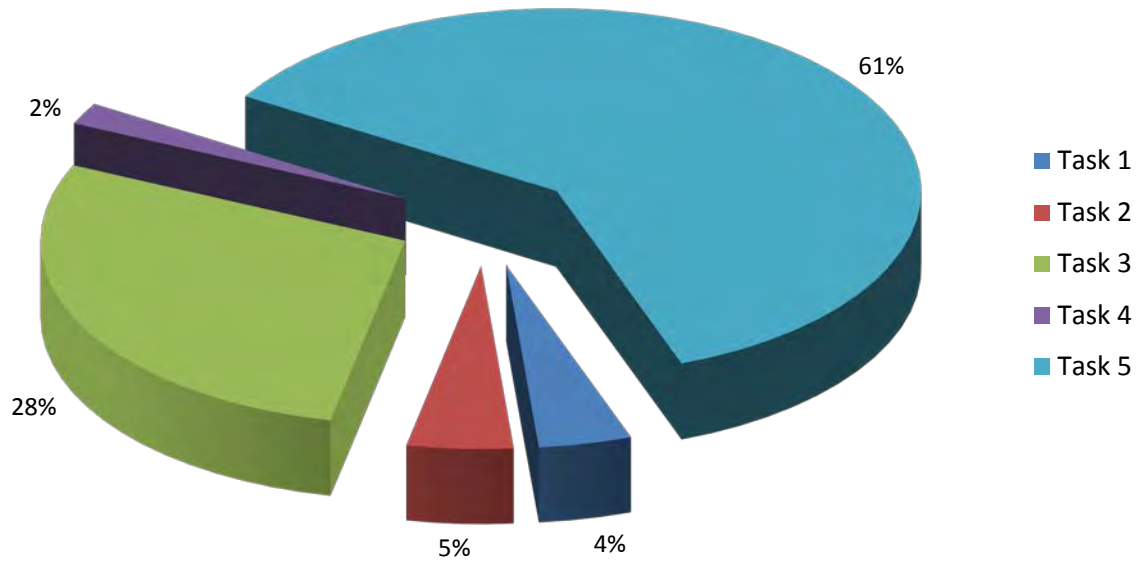


**EXHIBIT VIII-3**

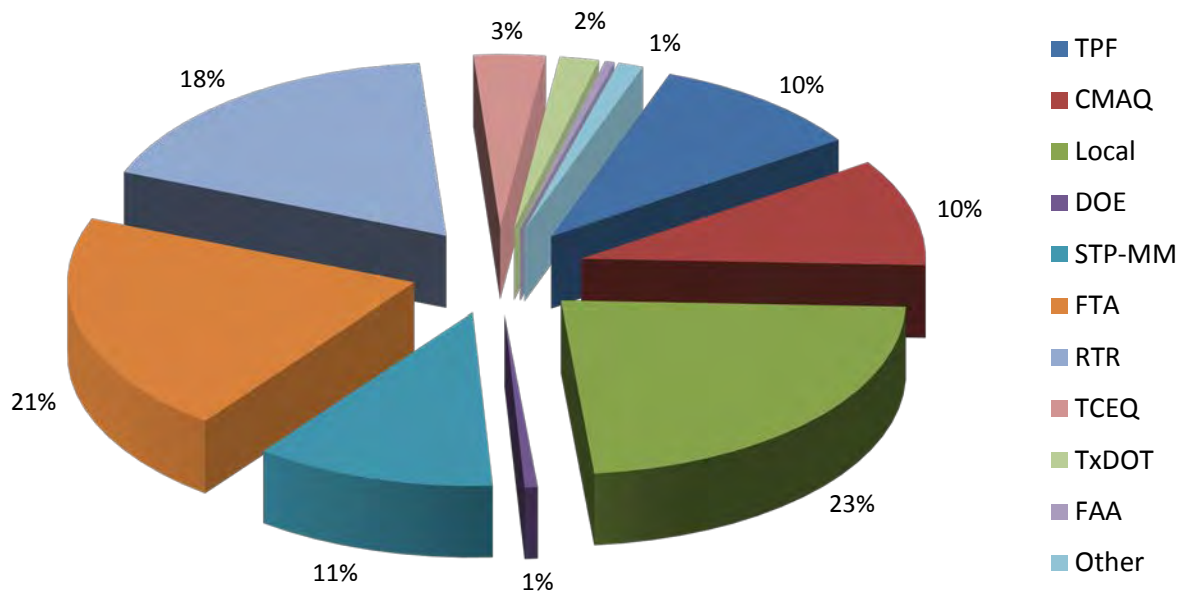
**FY2014 AND FY2015 UPWP FUNDING SUMMARY**

<b>Funding Source</b>	<b>Task 1.0 Administration</b>	<b>Task 2.0 Data Development</b>	<b>Task 3.0 Short Range Planning</b>	<b>Task 4.0 Metropolitan Transportation Planning</b>	<b>Task 5.0 Special Studies</b>	<b>Total</b>
<b>FTA Activities</b>	<b>44.21.00</b>	<b>44.22.00</b>	<b>44.24.00</b>	<b>44.23.01</b>	<b>44.23.02</b>	
			<b>44.25.00</b>		<b>44.24.00</b>	
					<b>44.22.00</b>	
					<b>44.27.00</b>	
TPF	<b>\$5,927,000</b>	\$3,114,000	<b>\$3,473,000</b>	<b>\$2,961,000</b>	\$3,551,000	<b>\$19,026,000</b>
CMAQ	\$0	\$0	\$5,549,000	\$0	<b>\$13,552,000</b>	<b>\$19,101,000</b>
DOD	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
DOE	\$0	\$0	\$1,158,000	\$0	\$0	<b>\$1,158,000</b>
EPA	\$0	\$0	\$631,700	\$0	\$0	<b>\$631,700</b>
FAA	\$0	\$0	\$0	\$0	\$845,000	<b>\$845,000</b>
FHWA	\$0	\$100,000	\$0	\$308,000	<b>\$1,056,000</b>	<b>\$1,464,000</b>
FTA	\$0	\$279,000	<b>\$18,696,000</b>	\$0	\$20,500,000	<b>\$39,475,000</b>
HUD	\$0	\$0	\$0	\$0	\$8,000	<b>\$8,000</b>
Local	\$908,000	\$1,058,000	\$11,960,400	<b>\$184,000</b>	<b>\$29,554,400</b>	<b>\$43,664,800</b>
NCTCOG Local	\$130,000	\$0	\$0	\$0	\$0	<b>\$130,000</b>
RTR	\$0	\$0	\$2,025,000	\$127,000	\$31,697,000	<b>\$33,849,000</b>
SECO	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
STP-MM	\$901,000	\$4,326,000	\$3,309,691	\$48,000	\$12,800,600	<b>\$21,385,291</b>
TBD	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
TCEQ	\$0	\$0	<b>\$6,355,500</b>	\$0	\$0	<b>\$6,355,500</b>
TxDOT	\$0	\$94,000	\$1,156,000	\$0	<b>\$2,256,000</b>	<b>\$3,506,000</b>
<b>Subtotal</b>	<b>\$7,866,000</b>	<b>\$8,971,000</b>	<b>\$54,314,291</b>	<b>\$3,628,000</b>	<b>\$115,820,000</b>	<b>\$190,599,291</b>

## Summary of Funding Task



## Summary of Total Funding



## **APPENDIX H**

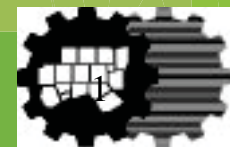
### **NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS' TRANSPORTATION PUBLIC PARTICIPATION PLAN**

(NCTCOG's updated Public Participation Plan, as approved by the Regional Transportation Council on February 12, 2015, will be inserted into the UPWP as "Appendix H," replacing the previous version.)

# *Modifications to the FY2014 and FY2015 Unified Planning Work Program*

**Regional Transportation Council  
March 12, 2015**

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



# ***New Initiatives***

Project	Financial Action	Description
<b>The Metropolitan Transportation Plan (4.01)</b>	\$62,000 RTC Local	Add University Partnership Program assistance for the study of Express Buses Operating in a Modern Network of Managed Lanes
<b>Corridor Studies/ Environmental Study Support – Roadway Corridors (5.01)</b>	None	Add Strategic Corridor Planning Initiative for Collin and Hunt Counties using approximately \$1 million in existing STP-MM funding and Transportation Development Credits previously programmed for the Blacklands Corridor

## ***New Initiatives (cont'd)***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
<b>Congestion Management Process (5.05)</b>	\$75,000 RTC Local	Add Data Supported Transportation Operations and Planning Center Partnership (D-STOP) initiative, utilizing University Partnership Program assistance, to support the development of new methodologies and technologies for working with data to improve models for transportation planning and traffic operations
<b>Congestion Management Process – Managed Lane Technology (5.06)</b>	None	Reflect NCTCOG participation in the Federal Highway Administration's High Occupancy Vehicle/Managed Use Lane Pooled Fund Study utilizing \$60,000 in RTC Local funds over a three-year period

# *Adjustments to Existing Projects*

Project	Financial Action	Description
<b>Introduction, A. Purpose</b>	None	Reflect the Regional Transportation Council's approval of the Updated Public Participation Plan
<b>Computer Resource Management and Equipment Purchases (1.05)</b>	\$10,000 TPF	Program funds for the purchase of video equipment for use in educating and informing the public
<b>Air Quality Management and Operations – Technology Improvements (3.03)</b>	\$13,500 TCEQ	Program funds for the Clean School Bus Program
<b>Transportation and Air Quality Communications (3.04)</b>	None	Reflect the use of professionally produced videos to engage the region in transportation and air quality issues

# Adjustments to Existing Projects (cont'd)

Project	Financial Action	Description
<b>Public Transportation Planning and Management Studies – FFTA (The T) Transit System Plan (3.05)</b>	\$220,000 TPF	Project was scheduled to occur in FY2014, but will begin in FY2015, and the funding is being carried forward
<b>Public Transportation Planning and Management Studies – Planning Assistance to Small Operators (3.05)</b>	\$420,000 FTA	Program a portion of Federal Transit Administration 5307 planning funds from Transit Operations - FTA Urban Funding Grant Administration (3.06) to support planning activities by small transit providers
<b>Transit Operations – FTA Urban Funding Grant Administration (3.06)</b>	(\$420,000 FTA)	Move a portion of Federal Transit Administration 5307 funds to Public Transportation Planning and Management Studies – Planning Assistance to Small Operators (3.05)



# Adjustments to Existing Projects (cont'd)

Project	Financial Action	Description
<b>The Metropolitan Transportation Plan (4.01)</b>	\$112,000 TPF	Work activities on the Mega Region and Economic Impact Analysis projects, utilizing University Partnership Program assistance, are carrying over into FY2015 and the unspent funding is also being carried forward
<b>Corridor Studies/ Environmental Study Support – North Texas Tollway Authority Feasibility Studies (5.01)</b>	\$100,000 Local	Program funds from NTTA for technical assistance support
<b>Corridor Studies/ Environmental Study Support – Roadway Corridors (5.01)</b>	(\$ 26,000 Local) \$ 26,000 TxDOT	Reclassify source of funding for the SH 190-East Branch – IH 30 to IH 20 project from local funds to TxDOT funds; both Transportation Planning Funds and TxDOT funds will support staff technical assistance on this project

# ***Adjustments to Existing Projects (cont'd)***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
<b>Transportation Subarea Studies and Comprehensive/Thoroughfare Planning Technical Support – Roadway (5.02)</b>	None	Add Kaufman County Thoroughfare Planning Support as a technical assistance project
<b>Land-use Transportation Initiatives – Bicycle and Pedestrian Planning (5.03)</b>	\$25,000 Local	Program new funding to support efforts promoting bicycle and pedestrian safety (pending final grant award)
<b>Land-use/ Transportation Initiatives – Bicycle and Pedestrian Planning (5.03)</b>	\$160,000 CMAQ	Program CMAQ funds and reflect the use of Transportation Development Credits as a source of matching funds for completion of a feasibility plan and initial design schematic of a bicycle/ pedestrian bridge crossing for Roy Orr Trail along Ten Mile Creek in DeSoto

# ***Adjustments to Existing Projects (cont'd)***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
<b>Congestion Management Process– Transportation System Management and Operations (5.05)</b>	\$200,000 FHWA	Program Federal Highway Administration funding to support Intelligent Transportation System Strategic Plan and Concept of Operations
<b>Strategic Corridor Initiatives – High Speed Rail – Three Corridors (5.14)</b>	(\$500,000 TxDOT) \$15,000 RTC Local	Remove programmed TxDOT funding, add RTC Local dollars to support project-related travel, and reflect the use of STP-MM, RTR and RTC Local funds on all three corridors
<b>Chapter VIII – Overview of Work Program Funding</b>	\$1,524,421 TPF	Reflect increase in FY2014 and FY2015 TPF Allocation, which results in a \$733,803 increase in carry over funds to FY2015
<b>Appendix H – Public Participation Plan</b>	None	Add updated Public Participation Plan

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

---

<b>Funding Source</b>	<b>Amount</b>	<b>UPWP Task(s)</b>
Local	\$251,000	4.01, 5.01, 5.03, 5.05, 5.14
TCEQ	\$13,500	3.03
TxDOT	(\$474,000)	5.01, 5.14
FHWA	\$200,000	5.05
CMAQ	\$160,000	5.03

# ***Adjustments to FY2015 Transportation Planning Fund Budget***

<b>Project</b>	<b>Original Budget</b>	<b>Variance</b>	<b>Revised Budget</b>
<b>1.0 Administration and Management</b>	\$2,984,000	\$10,000	\$2,994,000
<b>2.0 Transportation Data Development and Maintenance</b>	\$1,592,000	\$ 0	\$1,592,000
<b>3.0 Short-range Planning and Programming, and Air Quality and Transit Operations</b>	\$1,653,000	\$220,000	\$1,873,000
<b>4.0 Metropolitan Transportation Plan</b>	\$1,381,000	\$112,000	\$1,493,000
<b>5.0 Special Studies and System Operation</b>	\$1,804,000	\$ 0	\$1,804,000
<b>Funding Totals</b>	\$ 9,414,000	\$342,000	\$ 9,756,000

# ***Transportation Planning Funds Two-year Summary***

---

<b>FY2014 and FY2015 FTA 5303 Funds</b>	<b>\$ 5,327,141</b>
<b>FY2014 and FY2015 FHWA PL Funds</b>	<b>\$13,060,678</b>
<b>FY2013 FHWA PL Funds (unspent)</b>	<b><u>\$ 5,600,685</u></b>
<b>Total</b>	<b>\$23,988,504</b>
<b>Anticipated Expenditures</b>	<b>\$18,360,920</b>
<b>Expected PL Balance to Carry Over to FY2016</b>	<b>\$ 5,627,584</b>

# ***Modification Schedule***

---

**February 2-3**

**Public Meetings**

**March 12**

**Action by Regional Transportation Council**

**March 26**

**Action by NCTCOG Executive Board**

**March 27**

**Endorsement by Surface Transportation Technical Committee (February STTC meeting cancelled due to inclement weather)**

**March 30**

**Submittal to Texas Department of Transportation**

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

---

## **Comments or Questions:**

**Dan Kessler**

**Assistant Director of Transportation**

**Phone: 817/695-9248**

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

**Vickie Alexander**

**Administrative Program Supervisor**

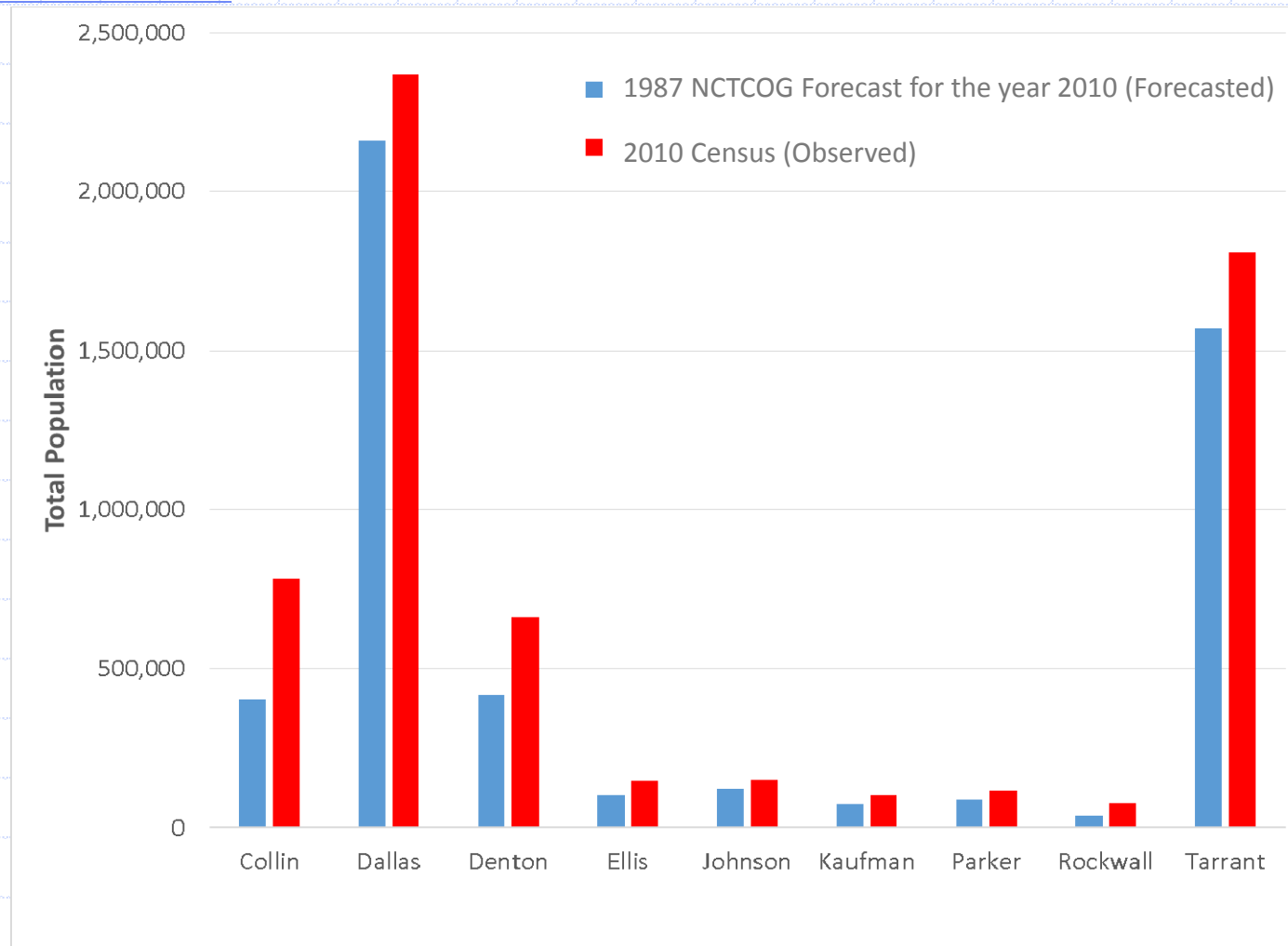
**Phone: 817/695-9242**

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

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

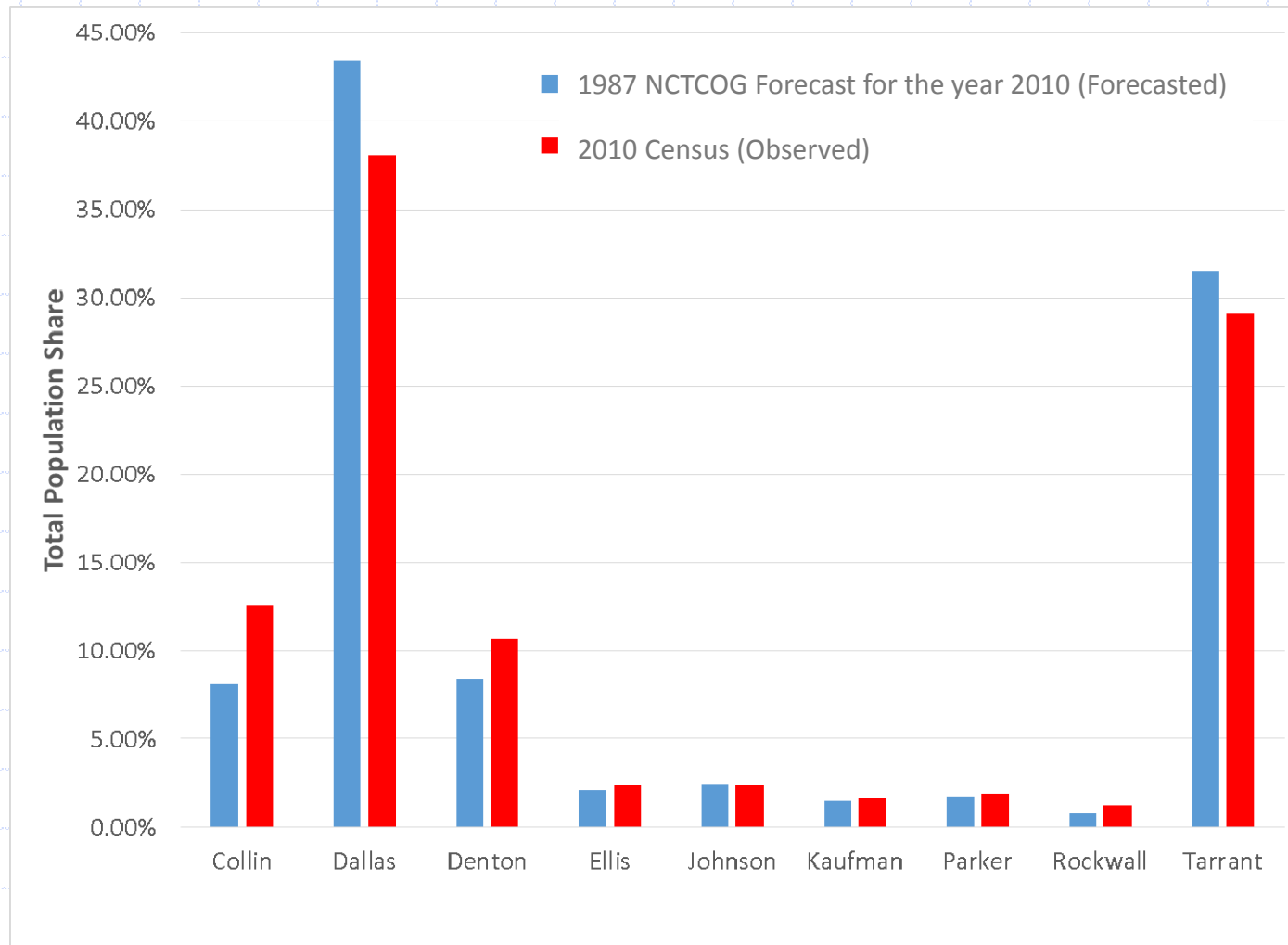


# 2010 Population Comparisons



Source : NCTCOG, Decennial Census

# 2010 Population Comparison Shares




Source : NCTCOG, Decennial Census

# Forecast 2040

## 2010 Population Forecast Validation By County

COUNTY	2010 (CENSUS)	2010 (GLUM Model)	% DIFF
COLLIN	778,427	791,423	1.67%
DALLAS	2,337,741	2,355,498	0.76%
DENTON	652,270	635,907	-2.51%
ELLIS	148,000	150,331	1.57%
HOOD	50,481	48,139	-4.64%
HUNT	84,260	86,079	2.16%
JOHNSON	148,290	151,331	2.05%
KAUFMAN	102,014	105,714	3.63%
PARKER	113,806	109,784	-3.53%
ROCKWALL	77,678	78,509	1.07%
TARRANT	1,788,400	1,771,758	-0.93%
WISE	58,147	59,472	2.28%
<b>Total</b>	<b>6,339,514</b>	<b>6,343,945</b>	<b>0.07%</b>

 **NCTCOG**  
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

Air Quality Publications

Car Care Clinics

Clean Vehicle Information

Major Air Pollutants

Funding Opportunities

Ozone Information >

State Implementation Plan (SIP)

Transportation Conformity

Transportation Home

### Air Quality Funding Opportunities for Vehicles

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

Air Quality Funding Home


Other Air Quality Funding Opportunities

Sign-Up for Email Updates

Home > Transportation > Air Quality > Clean Vehicles

Print this page

Current Vehicle Grant Funding Opportunities

 Select Language ? ?

Click the links below for a program description and relevant dates and details.	Eligible Focus Areas										
	Heavy-Duty Vehicles					Light-Duty Vehicles					
	Application Deadline	School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Other	Idle-Reduction Technology	Passenger Vehicles	Taxis	Idle-Reduction Technology	Eligible Applicant Type
<a href="#">AirCheckTexas Drive a Clean Machine Program</a>	Open							X			PC
<a href="#">Drayage Loan Program</a>	FCFS		X			X					PV
<a href="#">Federal and State Incentives and Laws (Including Tax Credits)</a>	Open	X	X	X	X		X	X	X		PV
<a href="#">Light-Duty Motor Vehicle Purchase or Lease Incentive (LDLPI) Program</a>	FCFS until 06/26/15							X	X		PB, PV, PC
<a href="#">North Central Texas Clean School Bus Program 2015 Call for Projects (CFP)</a>	03/13/15	X									PB, PV
<a href="#">Propane Vehicle Incentives for Texas</a>	FCFS	X	X		X	X		X	X		PB, PV
<a href="#">NEW Rebate Grants Program</a>	FCFS until 06/26/15	X	X	X	X	X					PB, PV, PC
<a href="#">Texas Natural Gas Vehicle Grant Program</a>	05/31/15	X	X	X	X	X					PB, PV

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

[NCTCOG Funding Opportunity Archive](#)

<http://www.nctcog.org/trans/air/vehicles/investments/funding/VehicleFundingOpportunities.asp>[3/3/2015 8:50:41 AM]

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

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

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

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



NCTCOG

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

AirCheckTexas Program

Air North Texas Program

Car Care Clinics

Engine Off North Texas

Regional Smoking Vehicle Program

Ozone Information

Transportation Home


Home &gt; Transportation &gt; Air Quality

Print this page

## NCTCOG Car Care Clinics



April Is National  
Car Care Month



October Is Fall  
Car Care Month

Do you know what that check engine light means? Car Care Month happens twice a year, **National Car Care Month** in **April** and **Fall Car Care Month** in **October**, and is a national effort aimed at providing information on the importance of vehicle care and maintenance. Proper care not only prolongs the life of your vehicle, but will ensure you are getting the best fuel economy and minimizing emissions.

To aid motorists in understanding the basics on how to care for a car, NCTCOG partners with automotive repair shops throughout the North Central Texas region to host **FREE** Car Care Clinics during the months of April and October.

Car Care Clinics will resume in April 2015. Additional information will be posted as details become available.



## Participating Repair Facilities

If you are a Participating Automotive Facility or would like to become one, [click here for Car Care Clinic resources and more information](#).

For a list of past Participating Automotive Facilities, [click here](#).

## Car Care Council



Keep your vehicle safe, dependable and on the road longer. Visit the [Car Care Council](#) for more information.

For additional information, contact NCTCOG staff at [NTXCarCare@nctcog.org](mailto:NTXCarCare@nctcog.org) or 817-704-5605.

12/16/2014 SD/MG

CONTACT US | SITE MAP | LEGAL | SYSTEM REQUIREMENTS



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

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

[Federal Register Volume 80, Number 31 (Tuesday, February 17, 2015)]  
[Proposed Rules]  
[Pages 8274-8278]  
From the Federal Register Online via the Government Printing Office [[www.gpo.gov](http://www.gpo.gov)]  
[FR Doc No: 2015-03152]

[[Page 8274]]

---

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 81

[EPA-R06-OAR-2014-0536; FRL-9923-13-Region 6]

Determination of Nonattainment and Reclassification of the  
Dallas/Fort Worth 1997 8-Hour Ozone Nonattainment Area; Texas

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

---

**SUMMARY:** The Environmental Protection Agency (EPA) is proposing to determine that the Dallas/Fort Worth (DFW) 8-hour ozone nonattainment area did not attain the 1997 8-hour ozone national ambient air quality standard (NAAQS or standard) by June 15, 2013, the attainment deadline set forth in the Code of Federal Regulations (CFR) for a Serious ozone nonattainment area under this standard. This proposal is based on EPA's review of complete, quality assured and certified ambient air quality monitoring data for the 2010-2012 monitoring period that are available in the EPA Air Quality System (AQS) database. If the EPA finalizes this determination, the DFW area will be reclassified by operation of law as a Severe ozone nonattainment area for the 1997 8-hour ozone standard. The EPA is also proposing that Texas must submit to the EPA the State Implementation Plan (SIP) revisions to address the Severe ozone nonattainment area requirements of the Act no later than one year after the effective date of the final rulemaking for this reclassification.

**DATES:** Comments must be received on or before March 19, 2015.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA-R06-OAR-2014-0536, by one of the following methods:

[www.regulations.gov](http://www.regulations.gov). Follow the on-line instructions.

Email: Ms. Carrie Paige at [paige.carrie@epa.gov](mailto:paige.carrie@epa.gov).

Mail: Mr. Guy Donaldson, Chief, Air Planning Section (6PD-L), Environmental Protection Agency, 1445 Ross Avenue, Suite 1200, Dallas, Texas 75202-2733.

Instructions: Direct your comments to Docket ID No. EPA-R06-OAR-2014-0536. EPA's policy is that all comments received will be included in the public docket without change and may be made available online at <http://www.regulations.gov>, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information the disclosure of which is restricted by statute. Do not submit information through <http://www.regulations.gov> or email, if you believe that it is CBI or otherwise protected from disclosure. The <http://www.regulations.gov> Web site is an "anonymous access" system, which means that EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an email comment directly to EPA without going through <http://www.regulations.gov>, your email address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the Internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment along with any disk or CD-ROM submitted. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters and any form of encryption and should be free of any defects or viruses. For additional information about EPA's public docket, visit the EPA Docket Center homepage at <http://www.epa.gov/epahome/dockets.htm>.

Docket: The index to the docket for this action is available electronically at [www.regulations.gov](http://www.regulations.gov) and in hard copy at EPA Region 6, 1445 Ross Avenue, Suite 700, Dallas, Texas. While all documents in the

docket are listed in the index, some information may be publicly available only at the hard copy location (e.g., copyrighted material), and some may not be publicly available at either location (e.g., CBI). To inspect the hard copy materials, please schedule an appointment with the person listed in the FOR FURTHER INFORMATION CONTACT paragraph below or Mr. Bill Deese at 214-665-7253.

FOR FURTHER INFORMATION CONTACT: Ms. Carrie Paige, Air Planning Section (6PD-L); telephone (214) 665-6521; email address [paige.carrie@epa.gov](mailto:paige.carrie@epa.gov).

SUPPLEMENTARY INFORMATION: Throughout this document, ``we,'' ``us,'' and ``our'' means the EPA.

## Table of Contents

I. Background  
II. EPA's Evaluation of the DFW Area's 1997 8-Hour Ozone Data  
III. The Consequences of Reclassification  
IV. The 2008 Ozone Standard and Its Effect on Reclassification of the DFW Area  
V. Proposed Action  
VI. Statutory and Executive Order Reviews

## I. Background

### A. The National Ambient Air Quality Standards

Section 109 of the Clean Air Act (CAA or Act) requires the EPA to establish a NAAQS for pollutants that ``may reasonably be anticipated to endanger public health and welfare'' and to develop a primary and secondary standard for each NAAQS. The primary standard is designed to protect human health with an adequate margin of safety and the secondary standard is designed to protect public welfare and the environment. The EPA has set NAAQS for six common air pollutants, also referred to as criteria pollutants: carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. These standards present state and local governments with the minimum air quality levels they must meet to comply with the Act. Also, these standards provide information to residents of the United States about the air quality in their communities.

### B. The 1997 8-Hour Ozone Standard

Ozone is a gas composed of three oxygen atoms. It is not usually emitted directly into the air, but at ground level is created by a chemical reaction between volatile organic compounds (VOCs) and oxides of nitrogen (NOX) in the presence of sunlight.\1\ On July 18, 1997, the EPA promulgated an 8-hour ozone standard of 0.08 parts per million (ppm).\2\ See 62 FR 38856 and 40 CFR 50.10.

---

\1\ For additional information on ozone, please visit [www.epa.gov/groundlevelozone](http://www.epa.gov/groundlevelozone).

\2\ In this action we refer to the 1997 8-hour ozone standard as ``the 1997 ozone standard.''

---

Consistent with the EPA regulations in section 2.3 of 40 CFR part 50, Appendix I: ``The primary and secondary ozone ambient air quality standards are met at an ambient air quality monitoring site when the 3-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration is less than or equal to 0.08 ppm. The number of significant figures in the level of the standard dictates the rounding convention for comparing the computed 3-year average annual fourth-highest daily maximum 8-hour average ozone concentration with the level of the standard. The third decimal place of the computed value is rounded, with values equal to or greater than 5 rounding up. Thus, a computed 3-year average ozone concentration of 0.085 ppm is the smallest value that is greater than 0.08 ppm.''

\3\ In addition,

[[Page 8275]]

the ambient air quality monitoring data for the 3-year period must meet a data completeness requirement, which is met when the average percentage of days with valid ambient monitoring data is greater than 90 percent, and no single year has less than 75 percent data completeness as determined in Appendix I of part 50.

---

\3\ For ease of communication, many reports of ozone concentrations are given in parts per billion (ppb); ppb = ppm x



1000. Thus, 0.085 ppm becomes 85 ppb.

---

#### C. The SIP and its Relation to the 1997 Ozone Standard

The Act requires states to develop air pollution regulations and control strategies to ensure that for each area designated nonattainment for a NAAQS, state air quality will meet the NAAQS established by the EPA. Each state must submit these regulations and control strategies to the EPA for approval and incorporation into the Federally-enforceable SIP. Each Federally-approved SIP protects air quality primarily by addressing air pollution at its point of origin. The SIPs may contain state regulations or other enforceable documents and supporting information such as emission inventories, monitoring networks, and modeling demonstrations.

For ozone nonattainment areas, requirements for SIPs are contained in Part D, subparts 1 and 2 of the Act. Under subpart 2, the applicable control requirements become increasingly more stringent according to an area's classification. The five classifications are Marginal, Moderate, Serious, Severe or Extreme, with Marginal areas subject to the least stringent requirements and Extreme areas subject to the most.

The EPA published two sets of regulations governing how the provisions of the CAA would apply for purposes of implementing the 1997 ozone standard. On April 30, 2004 (69 FR 23951), EPA promulgated the Phase 1 Rule, which addressed, among other matters, classifications for areas designated nonattainment for the 1997 ozone standard.

The EPA published a second rule, the Phase 2 Rule on November 29, 2005 (70 FR 71612), and made several revisions to that rule on June 8, 2007 (72 FR 31727). The Phase 2 rule addresses SIP obligations for the 1997 ozone standard, including the SIP elements associated with reasonably available control technology (RACT), reasonably available control measures (RACM), reasonable further progress (RFP), modeling and attainment demonstrations, new source review, vehicle inspection and maintenance (I/M) programs, and contingency measures for failure to meet RFP and the attainment date.

#### D. The DFW Nonattainment Area and Its Current Nonattainment Classification Under the 1997 Ozone Standard

On April 30, 2004, the EPA designated nine counties as the DFW nonattainment area for the 1997 ozone standard (i.e., Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant counties) and this 9-county area was classified under subpart 2 of the Act, as ``Moderate'' (69 FR 23858).\4\ For areas subject to subpart 2 of the Act, the maximum period to achieve attainment runs from the effective date of designations and classifications for the 1997 ozone standard and corresponds to the same length of time provided in Table 1 of Section 181(a) of the Act: Marginal--3 years; Moderate--6 years; Serious--9 years; Severe--15 years; and Extreme--20 years. 40 CFR 51.903.

---

\4\ On March 27, 2008 (73 FR 16436), the EPA promulgated a revised 8-hour ozone standard of 0.075 ppm (``the 2008 ozone standard'). On April 30, 2012, the EPA promulgated designations under the 2008 ozone standard (77 FR 30088, May 21, 2012) and in that action, the EPA designated 10 counties as a Moderate ozone nonattainment area: Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise. The EPA's actions herein do not address the DFW nonattainment area for the 2008 ozone standard.

---

The DFW nonattainment area was classified as Moderate based on a design value at the time of designation (DV) of 0.10 ppm, with an attainment date of June 15, 2010 (69 FR 23858). The DV of an area characterizes the severity of the air quality and is represented by the highest DV measured at any ozone monitor in the area. The calculation for the DV is the three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration measured at a monitor. In response to the designation, the State of Texas submitted an attainment plan designed to meet the 1997 ozone standard and we conditionally approved this plan on January 14, 2009 (74 FR 1903).\5\

---

\5\ In the next paragraph, we describe how the DFW area failed to attain the 1997 ozone standard by its Moderate attainment date and was reclassified as a Serious ozone nonattainment area. Following reclassification to Serious, the State submitted a revised attainment plan for the DFW area. We are addressing the State's revised Moderate area SIP that addressed the conditional approval and the State's Serious area SIP in separate rulemaking actions.

Section 181(b)(2) of the Act prescribes the process for making a determination of whether an ozone nonattainment area met the standard by its attainment date. Section 181(b)(2)(A) of the Act requires that the EPA determine, based on the area's ozone design value (as of the attainment date), whether or not the area attained the ozone standard by that date. For Marginal, Moderate, and Serious areas, if the EPA finds that the nonattainment area has failed to attain the ozone standard by the applicable attainment date, the area must be reclassified by operation of law to the higher of (1) the next higher classification for the area, or (2) the classification applicable to the area's design value as determined at the time of the required Federal Register notice. Section 181(b)(2)(B) requires the EPA to publish in the Federal Register a notice identifying any area that has failed to attain by its attainment date and, if applicable, the resulting reclassification. The DFW area failed to attain the 1997 ozone standard by its Moderate attainment date of June 15, 2010, and was consequently reclassified as a Serious ozone nonattainment area with an attainment date of no later than June 15, 2013 (75 FR 79302, December 20, 2010).

II. EPA's Evaluation of the DFW Area's 1997 8-Hour Ozone Data

The EPA is proposing to determine the DFW area did not attain the 1997 ozone standard by its attainment deadline of June 15, 2013 based on quality-assured, quality-controlled ambient air monitoring data for the years 2010-2012 that show the area was violating the 1997 ozone standard. These data from sites in the DFW area have been certified by the TCEQ and are presented in Table 1. As noted earlier in this action, the highest DV at any regulatory monitor in the area is considered the DV for the area (40 CFR 58.1). The Keller monitoring site recorded the highest 2010-2012 design value--0.087 ppm--which is also the design value for the area. Thus, pursuant to section 181(b)(2) of the Act, the EPA is proposing to determine that the DFW nonattainment area did not attain the 1997 ozone standard by the June 15, 2013, deadline for Serious nonattainment areas.

[[Page 8276]]

Table 1--DFW Area Fourth Highest 8-Hour Ozone Concentrations and Design Values (ppm),\6\ 2010-2012

- Design value (2010-2012)	Site name and No.	4th Highest daily max		
		2010	2011	2012
Fort Worth Northwest, 48-439-1002.....	\7\ 0.081	0.082	0.077	
0.080				
Keller, 48-439-2003.....	0.085	0.097	0.079	
0.087				
Frisco, 48-085-0005.....	0.074	0.091	0.084	
0.083				
Midlothian OFW, 48-139-0016.....	0.072	0.080	0.078	
0.076				
Denton Airport South, 48-121-0034.....	0.074	0.095	0.081	
0.083				
Arlington Municipal Airport, 48-439-3011.....	0.079	0.080	0.092	
0.083				
Dallas North No. 2, 48-113-0075.....	0.071	0.088	0.086	
0.081				
Rockwall Heath, 48-397-0001.....	0.073	0.080	0.080	
0.077				
Grapevine Fairway, 48-439-3009.....	0.083	0.091	0.086	
0.086				
Kaufman, 48-257-0005.....	0.064	0.074	0.073	
0.070				
Eagle Mountain Lake, 48-439-0075.....	0.080	0.080	0.087	
0.082				
Parker County, 48-367-0081.....	0.070	0.088	0.076	
0.078				
Cleburne Airport, 48-251-0003.....	0.078	0.079	0.082	
0.079				
Dallas Hinton St., 48-113-0069.....	0.075	0.084	0.087	
0.082				

Dallas Executive Airport, 48-113-0087.....	0.078	0.082	0.085
0.081			
Pilot Point, 48-121-1032.....	0.078	0.091	0.078
0.082			
Italy, 48-139-1044.....	0.063	0.075	0.071
0.069			

---

Under section 181(a)(5) of the Act and 40 CFR 51.907, an area can qualify for up to 2 one-year extensions of its attainment date if it meets the conditions set forth in 40 CFR 51.907. For the 1997 ozone standard, if an area's fourth highest daily maximum 8-hour average value in the attainment year is 0.084 ppm or less (40 CFR 51.907), the area is eligible for the first one-year extension to the attainment date. The attainment year is the year immediately preceding the attainment date (40 CFR 51.900(g)), thus the DFW area's attainment year is 2012. In 2012, the area's fourth-highest daily maximum 8-hour was 0.092 ppm at the Arlington monitor site. Therefore, the DFW area does not qualify for a 1-year extension of its Serious area attainment deadline.

---

\6\ Design value calculations for the 1997 ozone standard are based on a rolling three-year average of the annual 4th highest values (40 CFR part 50, Appendix I).

\7\ As happens on occasion, this particular value varies from that reported on the State Web site (see [www.tceq.texas.gov/cgi-bin/compliance/monops/8hr\\_attainment.pl](http://www.tceq.texas.gov/cgi-bin/compliance/monops/8hr_attainment.pl)). For comparison and confirmation, the AQS report for these monitors, for 2010 through 2013, is provided in the docket for this rulemaking.

---

Section 181(b)(2)(A) of the Act provides that, should the EPA find that an area fails to attain by the applicable date, the area shall be reclassified by operation of law to the higher of: The next higher classification for the area; or the classification applicable to the area's ozone design value at the time of the reclassification. The classification that would be applicable to the DFW area's ozone DV at the time of today's notice is ``Marginal'' because the area's calculated DV, based on quality-assured ozone monitoring data from 2011-2013, is 0.087 ppm.\8\ By contrast, the next higher classification for the DFW area is ``Severe.'' Because ``Severe'' is a higher nonattainment classification than ``Marginal'' under the statutory scheme in the Act, upon the effective date of the final rulemaking determining that the DFW has failed to attain the 1997 ozone standard by the applicable attainment date of June 15, 2013, the DFW area will be reclassified by operation of law as ``Severe.''

---

\8\ As indicated earlier in this rulemaking, the DV for the 2010-2012 ozone season is 0.087 ppm, too. The DFW area fourth highest 8-hour ozone concentrations and DVs for 2011-2013 are provided in the docket for this rulemaking.

---

### III. The Consequences of Reclassification

#### A. Effect of Reclassification on Stationary Air Pollution Sources

Upon reclassification, stationary air pollution sources in the DFW ozone nonattainment area will be subject to Severe ozone nonattainment area New Source Review (NSR) and Title V permit requirements. The source applicability threshold for major sources and major source modification emissions is lowered to those that emit or have the potential to emit at least 25 tons per year (tpy) of VOC and NOX. For new and modified major stationary sources subject to review under Texas Administrative Code Title 30, Chapter 116, Section 116.150 (30 TAC 116.150) in the EPA approved SIP, VOC and NOX emissions increases from the proposed construction of new or modified major stationary sources must be offset by emissions reductions meeting a minimum offset ratio of 1.30 to 1. See 30 TAC 116 and 40 CFR 52.2270(c).

#### B. Use of Reformulated Gasoline

Effective one year after the reclassification of the DFW area as a Severe ozone nonattainment area, the requirement at section 211(k)(10)(D) of the Act would expand the prohibition of the sale of conventional gasoline and require the use of reformulated gasoline in Ellis, Johnson, Kaufman, Parker, and Rockwall counties. Currently, the

prohibition applying to the sale of conventional gasoline in the DFW area is limited to Collin, Dallas, Denton and Tarrant counties (see 57 FR 46316, October 8, 1992).

#### C. Proposed Date for Submitting a Revised SIP for the DFW Area

Pursuant to section 181(b)(2) of the Act, the EPA is proposing to determine that the DFW area did not attain the 1997 ozone standard by the attainment deadline for Serious ozone nonattainment areas. If the EPA takes final action on this determination as proposed, the DFW area will be reclassified by operation of law from Serious to Severe nonattainment. Severe areas are required to attain the standard ``as expeditiously as practicable'' but no later than 15 years after designation, or June 15, 2019.\9\ The ``as expeditiously as

[[Page 8277]]

practicable'' attainment date will be determined as part of the action on the required SIP submittal demonstrating attainment of the 1997 ozone standard. The EPA is proposing a schedule by which Texas will submit the SIP revisions necessary pursuant to reclassification to Severe nonattainment of the 1997 ozone standard.

---

\9\ As noted earlier, the attainment date is 15 years from the effective date of designations and classifications for the 1997 ozone standard, which places it in the middle of the ozone monitoring season. The DFW ozone season data collected through June 15 would not meet the data completeness requirement and thus could not be used to determine attainment. To achieve the data completeness requirement, we use data collected from the prior complete ozone seasons. In other words, the area must attain by the year immediately preceding the attainment date (40 CFR 51.900(g)), which in this instance is 2018. The attainment date for the DFW nonattainment area under the 2008 ozone standard is December 31, 2018 (77 FR 30088).

---

When an area is reclassified, the EPA has the authority under section 182(i) of the Act to adjust the Act's submittal deadlines for any new SIP revisions that are required as a result of the reclassification. Pursuant to 40 CFR 51.908(d), for each nonattainment area, the State must provide for implementation of all control measures needed for attainment as expeditiously as practicable but no later than the beginning of the attainment year ozone season. The attainment year ozone season is the ozone season immediately preceding a nonattainment area's attainment date. For an area with an attainment date of June 15, 2019, which is the date that would apply for the DFW area if bumped up to Severe, the attainment year ozone season is 2018 (40 CFR 51.900(g)). The ozone season is the ozone monitoring season as defined in 40 CFR part 58, Appendix D, section 4.1, Table D-3 (71 FR 61236, October 17, 2006). For the DFW area, March 1st is the beginning of the ozone monitoring season. We propose that Texas submit the required SIP revisions, including the attainment demonstration, RFP plan, and other applicable Severe area requirements to the EPA as expeditiously as practicable, but not later than one year after the effective date of the final rulemaking for this reclassification. In addition, all applicable controls shall be implemented as expeditiously as practicable but no later than March 1, 2018, which is the beginning of the attainment year ozone season.

#### D. Severe Area Plan Requirements

Pursuant to section 182(d) of the Act and 40 CFR 51 subpart X, the revised SIP for the DFW area must include all the CAA requirements for Serious ozone nonattainment area plans such as: (1) Enhanced ambient monitoring (CAA 182(c)(1)); (2) an enhanced vehicle I/M program (CAA 182(c)(3)); and (3) a clean fuel vehicle program or an approved substitute (CAA 182(c)(4)).\10\ The revised SIP for the DFW area must also meet the Severe area requirements specified in CAA section 182(d), including: (1) An attainment demonstration (CAA section 182(c)(2)(A) and (d); 40 CFR 51.908); (2) provisions for RACT and RACM (CAA sections 172(c)(1); 182(b)(2) and (d); 40 CFR 51.912); (3) RFP reductions for each three-year period until the attainment date (CAA section 182(c)(2)(B) and (d); 40 CFR 51.910); (4) contingency measures to be implemented in the event of failure to meet RFP or attain the standard (CAA 172(c)(9) and 182(c)(9)); (5) transportation control measures to offset emissions from growth in vehicle miles traveled or VMT (CAA 182(d)(1)(A)); (6) increased offsets for major sources (CAA section 182(d)(2) and 40 CFR 51.165); and (7) fees on major sources if the area fails to attain the standard (CAA 182(d)(3) and 185).

\10\ The requirement for Stage II gasoline vapor recovery does not apply because the EPA determined that onboard vapor recovery is in widespread use in the motor vehicle fleet and waived the CAA section 182(b)(3) requirement. See 77 FR 28772, May 16, 2012. On March 17, 2014, the EPA approved revisions to the Texas SIP that remove the requirement that gasoline dispensing facilities (GDFs) install Stage II equipment and provide removal (decommissioning) procedures that existing GDFs must complete by August 31, 2018 (79 FR 14611).

Because the DFW area is presently classified as Serious under the 1997 ozone standard, the state has adopted and EPA has approved into the SIP provisions that meet several of these requirements. A list of the requirements already in place and those yet to be adopted by the State for the DFW area is provided in Table 2.

Table 2--Requirements That Would Apply for the Proposed DFW Severe Nonattainment Area for the 1997 Ozone Standard

Requirement	Action needed or date approved by EPA
Severe Area Attainment Demonstration...	Must be submitted to EPA for approval by date established in final reclassification rule.
RFP Demonstration.....	Must be submitted to EPA for approval by date established in final reclassification rule.
Contingency provisions.....	Must be submitted to EPA for approval by date established in final reclassification rule.
Enhanced ambient monitoring.....	Proposed for approval on May 13, 2014 (79 FR 27257).
Enhanced vehicle I/M program.....	November 14, 2001 (66 FR 57261).\11\
Clean-fuel vehicle programs.....	Proposed for approval on May 13, 2014 (79 FR 27257).
Transportation control measures to offset VMT.	Must be submitted to EPA for approval by date established in final reclassification rule.
RACM.....	Must be submitted to EPA for approval by date established in final reclassification rule.
RACT.....	Must be submitted to EPA for approval by date established in final reclassification rule.
Fees on major sources if the area fails to attain the 1997 ozone standard.	Must be submitted to EPA for approval by date established in final reclassification rule.

IV. The 2008 Ozone Standard and Its Effect on Reclassification of the DFW Area

In 2008, the EPA promulgated a more protective 8-hour ozone standard of 0.075 ppm (73 FR 16436) and EPA published a rule designating areas for that standard on May 21, 2012 (77 FR 30088). On June 6, 2013, the EPA published its proposed rule to implement the 2008 ozone standard (78 FR 34178). The rule also proposed revocation of the 1997 ozone standard for all purposes, and that upon revocation of that standard, the EPA would not be obligated to reclassify areas to a higher classification under the 1997 ozone NAAQS based upon a determination that the areas failed to attain such NAAQS by the areas' corresponding attainment date (78 FR 34178, 34236; proposed 40 CFR 51.1105(d)(2)(ii)). We anticipate final action on the proposed implementation

[[Page 8278]]

rule this spring. If EPA has not yet taken final action to reclassify the DFW area for the 1997 ozone standard before a final rulemaking

revoking the 1997 ozone NAAQS for all purposes is effective, and that rulemaking is finalized as proposed with respect to EPA's obligation concerning reclassification of areas for the revoked standard, then EPA will not finalize this proposed reclassification for DFW. However, the DFW area will still be subject to appropriate ``anti-backsliding'' requirements for the 1997 ozone NAAQS as established in any final rule EPA may promulgate in connection with any revocation of the 1997 standard. Anti-backsliding provides protection against degradation of air quality (e.g., the DFW area does not ``backslide'') and ensures the area continues to make progress toward attainment of the new, more stringent NAAQS. Anti-backsliding also ensures there is consistency with the ozone NAAQS implementation framework outlined in subpart 2 of Part D of the CAA (78 FR 34178, 34211).

-----

\11\ This rulemaking expanded the enhanced I/M program to include all nine of the DFW nonattainment counties.

-----

## V. Proposed Action

Pursuant to section 181(b)(2) of the Act, the EPA is proposing to determine, based on certified, quality-assured monitoring data for 2010-2012 that the DFW area did not attain the 1997 ozone standard by the applicable June 15, 2013 attainment deadline. If the EPA finalizes this determination, upon the effective date of the final determination the DFW 9-county nonattainment area will be reclassified by operation of law as a Severe ozone nonattainment area under the 1997 ozone standard. Pursuant to section 182(i) of the Act, the EPA is also proposing the schedule for submittal of the SIP revisions required for Severe areas once the DFW area is reclassified. The EPA is proposing that Texas submit to the EPA the required SIP revisions for the Severe attainment demonstration, RFP and for all other Severe area measures required under sections 172, 182(c), 182(d) and 185 of the Act no later than one year after the effective date of the final rulemaking for this reclassification.

## VI. Statutory and Executive Order Reviews

Under section 181(b)(2) of the CAA, a determination of nonattainment is a factual determination based upon air quality considerations and the resulting reclassification must occur by operation of law. A determination of nonattainment and the resulting reclassification of a nonattainment area by operation of law under section 181(b)(2) does not in and of itself create any new requirements, but rather applies the requirements contained in the Clean Air Act. For these reasons, this proposed action:

Is not a ``significant regulatory action'' subject to review by the Office of Management and Budget under Executive Order 12866 (58 FR 51735, October 4, 1993);

Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.);

Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.);

Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);

Does not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);

Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);

Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);

Is not subject to requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because application of those requirements would be inconsistent with the CAA; and

Does not provide EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

In addition, this proposed rule does not have tribal implications because it will not have a substantial direct effect on any Indian reservation land or in any other area where EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, this proposed rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249, November 9, 2000), nor will it impose substantial direct costs on tribal governments or

preempt tribal law.

List of Subjects in 40 CFR Part 81

Environmental protection, Air pollution control, National parks,  
Wilderness areas.

Authority: 42 U.S.C. 7401 et seq.

Dated: February 9, 2015.

Ron Curry,  
Regional Administrator, Region 6.  
[FR Doc. 2015-03152 Filed 2-13-15; 8:45 am]  
BILLING CODE 6560-50-P

# Funding Available to Expand Public Transit Options

*Applications due  
April 10, 2015*

Call for Projects Opens: February 27, 2015

## **Enhanced Mobility of Seniors and Individuals with Disabilities Program**

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

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

...provides funds to support projects that transport low-income individuals to and from employment activities, including funds to support low-income individuals traveling to suburban employment opportunities.

Visit [www.nctcog.org/ftafunding](http://www.nctcog.org/ftafunding) for more information about the programs, project requirements, and eligibility.

Approximately \$4.9 million is available for the North Central Texas Council of Governments to competitively award through two federal funding programs. Projects must be focused on the Dallas-Fort Worth-Arlington and/or Denton-Lewisville Urbanized area.

Two pre-proposal workshops will be conducted and will include:

- An overview of the Federal Transit Administration (FTA) programs
- Funding Availability
- Eligibility Requirements
- Application Process
- Project Selection
- Timeline for Award

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

To obtain additional information about the call for projects, please contact Jamie Patel, Senior Transportation Planner at 817-608-2377 or [jpatel@nctcog.org](mailto:jpatel@nctcog.org).

## **Pre-Proposal Workshops:**

**Monday, March 9, 2015**

**1:30 pm - 3:00 pm**

Lewisville City Hall  
151 West Church Street  
Lewisville, TX 75057

**Wednesday, March 11, 2015**

**10:00 am - 11:30 am**

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

*A video recording of the March 11th meeting will be online at [www.nctcog.org/ftafunding](http://www.nctcog.org/ftafunding)*

**Please RSVP by March 6, 2015**

**to Therese Bergeon at**

**817-695-9267 or**

**[tbergeon@nctcog.org](mailto:tbergeon@nctcog.org)**



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



[twitter.com/nctcogtrans](https://twitter.com/nctcogtrans)



North Central Texas  
Council of Governments

**[www.nctcog.org/ftafunding](http://www.nctcog.org/ftafunding)**



# FACTSheet

February 2015

North Central Texas Council of Governments

Regional Transportation Council

airnorthtexas.org

## Quick Take

### Dallas-Fort Worth Nonattainment Area

Ten Dallas-Fort Worth area counties do not meet the EPA's regulation for ozone pollution, meaning the region has additional environmental responsibilities when completing transportation improvements. The nonattainment counties are Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise. The region has until 2018 to meet the new 75 parts per billion (ppb) standard.

## What is ozone?

Ozone (O<sub>3</sub>) is a gas formed in the atmosphere when three atoms of oxygen combine. Ozone is found both high in the stratosphere and near the ground. Ground-level ozone, which is harmful to our health, forms when nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs) are released in the air and mix in the presence of sunlight. High concentrations of ozone usually occur during the summer.

## Where does it come from?

Ozone emissions come from many sources. In DFW, mobile sources (vehicles, construction equipment) are the primary concern, accounting for 66 percent of NO<sub>x</sub> emissions.

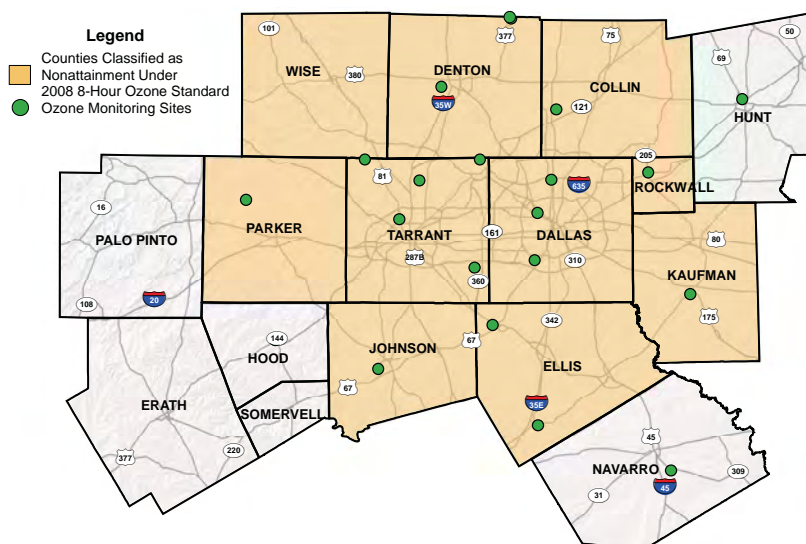
## Air Quality Essential to DFW Transportation

The North Texas transportation system is an expensive asset to maintain. By 2035, the rapidly growing region expects to spend approximately \$94.5 billion in an effort to improve the reliability of its roads, rails and other transportation elements.

In North Texas, transportation planners have more to think about than how to get people where they are going more efficiently. Ten DFW area counties are out of compliance with the Environmental Protection Agency's (EPA) ozone standard. While there are a number of reasons for this, transportation professionals have to ensure mobility improvements can be made without negatively impacting the air. The region must implement measures to improve its air quality or face future sanctions from the EPA and potentially lose transportation funding. With a rapidly growing population and aging infrastructure, the DFW area needs more funding, not less.

The North Central Texas Council of Governments works closely with regional partners to develop and implement strategies, policies and programs to enhance air quality. NCTCOG periodically allows public and private entities to compete for funding intended to reduce the emissions of their fleets and purchase cleaner equipment. NCTCOG also uses programs that allow the public to participate in the process. Travel Demand Management and Transportation Systems Management strategies also help NCTCOG improve air quality.

### 10-County Nonattainment Area



The design value, which determines a county's or region's attainment status, is the three-year average of the fourth-highest value recorded at any given monitor. The 2008 8-hour National Ambient Air Quality Standard for ozone is exceeded when the design value in more than 75 ppb.

## Categories of Emissions Sources

**AREA** – Oil and gas drilling, bakeries, paint shops, dry cleaners

**NON-ROAD MOBILE** – Construction, aircraft, locomotive, lawn and garden equipment

**ON-ROAD MOBILE** – Cars, trucks, buses

**POINT** – Cement facilities, power plants

**BIOGENICS** – Vegetation, wildfires

## How is Ozone Harmful?

Ozone in the upper atmosphere, “good ozone,” is beneficial and serves as a protective layer blocking damaging ultraviolet rays from the sun. Ground-level ozone is potentially harmful. Studies indicate elevated levels of this “bad ozone” may make breathing more difficult, increase the frequency of asthma episodes and reduce the body’s ability to resist respiratory infections. In addition to threatening human health, high ozone concentrations pose a risk to the environment, wildlife, agriculture and manufactured structures in the region.

## Air Pollution Alert System






It is important to stay informed of daily air quality information in North Texas. Residents can sign up to receive air pollution alerts when ozone levels are forecast to be high. These alerts indicate that air quality is likely to reach unhealthy levels within 24 hours. These email alerts inform residents, businesses and industries of expected high ozone days so they can make decisions that contribute to cleaner air.

It is recommended people stay indoors or limit their outdoor activity when ozone levels are high. The elderly and children, as well as those with respiratory problems, could suffer severe health problems from prolonged exposure even when the air quality is only moderately unhealthy. Residents can also make behavioral changes year-round, such as carpooling or taking transit, to help reduce emissions levels and decrease the number of bad ozone days.

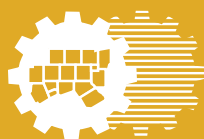
To sign up for air pollution alert emails, visit [www.airnorthtexas.org/Commit.asp](http://www.airnorthtexas.org/Commit.asp).

## History

Ozone is one of six pollutants governed by National Ambient Air Quality Standards set by the EPA. The ozone standard is periodically reviewed and updated when a change is deemed necessary to protect people’s health. In 1990, the EPA established the 1-hour ozone standard, which North Texas has met. In 2004, an 8-hour standard was introduced to replace the 1-hour standard. The 10-county nonattainment area met the 84 ppb requirement in 2014. A more stringent 8-hour standard of 75 ppb, which DFW must meet by 2018, was adopted in 2008. Even when the current standard is reached, NCTCOG will continue working with regional partners on programs to help residents breathe easier for generations. A revised 8-hour standard is out for public comment and could result in the design value moving to between 65 and 70 ppb by December 2015.

Color	Air Quality	Actions to Protect Your Health
	good	None necessary
	moderate	Unusually sensitive people should consider limiting prolonged outdoor exertion
	unhealthy for sensitive groups	Active children and adults and people with respiratory disease, such as asthma, should <i>limit</i> prolonged outdoor exertion
	unhealthy	Active children and adults and people with respiratory disease, such as asthma, should <i>avoid</i> prolonged outdoor exertion; everyone else, especially children, should <i>limit</i> prolonged outdoor exertion
	very unhealthy	Active children and adults and people with respiratory disease, such as asthma, should <i>avoid all</i> prolonged outdoor exertion; everyone else, especially children, should <i>limit</i> prolonged outdoor exertion

Source: EPA



### North Central Texas Council of Governments

Phone: 817-695-9240

Fax: 817-640-3028

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

[NCTCOG.org/trans](http://NCTCOG.org/trans)

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

[Twitter.com/nctcogtrans](https://twitter.com/nctcogtrans)

[YouTube.com/nctcogtrans](https://www.youtube.com/nctcogtrans)

[Instagram.com/nctcogtrans](https://www.instagram.com/nctcogtrans)

# WHAT DO YOU THINK? TELL US.

## Regional Transportation Public Input Opportunity



North Central Texas  
Council of Governments

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area since 1974, are seeking public input.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment March 9 - April 7, 2015.

To request printed copies of the information, call 817-608-2335 or e-mail [jstout@nctcog.org](mailto:jstout@nctcog.org)

Submit comments and questions to NCTCOG:

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

Website: [www.nctcog.org/input](http://www.nctcog.org/input)

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, Texas 76005

### REVIEW & COMMENT

#### Proposed Modifications to the List of Funded Projects

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

### STAY IN THE KNOW

#### Annual Listing of Obligated Projects

Each year, NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles a listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. The 2014 listing of projects is online at [www.nctcog.org/annual](http://www.nctcog.org/annual).

# [www.nctcog.org/input](http://www.nctcog.org/input)

For special accommodations due to a disability or language translation, contact call 817-608-2335 or e-mail [jstout@nctcog.org](mailto:jstout@nctcog.org). Reasonable accommodations will be made. *Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2335 o por e-mail: [jstout@nctcog.org](mailto:jstout@nctcog.org). Se harán las adaptaciones razonables.*



U.S. Department  
Of Transportation  
**Federal Transit  
Administration**

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

819 Taylor Street  
Room 8A36  
Fort Worth, Texas 76102  
817-978-0550  
817-978-0575 (fax)

February 12, 2015

Ken Kirkpatrick  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, TX 76005-5888

Re: DBE Program Concurrence (Recipient ID #1588)

Dear Mr. Kirkpatrick:

This letter is to confirm that the Federal Transit Administration (FTA) has received the North Central Texas Council of Governments' (NCTCOG) Disadvantaged Business Enterprise (DBE) updated program January 16, 2015. This submission is required pursuant to the Department of Transportation DBE regulations found at 49 C.F.R. Part 26.

We have reviewed your program and determined that it meets the requirements set out in the DOT's DBE regulations. The DBE program status in FTA TEAM-Web has been updated to reflect this concurrence. You do not have to submit regular updates of your DBE program, as long as you remain in compliance. However, you must submit significant changes in the program for FTA review and concurrence.

If you have any questions regarding this concurrence, please do not hesitate to contact me directly at 816-329-3928 or at [rebecca.rand@dot.gov](mailto:rebecca.rand@dot.gov).

Sincerely,

A handwritten signature in cursive script, appearing to read "Rebecca E. Rand".

for Rebecca E. Rand, Regional Civil Rights Officer, Acting for Region VI

cc: Robert C. Patrick, Regional Administrator, TRO-6 (Electronic)  
Monica McCallum, Regional Operation Division Chief (Electronic)  
Recipient TEAM profile (1588) (Electronic)

# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS TRAVEL DEMAND MANAGEMENT PROGRAM AREA

## 2014 TDM ANNUAL PERFORMANCE REPORT

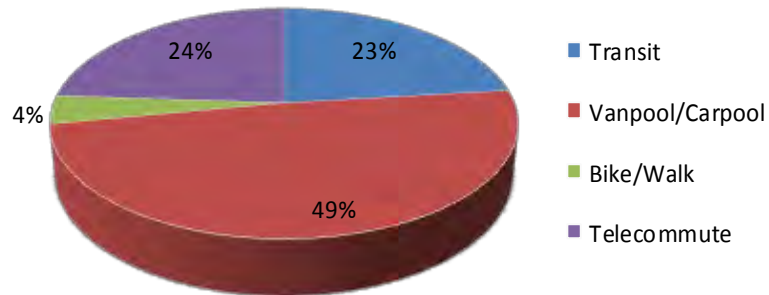
### Information as Reported through TryParkingIt.com

#### Commute Modes January – December 2014

Commute Mode	Number of Times Used	VMT Reduced (mi)	Percentage Used
Transit	2,616	110,540	23
Vanpool – Ride	1,404	110,021	13
Vanpool – Drive	1,261	90,329	11
Carpool – Ride	1,587	69,551	14
Carpool – Drive	1,279	54,536	11
Telework Center	11	710	0
Bicycle	447	4,603	4
Telecommute	2,751	136,396	24
Walk	14	282	0

Note: The commute modes used, as reported through the Try Parking It website, are listed in the table above. It is important to note that these statistics are based on the commute activities voluntarily reported on the website. The actual commute mode percentages used throughout the region will differ.

2014 Try Parking It Commute Modes



#### Emissions Report January – December 2014

Vehicle Type	Miles Reduced	VOC (lbs)	NOx (lbs)	CO (lbs)	PM (lbs)	CO2 (lbs)	SO2 (lbs)
Automobiles [gas]	377,851	469	409	6,272	9	306,868	6
Automobiles [diesel]	0	0	0	0	0	0	0
SUV/Truck/Van [gas]	194,676	304	378	4,497	5	220,519	4
SUV/Truck/Van [diesel]	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0
Hybrid Vehicle	0	0	0	0	0	0	0
Totals	572,526	774	787	10,769	14	527,386	10

#### Employer and Emissions Report

##### Employer Statistics January – December 2014

The Try Parking It website continued to receive new employer registrations throughout 2014. Between the months of January and December, 396 new employers were reported.

Total Employers Registered	3,205
----------------------------	-------

Total Number of Users to Date	17,381
-------------------------------	--------

tryparkingit.com

# 2014 ANNUAL REPORT: TRY PARKING IT PROGRAM

**NORTH CENTRAL TEXAS  
COUNCIL OF  
GOVERNMENTS  
TDM PROGRAM**

## Contact Information

**Tori Wilson**  
Tel: 817.695.9249  
twilson@nctcog.org

**Sonya Landrum**  
Tel: 817.695.9273  
slandrum@nctcog.org

tryparkingit.com

Try Parking It  
E-Newsletters released  
in 2014 are available  
online. Please click the  
links below to access  
the documents.

[December 2014 Edition](#)

[November 2014 Edition](#)

[Sept/Oct 2014 Edition](#)

[August 2014 Edition](#)

[July 2014 Edition](#)

[June 2014 Edition](#)

[May 2014 Edition](#)

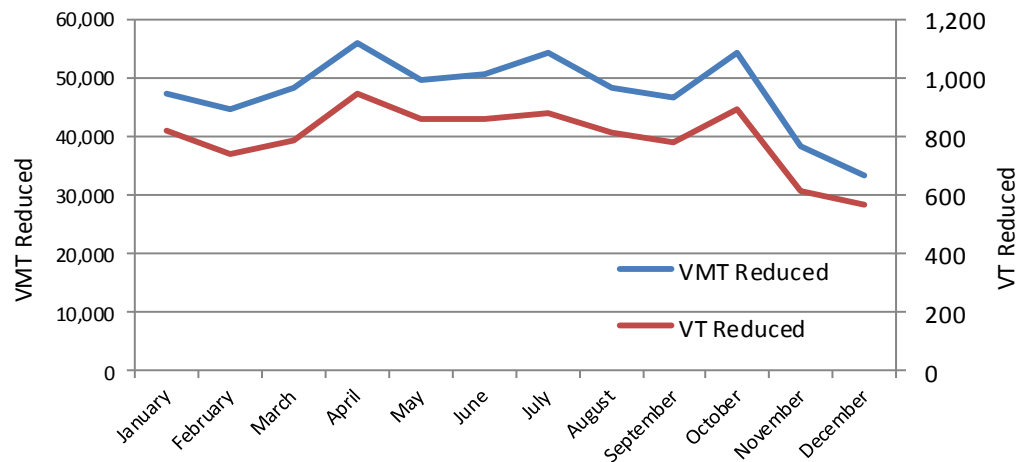
[April 2014 Edition](#)

[March 2014 Edition](#)

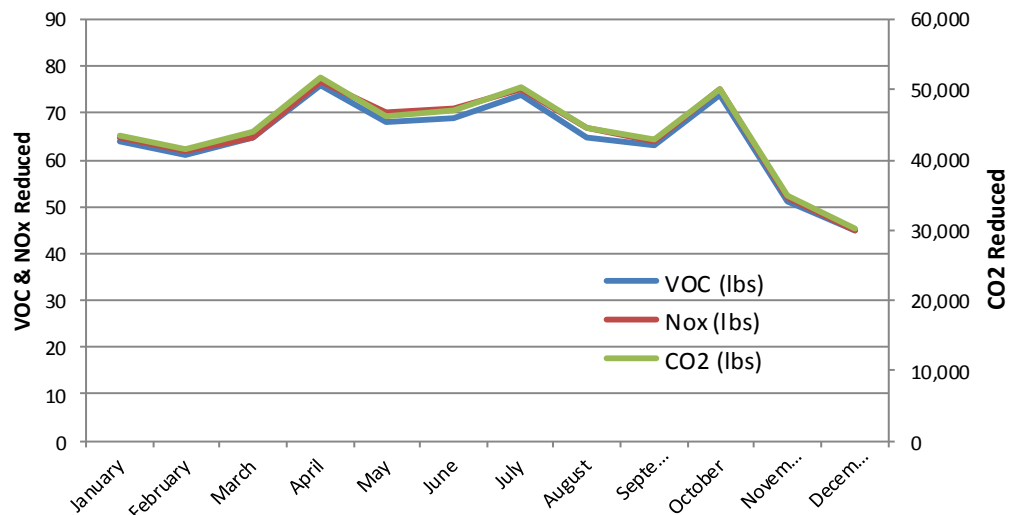
[February 2014 Edition](#)

[January 2014 Edition](#)

**2014 Try Parking It Vehicle Miles Travel Reduced & Vehicle Trips Reduced**



**2014 Try Parking It CO<sub>2</sub>, VOC & NO<sub>x</sub> Reductions**



**2014 Try Parking It Registered Users & Number of Employers**





**NORTH CENTRAL TEXAS  
COUNCIL OF  
GOVERNMENTS  
TDM PROGRAM**

**Contact Information**

Tori Wilson  
Tel: 817.695.9249  
twilson@nctcog.org

Sonya Landrum  
Tel: 817.695.9273  
slandrum@nctcog.org



[www.nctcog.org](http://www.nctcog.org)



[www.dart.org](http://www.dart.org)



[www.the-t.com](http://www.the-t.com)



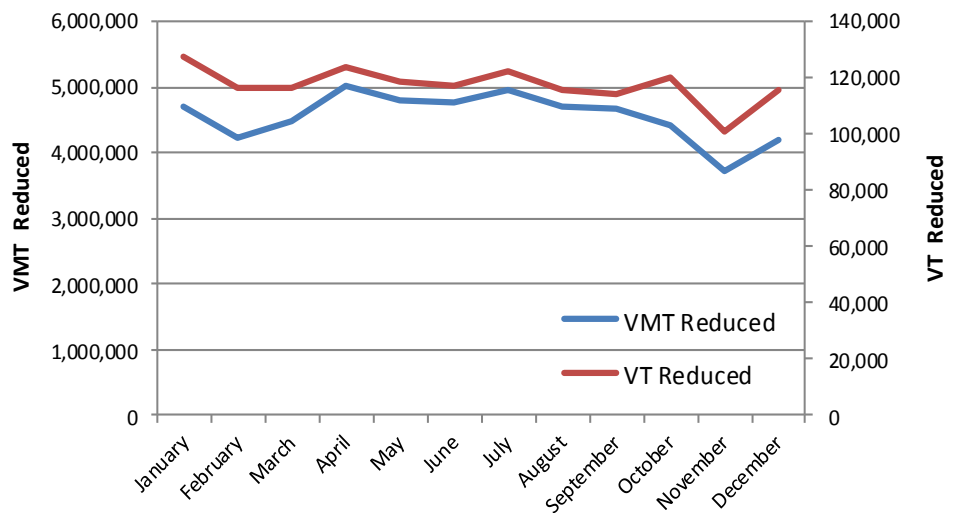
[www.dcta.net](http://www.dcta.net)

VANPOOL PROGRAM PERFORMANCE REPORTS: JANUARY – DECEMBER 2014

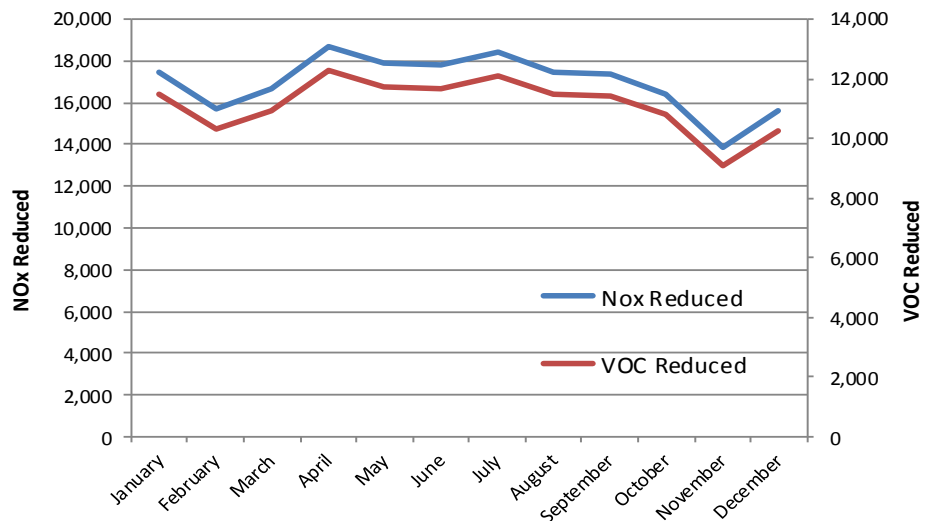
**Regional Vanpool Program Jan – Dec 2014**

Vanpool Program	DART	The T	DCTA	Combined
Total Number of Vans to Date	161	170	25	356
Average Number of Participants Per Month	1,698	1,213	238	3,148
Average Vehicle Miles of Travel Reduced Per Month	2,495,482	1,684,435	371,957	4,551,874
Average Vehicle Trips Reduced Per Month	64,418	43,966	9,057	117,440
Total NOx Emissions Reduced (lbs)	111,472	75,242	16,616	203,330
Total VOC Emissions Reduced (lbs)	73,215	49,420	10,913	133,548

**Vehicle Trips & Vehicle Miles Travel Reduced**



**NOx and VOC Reductions (lbs)**



## Try Parking It Program and Regional Vanpool Program Yearly Comparisons (2012 -2014)

### Try Parking It Program (VMT Reduced and Percent Used)

Commute Mode	2014		2013		2012	
	VMT Reduced	Percent Used	VMT Reduced	Percent Used	VMT Reduced	Percent Used
<b>Carpool</b>	124,087	25%	146,140	26%	232,168	36%
<b>Vanpool</b>	200,350	24%	179,434	20%	185,546	16%
<b>Telework Center</b>	710	0%	698	0%	1,272	0%
<b>Bicycle</b>	4,603	4%	7,594	5%	20,234	9%
<b>Telecommute</b>	136,396	24%	143,195	24%	131,340	17%
<b>Transit</b>	110,540	23%	113, 220	25%	127,927	22%
<b>Walk</b>	282	0%	451	0%	379	0%

### Regional Vanpool Program (DART, The T, and DCTA Combined)

Year of Performance	2014	2013	2012
<b>Total Number of Vans</b>	356	386	397
<b>Average Gas Price Per Gallon</b>	\$3.23	\$3.41	\$3.46
<b>Average Number of Participants Per Year</b>	3,148	3,343	3,507
<b>Average Vehicle Miles of Travel Reduced Per Month</b>	4,551, 874	5,165,066	5,337,357
<b>Average Vehicle Trips Reduced Per Month</b>	117,440	125,081	132,126
<b>Total NOX Emissions Reduced (lbs)</b>	203,330	230,721	238,415
<b>Total VOC Emissions Reduced (lbs)</b>	133,548	151,538	156,593

### Park and Ride Additions

Over the past 12 months, two new Park and Ride (PNR) facilities have opened along the IH 30/Tom Landry corridor. The PNR in Grand Prairie at IH 30 and Belt Line Road offers 328 parking spaces and will provide easy access to the IH 30 HOV/Managed Lane. It also includes a 233' Prairie Ribbon mural made of recycled glass tiles on the east retaining wall. The PNR in Arlington at the IH 30 HOV/Managed Lane T-ramp and Copeland Road provides direct access to the T-ramp. It offers 100 parking spaces and features such as lighting, signage, and sidewalk accessibility. Both PNR facilities are great connection locations for users of **DFW Connect-A-Ride**, the region's real-time carpooling website, and **Try Parking It** vanpool and carpool users.





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

March 4, 2015

The Honorable Cindy Burkett  
Texas House of Representatives  
PO Box 2910  
Austin, TX 78768

Dear Representative Burkett:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your leadership in the Texas Legislature on transportation and air quality issues. As the House Appropriations Committee meets to discuss House Bill 1, I would like to express the need to fully fund the Low Income Vehicle Repair, Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP).

As you know, LIRAP 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 to improve air quality. The Local Initiative Projects (LIP) is one component of LIRAP that administers several regional air quality programs. LIRAP/LIP have operated on a limited basis since the Legislature's decision to cut funding in 2011, and House Bill 1 proposes to continue those cuts.

Available LIRAP/LIP funds are sitting unused, but funding is still very much in demand by residents throughout the North Texas region. Ten counties in the DFW region have been designated nonattainment for the eight-hour ozone standard. The Environmental Protection Agency (EPA) recently proposed to reclassify the DFW area as severe nonattainment, which could trigger additional control measures. EPA also recently proposed to lower the ozone standard, which would require even further efforts to reach attainment.

During the February 16, 2015, House Appropriations Subcommittee on Articles VI, VII, and VIII hearing, the Legislative Budget Board (LBB) provided testimony from their February 2015 report titled, Further Reduce Reliance on General Revenue-Dedicated Accounts for Certification of the State Budget. The LBB recommended increasing appropriations for LIRAP/LIP by an estimated \$81.3 million for the 2016–17 biennium, which would make total appropriations equivalent to annual fee collections. The RTC urges legislators to recognize the need to appropriate the generated revenue and to follow LBB recommendations.

The RTC also supports the expansion of eligible projects that can be funded through LIP. This option proposes a change that would allow innovative congestion mitigation projects with an air quality benefit. Transportation system improvements could include emissions enforcement programs, low-cost intersection improvements, intelligent transportation systems, bottleneck

March 4, 2015

improvements, traffic signal progression, freeway incident management strategies, alternative fuel vehicles/infrastructure and idle-reduction measures.

Again, we urge you to support LIRAP/LIP and the air quality needs of Texas residents. For your reference, a fact sheet on the program is enclosed. 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](mailto:mmorris@nctcog.org) or (817) 695-9241.

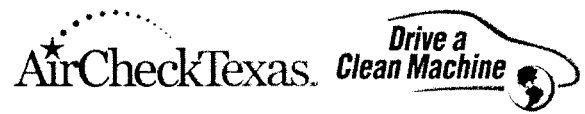
Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell", with a stylized flourish at the end.

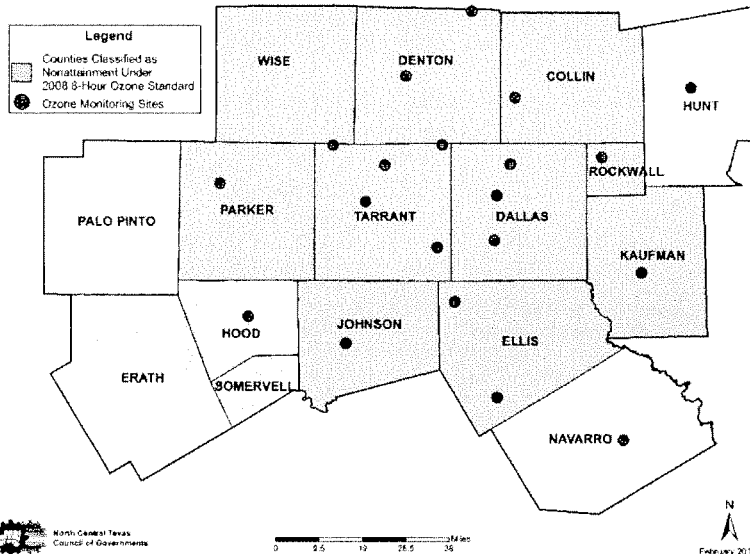
Mike Cantrell  
Chair, Regional Transportation Council  
Commissioner, Dallas County

RH:ch  
Enclosure

**NORTH CENTRAL TEXAS SUMMARY  
LOW-INCOME VEHICLE REPAIR ASSISTANCE, RETROFIT, AND  
ACCELERATED VEHICLE RETIREMENT PROGRAM (LIRAP)  
AND LOCAL INITIATIVES PROJECTS (LIP)  
FEBRUARY 2015**



**North Central Texas Nonattainment Area**



**Background**

- The North Central Texas Council of Governments (NCTCOG) administers LIRAP, also known as the AirCheckTexas Drive a Clean Machine Program, in the Dallas-Fort Worth (DFW) region.
- LIRAP provides assistance to repair or replace older, higher polluting vehicles to bring vehicles into compliance with air quality standards.
- LIRAP has reduced nitrogen oxides emissions by 1.6 tons/day from the program's inception through 2014.
- Traditionally, LIP has funded a variety of county-level air quality projects including regional emissions enforcement programs.
- LIRAP/LIP are self-funded by a \$6 fee from vehicle emissions inspections conducted on 1996 and newer vehicles. These funds are collected by the State and held in Clean Air Account No. 151, dedicated solely for the funding of LIRAP/LIP and cannot be used for any other purpose.
- During the 82<sup>nd</sup> Texas Legislature, program funding was reduced by 88%, which limited the amount of assistance available causing the program to temporarily suspend operations at various times

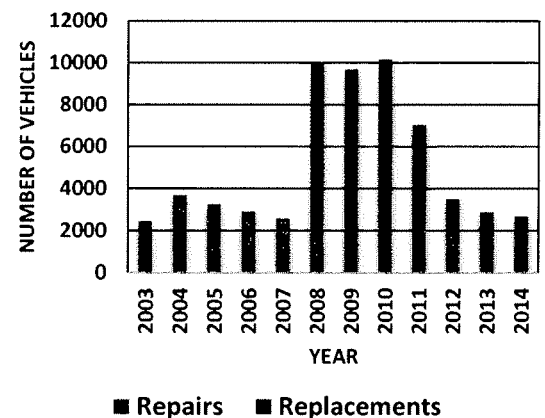
**Regional Significance**

- Ten counties in the DFW region have been designated nonattainment for the 8-hour ozone standard.
- The Environmental Protection Agency (EPA) recently proposed to reclassify the DFW area as severe nonattainment, which could trigger additional control measures. EPA also recently proposed to lower the ozone standard, which would require even further efforts to reach attainment.
- LIRAP/LIP have been instrumental in reducing emissions in DFW and are included as weight of evidence in the State Implementation Plan.

*"I think this program is wonderful for people in my position. I need my car to drive to and from work, so I can pay for my meds."*

**Donna W., Grand Prairie, TX  
2013 LIRAP Participant**

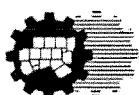
**LIRAP Vehicles Repaired and Replaced in Dallas-Fort Worth**



2014 Dallas County Emissions Enforcement Task Force Results*	
Counterfeit Inspection Stickers Seized	312
Vehicles Seized/Impounded	220
Expired Inspection Citations Issued	1,235

\*Source: Dallas County

- The Regional Transportation Council supports full funding for LIRAP/LIP and expanding eligibility of projects funded by LIP to include more transportation system improvements:
  - Emissions enforcement programs, Low-Cost Intersection Improvements, Intelligent Transportation Systems, Bottleneck Improvements, Traffic Signal Progression, Alternative Fuel Vehicles/Infrastructure and Idle-Reduction Measures



North Central Texas  
Council of Governments  
[www.nctcog.org/airchecktexas](http://www.nctcog.org/airchecktexas)



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

March 4, 2015

The Honorable Kevin Eltife  
Texas Senate  
PO Box 12068  
Austin, TX 78711

Dear Senator Eltife:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your leadership in the Texas Legislature on transportation and air quality issues. As the Senate Finance Committee meets to discuss Senate Bill 2, I would like to express the need to fully fund the Low Income Vehicle Repair, Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP).

As you know, LIRAP 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 to improve air quality. The Local Initiative Projects (LIP) is one component of LIRAP that administers several regional air quality programs. LIRAP/LIP have operated on a limited basis since the Legislature's decision to cut funding in 2011, and Senate Bill 2 proposes to continue those cuts.

Available LIRAP/LIP funds are sitting unused, but funding is still very much in demand by residents throughout the North Texas region. Ten counties in the DFW region have been designated nonattainment for the eight-hour ozone standard. The Environmental Protection Agency (EPA) recently proposed to reclassify the DFW area as severe nonattainment, which could trigger additional control measures. EPA also recently proposed to lower the ozone standard, which would require even further efforts to reach attainment.

During the February 20, 2015, Senate Finance Committee hearing, the Legislative Budget Board (LBB) provided testimony from their February 2015 report titled, Further Reduce Reliance on General Revenue-Dedicated Accounts for Certification of the State Budget. The LBB recommended increasing appropriations for LIRAP/LIP by an estimated \$81.3 million for the 2016–17 biennium, which would make total appropriations equivalent to annual fee collections. The RTC urges legislators to recognize the need to appropriate the generated revenue and to follow LBB recommendations.

The RTC also supports the expansion of eligible projects that can be funded through LIP. This option proposes a change that would allow innovative congestion mitigation projects with an air quality benefit. Transportation system improvements could include emissions enforcement programs, low-cost intersection improvements, intelligent transportation systems, bottleneck

March 4, 2015

improvements, traffic signal progression, freeway incident management strategies, alternative fuel vehicles/infrastructure and idle-reduction measures.

Again, we urge you to support LIRAP/LIP and the air quality needs of Texas residents. For your reference, a fact sheet on the program is enclosed. 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](mailto:mmorris@nctcog.org) or (817) 695-9241.

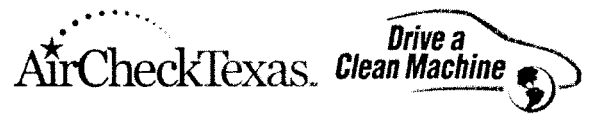
Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell", with a stylized flourish at the end.

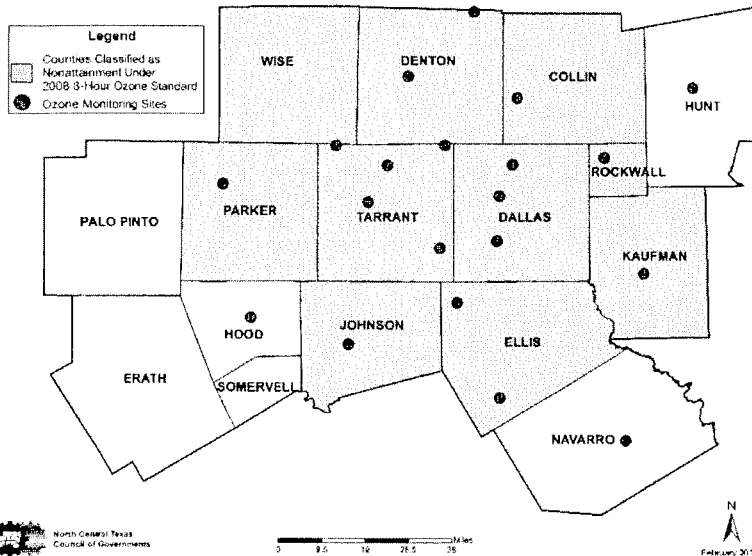
Mike Cantrell  
Chair, Regional Transportation Council  
Commissioner, Dallas County

RH:ch  
Enclosure

# **NORTH CENTRAL TEXAS SUMMARY** **LOW-INCOME VEHICLE REPAIR ASSISTANCE, RETROFIT, AND** **ACCELERATED VEHICLE RETIREMENT PROGRAM (LIRAP)** **AND LOCAL INITIATIVES PROJECTS (LIP)** **FEBRUARY 2015**



## **North Central Texas Nonattainment Area**



## **Background**

- The North Central Texas Council of Governments (NCTCOG) administers LIRAP, also known as the AirCheckTexas Drive a Clean Machine Program, in the Dallas-Fort Worth (DFW) region.
- LIRAP provides assistance to repair or replace older, higher polluting vehicles to bring vehicles into compliance with air quality standards.
- LIRAP has reduced nitrogen oxides emissions by 1.6 tons/day from the program's inception through 2014.
- Traditionally, LIP has funded a variety of county-level air quality projects including regional emissions enforcement programs.
- LIRAP/LIP are self-funded by a \$6 fee from vehicle emissions inspections conducted on 1996 and newer vehicles. These funds are collected by the State and held in Clean Air Account No. 151, dedicated solely for the funding of LIRAP/LIP and cannot be used for any other purpose.
- During the 82<sup>nd</sup> Texas Legislature, program funding was reduced by 88%, which limited the amount of assistance available causing the program to temporarily suspend operations at various times

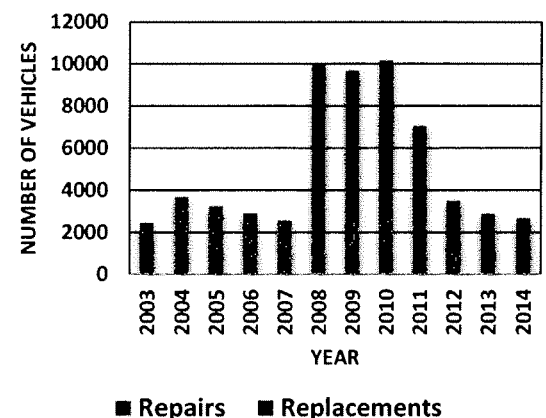
## **Regional Significance**

- Ten counties in the DFW region have been designated nonattainment for the 8-hour ozone standard.
- The Environmental Protection Agency (EPA) recently proposed to reclassify the DFW area as severe nonattainment, which could trigger additional control measures. EPA also recently proposed to lower the ozone standard, which would require even further efforts to reach attainment.
- LIRAP/LIP have been instrumental in reducing emissions in DFW and are included as weight of evidence in the State Implementation Plan.

*"I think this program is wonderful for people in my position. I need my car to drive to and from work, so I can pay for my meds."*

**Donna W., Grand Prairie, TX**  
**2013 LIRAP Participant**

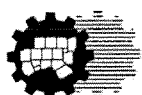
## **LIRAP Vehicles Repaired and Replaced in Dallas-Fort Worth**



2014 Dallas County Emissions Enforcement Task Force Results*	
Counterfeit Inspection Stickers Seized	312
Vehicles Seized/Impounded	220
Expired Inspection Citations Issued	1,235

\*Source: Dallas County

- The Regional Transportation Council supports full funding for LIRAP/LIP and expanding eligibility of projects funded by LIP to include more transportation system improvements:
  - Emissions enforcement programs, Low-Cost Intersection Improvements, Intelligent Transportation Systems, Bottleneck Improvements, Traffic Signal Progression, Alternative Fuel Vehicles/Infrastructure and Idle-Reduction Measures



North Central Texas  
Council of Governments  
[www.nctcog.org/airchecktexas](http://www.nctcog.org/airchecktexas)

Texas Clean Air Working Group  
 Texas Association of Business  
 Texas Trucking Association  
 Port of Houston Authority  
 The Greater Houston Partnership  
 North Central Texas Council of  
 Governments (NCTCOG)  
 Cummins Inc.  
 Apache Corporation  
 Texas Conference of Urban Counties  
 Regional Transportation Council (RTC)  
 NRG Energy  
 Rush Enterprises  
 South Texas Energy & Economic  
 Roundtable (STEER)  
 Public Citizen  
 North American Insulation  
 Manufacturers Association  
 Air Alliance Houston  
 Atron-CS  
 Laredo Petroleum  
 Ryder System, Inc.  
 Clean Energy  
 North Texas Natural Gas Vehicle  
 Consortium  
 Lone Star Clean Fuels Alliance  
 Clean Cities of Central Texas  
 Nat G CNG Solutions  
 NOVUS Wood Group  
 Allied Equipment Inc.  
 Atlas Copco Compressors  
 Boyer Inc.  
 Freedom CNG  
 WoodFuel  
 Beaver Creek Ranches  
 CTG Inc.  
 Sparq Natural Gas, LLC  
 Environmental Defense Fund  
 VNG.co  
 Building Products Plus LLC  
 Dillon Transport Inc.  
 Westport  
 ANGI Energy Systems, LLC  
 Clarity Energy Consulting, LLC  
 Beneficial Results LLC  
 CNG Source, Inc.  
 Leonardo Academy Inc.  
 Dean Foods Company  
 WEH Technologies Inc.  
 Lodge Lumber Co  
 U.S. Gain – A Division of U.S. Venture  
 Inc.  
 D&H United Pump Supply  
 TruStar Energy  
 RBEX Inc. Dba Apple Towing Co.  
 Sierra Club Lone Star Chapter  
 Spitfire Advisors & Investments, Inc.  
 Renewable Funding  
 Omnitek Engineering Corporation,  
 (OMTK)  
 PowerFuel CNG Systems  
 Green Energy Oilfield Services, LLC  
 The Nature Conservancy  
 Bison Clean Fuels  
 Texas League of Conservation Voters  
 Texas Environmental Research  
 Consortium  
 Houston Advanced Research Center  
 CNG 4 America  
 Atmos Energy Corporation  
 Splendid Gardens  
 Zeit Energy  
 Pegasus NGV Trucking  
 Mansfield Clean Energy Partners  
 Morris & Associates  
 Trillium CNG  
 ampCNG  
 Ward Alternative Energy  
 Agility Fuels Systems  
 Questar Fueling  
 Central Freight Lines  
 OsComp  
 HICOR Technologies  
 Dallas-Fort Worth Clean Cities

February 26, 2015

The Honorable Dan Patrick  
 Lt. Governor's Office  
 P.O. Box 12068  
 Austin, Texas 78711

Dear Lieutenant Governor Patrick:

We, the undersigned, want to express our support for the critical Texas Emissions Reduction Plan (TERP) programs. We ask that all TERP fees collected (approximately \$450 million) be fully appropriated to implement the TERP programs during the 2016-2017 biennium.

While our primary reasons for supporting full appropriations for TERP vary, the following are important to many of us:

- TERP is a unique, but commonsense Texas solution that uses a voluntary approach to reducing emissions and helps comply with federal public health laws.
- The air pollution improvements associated with the TERP programs enable Texas to meet federal requirements for road-building, as well as continued federal highway funding.
- The voluntary TERP incentive programs are much less costly than the alternative mandates and restrictions they replaced.
- TERP is a cost-effective way for other areas of the state to potentially avoid the “nonattainment” designation as federal ozone standards tighten.
- These programs spur new technology development, help create jobs and encourage the broader use of Texas produced natural gas, propane and electricity to power vehicles and further reduce air pollution.

Fully appropriating the revenues to the TERP fund is also necessary if the legislature is to continue to progress in the effort to budget and use state revenues transparently and consistent with the purpose for which those who pay the fees were told the fees were justified.

Thank you for considering our request to fairly use all TERP revenues collected *for their original, intended purpose* (i.e., emissions reductions) by full appropriation. We welcome the opportunity to discuss the many benefits of TERP with you or your staff.

Respectfully,

*Texas Clean Air Working Group  
 Texas Association of Business  
 Texas Trucking Association  
 Port of Houston Authority  
 Cummins Inc.  
 Public Citizen  
 Laredo Petroleum  
 CNG 4 America*

*The Greater Houston Partnership  
 Texas Conference of Urban Counties  
 NRG Energy  
 North Central Texas Council of  
 Governments (NCTCOG)  
 Regional Transportation Council (RTC)  
 South Texas Energy & Economic  
 Roundtable (STEER)*

*Apache Corporation*  
*Rush Enterprises*  
*Atron-CS*  
*Air Alliance Houston*  
*Ryder System, Inc.*  
*North Texas Natural Gas Vehicle Consortium*  
*Clean Energy*  
*Lone Star Clean Fuels Alliance*  
*Clean Cities of Central Texas*  
*Nat G CNG Solutions*  
*NOVUS Wood Group*  
*Freedom CNG*  
*WoodFuel*  
*Beaver Creek Ranches*  
*CTG Inc.*  
*Sparq Natural Gas, LLC*  
*VNG.co*  
*Westport*  
*ANGI Energy Systems, LLC*  
*North American Insulation Manufacturers Association*  
*Environmental Defense Fund*  
*Building Products Plus LLC*  
*Environment Texas*  
*Dillon Transport Inc.*  
*Clarity Energy Consulting, LLC*  
*Beneficial Results LLC*  
*CNG Source, Inc.*  
*Leonardo Academy Inc.*  
*Clean Water Action*  
*Central Freight Lines*  
*OsComp*  
*South-central Partnership for Energy Efficiency as a Resource (SPEER)*  
*Dallas-Fort Worth Clean Cities*

*Dean Foods Company*  
*Renewable Funding*  
*WEH Technologies Inc.*  
*Omnitek Engineering Corporation, (OMTK)*  
*Lodge Lumber Co*  
*U.S. Gain – A Division of U.S. Venture Inc.*  
*D&H United Pump Supply*  
*TruStar Energy*  
*RBEX Inc. Dba Apple Towing Co.*  
*Sierra Club Lone Star Chapter*  
*Spitfire Advisors & Investments, Inc.*  
*PowerFuel CNG Systems*  
*Green Energy Oilfield Services, LLC*  
*The Nature Conservancy*  
*Bison Clean Fuels*  
*Texas League of Conservation Voters*  
*Texas Environmental Research Consortium*  
*Houston Advanced Research Center*  
*Atmos Energy Corporation*  
*Splendid Gardens*  
*Zeit Energy*  
*Pegasus NGV Trucking*  
*Mansfield Clean Energy Partners*  
*Morris & Associates*  
*ampCNG*  
*Trillium CNG*  
*AMP Trillium*  
*Parker Hannifin Corporation*  
*Veriflo Division/Instrumentation Group*  
*Ward Alternative Energy*  
*Agility Fuels Systems*  
*Questar Fueling*  
*HICOR Technologies*  
*Western Dairy Transport*



Texas Clean Air Working Group  
 Texas Association of Business  
 Texas Trucking Association  
 Port of Houston Authority  
 The Greater Houston Partnership  
 North Central Texas Council of  
 Governments (NCTCOG)  
 Cummins Inc.  
 Apache Corporation  
 Texas Conference of Urban Counties  
 Regional Transportation Council (RTC)  
 NRG Energy  
 Rush Enterprises  
 South Texas Energy & Economic  
 Roundtable (STEER)  
 Public Citizen  
 North American Insulation  
 Manufacturers Association  
 Air Alliance Houston  
 Atron-CS  
 Laredo Petroleum  
 Ryder System, Inc.  
 Clean Energy  
 North Texas Natural Gas Vehicle  
 Consortium  
 Lone Star Clean Fuels Alliance  
 Clean Cities of Central Texas  
 Nat G CNG Solutions  
 NOVUS Wood Group  
 Allied Equipment Inc.  
 Atlas Copco Compressors  
 Boyer Inc.  
 Freedom CNG  
 WoodFuel  
 Beaver Creek Ranches  
 CTG Inc.  
 Sparq Natural Gas, LLC  
 Environmental Defense Fund  
 VNG.co  
 Building Products Plus LLC  
 Dillon Transport Inc.  
 Westport  
 ANGI Energy Systems, LLC  
 Clarity Energy Consulting, LLC  
 Beneficial Results LLC  
 CNG Source, Inc.  
 Leonardo Academy Inc.  
 Dean Foods Company  
 WEH Technologies Inc.  
 Lodge Lumber Co  
 U.S. Gain – A Division of U.S. Venture  
 Inc.  
 D&H United Pump Supply  
 TruStar Energy  
 RBEX Inc. Dba Apple Towing Co.  
 Sierra Club Lone Star Chapter  
 Spitfire Advisors & Investments, Inc.  
 Renewable Funding  
 Omnitek Engineering Corporation,  
 (OMTK)  
 PowerFuel CNG Systems  
 Green Energy Oilfield Services, LLC  
 The Nature Conservancy  
 Bison Clean Fuels  
 Texas League of Conservation Voters  
 Texas Environmental Research  
 Consortium  
 Houston Advanced Research Center  
 CNG 4 America  
 Atmos Energy Corporation  
 Splendid Gardens  
 Zeit Energy  
 Pegasus NGV Trucking  
 Mansfield Clean Energy Partners  
 Morris & Associates  
 Trillium CNG  
 ampCNG  
 Ward Alternative Energy  
 Agility Fuels Systems  
 Questar Fueling  
 Central Freight Lines  
 OsComp  
 HICOR Technologies  
 Dallas-Fort Worth Clean Cities

February 26, 2015

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

Dear Speaker Straus:

We, the undersigned, want to express our support for the critical Texas Emissions Reduction Plan (TERP) programs. We ask that all TERP fees collected (approximately \$450 million) be fully appropriated to implement the TERP programs during the 2016-2017 biennium.

While our primary reasons for supporting full appropriations for TERP vary, the following are important to many of us:

- TERP is a unique, but commonsense Texas solution that uses a voluntary approach to reducing emissions and helps comply with federal public health laws.
- The air pollution improvements associated with the TERP programs enable Texas to meet federal requirements for road-building, as well as continued federal highway funding.
- The voluntary TERP incentive programs are much less costly than the alternative mandates and restrictions they replaced.
- TERP is a cost-effective way for other areas of the state to potentially avoid the “nonattainment” designation as federal ozone standards tighten.
- These programs spur new technology development, help create jobs and encourage the broader use of Texas produced natural gas, propane and electricity to power vehicles and further reduce air pollution.

Fully appropriating the revenues to the TERP fund is also necessary if the legislature is to continue to progress in the effort to budget and use state revenues transparently and consistent with the purpose for which those who pay the fees were told the fees were justified.

Thank you for considering our request to fairly use all TERP revenues collected *for their original, intended purpose* (i.e., emissions reductions) by full appropriation. We welcome the opportunity to discuss the many benefits of TERP with you or your staff.

Respectfully,

*Texas Clean Air Working Group  
 Texas Association of Business  
 Texas Trucking Association  
 Port of Houston Authority  
 Cummins Inc.  
 Public Citizen  
 Laredo Petroleum  
 CNG 4 America*

*The Greater Houston Partnership  
 Texas Conference of Urban Counties  
 NRG Energy  
 North Central Texas Council of  
 Governments (NCTCOG)  
 Regional Transportation Council (RTC)  
 South Texas Energy & Economic  
 Roundtable (STEER)*

*Apache Corporation*  
*Rush Enterprises*  
*Atron-CS*  
*Air Alliance Houston*  
*Ryder System, Inc.*  
*North Texas Natural Gas Vehicle Consortium*  
*Clean Energy*  
*Lone Star Clean Fuels Alliance*  
*Clean Cities of Central Texas*  
*Nat G CNG Solutions*  
*NOVUS Wood Group*  
*Freedom CNG*  
*WoodFuel*  
*Beaver Creek Ranches*  
*CTG Inc.*  
*Sparq Natural Gas, LLC*  
*VNG.co*  
*Westport*  
*ANGI Energy Systems, LLC*  
*North American Insulation Manufacturers Association*  
*Environmental Defense Fund*  
*Building Products Plus LLC*  
*Environment Texas*  
*Dillon Transport Inc.*  
*Clarity Energy Consulting, LLC*  
*Beneficial Results LLC*  
*CNG Source, Inc.*  
*Leonardo Academy Inc.*  
*Clean Water Action*  
*Central Freight Lines*  
*OsComp*  
*South-central Partnership for Energy Efficiency as a Resource (SPEER)*  
*Dallas-Fort Worth Clean Cities*

*Dean Foods Company*  
*Renewable Funding*  
*WEH Technologies Inc.*  
*Omnitek Engineering Corporation, (OMTK)*  
*Lodge Lumber Co*  
*U.S. Gain – A Division of U.S. Venture Inc.*  
*D&H United Pump Supply*  
*TruStar Energy*  
*RBEX Inc. Dba Apple Towing Co.*  
*Sierra Club Lone Star Chapter*  
*Spitfire Advisors & Investments, Inc.*  
*PowerFuel CNG Systems*  
*Green Energy Oilfield Services, LLC*  
*The Nature Conservancy*  
*Bison Clean Fuels*  
*Texas League of Conservation Voters*  
*Texas Environmental Research Consortium*  
*Houston Advanced Research Center*  
*Atmos Energy Corporation*  
*Splendid Gardens*  
*Zeit Energy*  
*Pegasus NGV Trucking*  
*Mansfield Clean Energy Partners*  
*Morris & Associates*  
*ampCNG*  
*Trillium CNG*  
*AMP Trillium*  
*Parker Hannifin Corporation*  
*Veriflo Division/Instrumentation Group*  
*Ward Alternative Energy*  
*Agility Fuels Systems*  
*Questar Fueling*  
*HICOR Technologies*  
*Western Dairy Transport*

Texas Clean Air Working Group  
 Texas Association of Business  
 Texas Trucking Association  
 Port of Houston Authority  
 The Greater Houston Partnership  
 North Central Texas Council of  
 Governments (NCTCOG)  
 Cummins Inc.  
 Apache Corporation  
 Texas Conference of Urban Counties  
 Regional Transportation Council (RTC)  
 NRG Energy  
 Rush Enterprises  
 South Texas Energy & Economic  
 Roundtable (STEER)  
 Public Citizen  
 North American Insulation  
 Manufacturers Association  
 Air Alliance Houston  
 Atron-CS  
 Laredo Petroleum  
 Ryder System, Inc.  
 Clean Energy  
 North Texas Natural Gas Vehicle  
 Consortium  
 Lone Star Clean Fuels Alliance  
 Clean Cities of Central Texas  
 Nat G CNG Solutions  
 NOVUS Wood Group  
 Allied Equipment Inc.  
 Atlas Copco Compressors  
 Boyer Inc.  
 Freedom CNG  
 WoodFuel  
 Beaver Creek Ranches  
 CTG Inc.  
 Sparq Natural Gas, LLC  
 Environmental Defense Fund  
 VNG.co  
 Building Products Plus LLC  
 Dillon Transport Inc.  
 Westport  
 ANGI Energy Systems, LLC  
 Clarity Energy Consulting, LLC  
 Beneficial Results LLC  
 CNG Source, Inc.  
 Leonardo Academy Inc.  
 Dean Foods Company  
 WEH Technologies Inc.  
 Lodge Lumber Co  
 U.S. Gain – A Division of U.S. Venture  
 Inc.  
 D&H United Pump Supply  
 TruStar Energy  
 RBEX Inc. Dba Apple Towing Co.  
 Sierra Club Lone Star Chapter  
 Spitfire Advisors & Investments, Inc.  
 Renewable Funding  
 Omnitek Engineering Corporation,  
 (OMTK)  
 PowerFuel CNG Systems  
 Green Energy Oilfield Services, LLC  
 The Nature Conservancy  
 Bison Clean Fuels  
 Texas League of Conservation Voters  
 Texas Environmental Research  
 Consortium  
 Houston Advanced Research Center  
 CNG 4 America  
 Atmos Energy Corporation  
 Splendid Gardens  
 Zeit Energy  
 Pegasus NGV Trucking  
 Mansfield Clean Energy Partners  
 Morris & Associates  
 Trillium CNG  
 ampCNG  
 Ward Alternative Energy  
 Agility Fuels Systems  
 Questar Fueling  
 Central Freight Lines  
 OsComp  
 HICOR Technologies  
 Dallas-Fort Worth Clean Cities

February 26, 2015

The Honorable John Otto and Members of House Committee on Appropriations  
 Texas House of Representatives  
 P.O. Box 2910  
 Austin, Texas 78768

Dear Chairman Otto and Members of House Committee on Appropriations:

We, the undersigned, want to express our support for the critical Texas Emissions Reduction Plan (TERP) programs. We ask that all TERP fees collected (approximately \$450 million) be fully appropriated to implement the TERP programs during the 2016-2017 biennium.

While our primary reasons for supporting full appropriations for TERP vary, the following are important to many of us:

- TERP is a unique, but commonsense Texas solution that uses a voluntary approach to reducing emissions and helps comply with federal public health laws.
- The air pollution improvements associated with the TERP programs enable Texas to meet federal requirements for road-building, as well as continued federal highway funding.
- The voluntary TERP incentive programs are much less costly than the alternative mandates and restrictions they replaced.
- TERP is a cost-effective way for other areas of the state to potentially avoid the “nonattainment” designation as federal ozone standards tighten.
- These programs spur new technology development, help create jobs and encourage the broader use of Texas produced natural gas, propane and electricity to power vehicles and further reduce air pollution.

Fully appropriating the revenues to the TERP fund is also necessary if the legislature is to continue to progress in the effort to budget and use state revenues transparently and consistent with the purpose for which those who pay the fees were told the fees were justified.

Thank you for considering our request to fairly use all TERP revenues collected *for their original, intended purpose* (i.e., emissions reductions) by full appropriation. We welcome the opportunity to discuss the many benefits of TERP with you or your staff.

Respectfully,

*Texas Clean Air Working Group  
 Texas Association of Business  
 Texas Trucking Association  
 Port of Houston Authority  
 Cummins Inc.  
 Public Citizen  
 Laredo Petroleum  
 CNG 4 America*

*The Greater Houston Partnership  
 Texas Conference of Urban Counties  
 NRG Energy  
 North Central Texas Council of  
 Governments (NCTCOG)  
 Regional Transportation Council (RTC)  
 South Texas Energy & Economic  
 Roundtable (STEER)*

*Apache Corporation*  
*Rush Enterprises*  
*Atron-CS*  
*Air Alliance Houston*  
*Ryder System, Inc.*  
*North Texas Natural Gas Vehicle Consortium*  
*Clean Energy*  
*Lone Star Clean Fuels Alliance*  
*Clean Cities of Central Texas*  
*Nat G CNG Solutions*  
*NOVUS Wood Group*  
*Freedom CNG*  
*WoodFuel*  
*Beaver Creek Ranches*  
*CTG Inc.*  
*Sparq Natural Gas, LLC*  
*VNG.co*  
*Westport*  
*ANGI Energy Systems, LLC*  
*North American Insulation Manufacturers Association*  
*Environmental Defense Fund*  
*Building Products Plus LLC*  
*Environment Texas*  
*Dillon Transport Inc.*  
*Clarity Energy Consulting, LLC*  
*Beneficial Results LLC*  
*CNG Source, Inc.*  
*Leonardo Academy Inc.*  
*Clean Water Action*  
*Central Freight Lines*  
*OsComp*  
*South-central Partnership for Energy Efficiency as a Resource (SPEER)*  
*Dallas-Fort Worth Clean Cities*

*Dean Foods Company*  
*Renewable Funding*  
*WEH Technologies Inc.*  
*Omnitek Engineering Corporation, (OMTK)*  
*Lodge Lumber Co*  
*U.S. Gain – A Division of U.S. Venture Inc.*  
*D&H United Pump Supply*  
*TruStar Energy*  
*RBEX Inc. Dba Apple Towing Co.*  
*Sierra Club Lone Star Chapter*  
*Spitfire Advisors & Investments, Inc.*  
*PowerFuel CNG Systems*  
*Green Energy Oilfield Services, LLC*  
*The Nature Conservancy*  
*Bison Clean Fuels*  
*Texas League of Conservation Voters*  
*Texas Environmental Research Consortium*  
*Houston Advanced Research Center*  
*Atmos Energy Corporation*  
*Splendid Gardens*  
*Zeit Energy*  
*Pegasus NGV Trucking*  
*Mansfield Clean Energy Partners*  
*Morris & Associates*  
*ampCNG*  
*Trillium CNG*  
*AMP Trillium*  
*Parker Hannifin Corporation*  
*Veriflo Division/Instrumentation Group*  
*Ward Alternative Energy*  
*Agility Fuels Systems*  
*Questar Fueling*  
*HICOR Technologies*  
*Western Dairy Transport*

Texas Clean Air Working Group  
 Texas Association of Business  
 Texas Trucking Association  
 Port of Houston Authority  
 The Greater Houston Partnership  
 North Central Texas Council of  
 Governments (NCTCOG)  
 Cummins Inc.  
 Apache Corporation  
 Texas Conference of Urban Counties  
 Regional Transportation Council (RTC)  
 NRG Energy  
 Rush Enterprises  
 South Texas Energy & Economic  
 Roundtable (STEER)  
 Public Citizen  
 North American Insulation  
 Manufacturers Association  
 Air Alliance Houston  
 Atron-CS  
 Laredo Petroleum  
 Ryder System, Inc.  
 Clean Energy  
 North Texas Natural Gas Vehicle  
 Consortium  
 Lone Star Clean Fuels Alliance  
 Clean Cities of Central Texas  
 Nat G CNG Solutions  
 NOVUS Wood Group  
 Allied Equipment Inc.  
 Atlas Copco Compressors  
 Boyer Inc.  
 Freedom CNG  
 WoodFuel  
 Beaver Creek Ranches  
 CTG Inc.  
 Sparq Natural Gas, LLC  
 Environmental Defense Fund  
 VNG.co  
 Building Products Plus LLC  
 Dillon Transport Inc.  
 Westport  
 ANGI Energy Systems, LLC  
 Clarity Energy Consulting, LLC  
 Beneficial Results LLC  
 CNG Source, Inc.  
 Leonardo Academy Inc.  
 Dean Foods Company  
 WEH Technologies Inc.  
 Lodge Lumber Co  
 U.S. Gain – A Division of U.S. Venture  
 Inc.  
 D&H United Pump Supply  
 TruStar Energy  
 RBEX Inc. Dba Apple Towing Co.  
 Sierra Club Lone Star Chapter  
 Spitfire Advisors & Investments, Inc.  
 Renewable Funding  
 Omnitek Engineering Corporation,  
 (OMTK)  
 PowerFuel CNG Systems  
 Green Energy Oilfield Services, LLC  
 The Nature Conservancy  
 Bison Clean Fuels  
 Texas League of Conservation Voters  
 Texas Environmental Research  
 Consortium  
 Houston Advanced Research Center  
 CNG 4 America  
 Atmos Energy Corporation  
 Splendid Gardens  
 Zeit Energy  
 Pegasus NGV Trucking  
 Mansfield Clean Energy Partners  
 Morris & Associates  
 Trillium CNG  
 ampCNG  
 Ward Alternative Energy  
 Agility Fuels Systems  
 Questar Fueling  
 Central Freight Lines  
 OsComp  
 HICOR Technologies  
 Dallas-Fort Worth Clean Cities

February 26, 2015

The Honorable Jane Nelson and Members of the Senate Finance Committee  
 Texas Senate  
 P.O. Box 12068  
 Austin, Texas 78711

Dear Chair Nelson and Members of the Senate Finance Committee:

We, the undersigned, want to express our support for the critical Texas Emissions Reduction Plan (TERP) programs. We ask that all TERP fees collected (approximately \$450 million) be fully appropriated to implement the TERP programs during the 2016-2017 biennium.

While our primary reasons for supporting full appropriations for TERP vary, the following are important to many of us:

- TERP is a unique, but commonsense Texas solution that uses a voluntary approach to reducing emissions and helps comply with federal public health laws.
- The air pollution improvements associated with the TERP programs enable Texas to meet federal requirements for road-building, as well as continued federal highway funding.
- The voluntary TERP incentive programs are much less costly than the alternative mandates and restrictions they replaced.
- TERP is a cost-effective way for other areas of the state to potentially avoid the “nonattainment” designation as federal ozone standards tighten.
- These programs spur new technology development, help create jobs and encourage the broader use of Texas produced natural gas, propane and electricity to power vehicles and further reduce air pollution.

Fully appropriating the revenues to the TERP fund is also necessary if the legislature is to continue to progress in the effort to budget and use state revenues transparently and consistent with the purpose for which those who pay the fees were told the fees were justified.

Thank you for considering our request to fairly use all TERP revenues collected *for their original, intended purpose* (i.e., emissions reductions) by full appropriation. We welcome the opportunity to discuss the many benefits of TERP with you or your staff.

Respectfully,

*Texas Clean Air Working Group  
 Texas Association of Business  
 Texas Trucking Association  
 Port of Houston Authority  
 Cummins Inc.  
 Public Citizen  
 Laredo Petroleum  
 CNG 4 America*

*The Greater Houston Partnership  
 Texas Conference of Urban Counties  
 NRG Energy  
 North Central Texas Council of  
 Governments (NCTCOG)  
 Regional Transportation Council (RTC)  
 South Texas Energy & Economic  
 Roundtable (STEER)*

*Apache Corporation*  
*Rush Enterprises*  
*Atron-CS*  
*Air Alliance Houston*  
*Ryder System, Inc.*  
*North Texas Natural Gas Vehicle Consortium*  
*Clean Energy*  
*Lone Star Clean Fuels Alliance*  
*Clean Cities of Central Texas*  
*Nat G CNG Solutions*  
*NOVUS Wood Group*  
*Freedom CNG*  
*WoodFuel*  
*Beaver Creek Ranches*  
*CTG Inc.*  
*Sparq Natural Gas, LLC*  
*VNG.co*  
*Westport*  
*ANGI Energy Systems, LLC*  
*North American Insulation Manufacturers Association*  
*Environmental Defense Fund*  
*Building Products Plus LLC*  
*Environment Texas*  
*Dillon Transport Inc.*  
*Clarity Energy Consulting, LLC*  
*Beneficial Results LLC*  
*CNG Source, Inc.*  
*Leonardo Academy Inc.*  
*Clean Water Action*  
*Central Freight Lines*  
*OsComp*  
*South-central Partnership for Energy Efficiency as a Resource (SPEER)*  
*Dallas-Fort Worth Clean Cities*

*Dean Foods Company*  
*Renewable Funding*  
*WEH Technologies Inc.*  
*Omnitek Engineering Corporation, (OMTK)*  
*Lodge Lumber Co*  
*U.S. Gain – A Division of U.S. Venture Inc.*  
*D&H United Pump Supply*  
*TruStar Energy*  
*RBEX Inc. Dba Apple Towing Co.*  
*Sierra Club Lone Star Chapter*  
*Spitfire Advisors & Investments, Inc.*  
*PowerFuel CNG Systems*  
*Green Energy Oilfield Services, LLC*  
*The Nature Conservancy*  
*Bison Clean Fuels*  
*Texas League of Conservation Voters*  
*Texas Environmental Research Consortium*  
*Houston Advanced Research Center*  
*Atmos Energy Corporation*  
*Splendid Gardens*  
*Zeit Energy*  
*Pegasus NGV Trucking*  
*Mansfield Clean Energy Partners*  
*Morris & Associates*  
*ampCNG*  
*Trillium CNG*  
*AMP Trillium*  
*Parker Hannifin Corporation*  
*Veriflo Division/Instrumentation Group*  
*Ward Alternative Energy*  
*Agility Fuels Systems*  
*Questar Fueling*  
*HICOR Technologies*  
*Western Dairy Transport*



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

February 25, 2014

U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Docket Operations, M-30  
West Building, Ground Floor, Room W12-140  
Washington, DC 20590-0001

To Whom It May Concern:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Area, I would like to submit comments regarding the Federal Transit Administration's (FTA) notice of information collection procedures for the National Transit Database (NTD), **Docket Number FTA-2014-0027**, published on December 29, 2014, in the Federal Register.

NCTCOG submits our own NTD reports and coordinates the submittal of reports on behalf of four public transit agencies in our region. Based on our experience with NTD reporting, NCTCOG suggests the following:

**Publish Annual Report Manuals in a Timely Manner**

The Fiscal Year 2014 Annual Reporting Manual has yet to be published even though annual reports were due in January 2015. This created uncertainty among NTD reporters and ultimately required staff to spend more time reporting. NCTCOG requests that the annual report manual be published before the end of the fiscal year.

**Create Additional Reporting Category for Mid-sized Transit Agencies**

Currently, there are only two reporting categories that transit agencies fall into: small systems and full reporters. An agency that operates 30 or fewer vehicles in maximum service (VOMS) is considered a small system and, if it operates only demand response service, must submit a minimum of six report forms. Another agency that operates more than 30 VOMS in its demand response service is considered a full reporter and must submit a minimum of twelve report forms including more detailed information about its finances, service statistics, and resources. To this end a small system reporter submits only five service statistics about its demand response service, whereas a full reporter is required to provide over 50 service statistics for the same type of service.

February 25, 2015

The difference in reporting requirements between the two categories of reporters is quite significant and the result is that mid-sized transit agencies are required to collect, sample and report the same level of data as a metropolitan transit authority. For example, in our region a mid-sized transit agency like STAR Transit operates approximately 50 VOMS, yet they fall into the same reporting category as Dallas Area Rapid Transit (DART) which operates over 800 VOMS. NCTCOG requests the creation of an additional reporting category for mid-sized agencies that operate between 30 and 100 VOMS. NCTCOG suggests that transit agencies in this new category should have reporting requirements that are more closely aligned with small systems versus large metropolitan transit authorities.

**More User-Friendly Manual on How to Sample Passenger Miles Traveled (PMT)**

The current manual is structured in a question and answer format which makes it difficult to follow. It also includes extremely complex statistical verbiage that is difficult to understand for non-statisticians. NCTCOG recommends the development of a user-friendly manual that provides step-by-step guidance for creating sampling plans appropriate to an agency's size and service. In addition, advances in cell phone technology could be explored by FTA using pilots logging cell phone on and offs converting data much easier to both transit trip length and passenger miles of travel.

Thank you for the opportunity to provide comments on NTD's information collection procedures. If you have any questions, please feel free to contact Nick Vail, Senior Transportation Planner, at [nvail@nctcog.org](mailto:nvail@nctcog.org) or (817) 695-9266 or me at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or (817) 695-9241.

Sincerely,



Michael Morris, P.E.  
Director of Transportation

LB/NV:tmb





February 19, 2015

Regional Transportation Council  
North Central Texas Council of Governments  
c/o Mr. Michael Morris, Director of Transportation  
616 Six Flags Drive  
Arlington, TX 76011

Re: Meandering Way, NAS Fort Worth JRB

Dear Mr. Morris:

On behalf of the Fort Worth Chamber of Commerce and its Joint Reserve Base Task Force, we are writing you today in regards to funding needs for reconfiguration of Meandering Way in Fort Worth. The reconfiguration of Meandering Way at the Naval Air Station Fort Worth Joint Reserve Base (NAS Fort Worth JRB) has long been identified as critical to ensuring enhanced access and appropriate security at the installation.

As NAS Fort Worth JRB has grown in stature and has increasingly become a critical component to our nation's military operations, traffic congestion on Meandering Way has posed potential security and safety risks to the base and the surrounding communities.

In addition, Lockheed Martin Aeronautics, which develops and manufactures military aircraft, resides inside the installation's fence line, which increases the visibility of the installation and makes it a larger target for potential security breaches.

**RECEIVED**

**FEB 26 2015**

**TRANSPORTATION**

---

**FORT WORTH CHAMBER OF COMMERCE**

777 Taylor Street, Suite 900 ★ Fort Worth, Texas 76102-4997  
817-336-2491 ★ Fax 817-877-4034 ★ [www.FortWorthChamber.com](http://www.FortWorthChamber.com)

Therefore, as the chamber's Joint Reserve Base Task Force, we are requesting that the North Central Texas of Governments and its Regional Transportation Council identify and procure the necessary funds to have this roadway reconfigured.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Thornton". The signature is fluid and cursive, with the first name "Bill" and last name "Thornton" clearly distinguishable.

Bill Thornton

President & CEO

Fort Worth Chamber of Commerce



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

February 17, 2015

Mr. Paul J. Ballard  
President/Chief Executive Officer  
Fort Worth Transportation Authority  
1600 E. Lancaster Avenue  
Fort Worth, TX 76102

Dear Mr. Ballard:

As the North Central Texas region's federally-designated Metropolitan Planning Organization (MPO), the North Central Texas Council of Governments (NCTCOG) is pleased to support the TEX Rail commuter rail project application submitted by the Fort Worth Transportation Authority (The T) to the Federal Transit Administration, as part of the New Starts program.

The TEX Rail project is a vital regional rail expansion plan component connecting southwest Fort Worth into downtown Fort Worth, through rapidly growing Tarrant County suburban communities and into the Dallas/Fort Worth (DFW) Airport. The T's Board of Directors designated the first phase of the TEX Rail project, the Minimum Operable Segment (MOS), as the Locally Preferred Alternative (LPA). The first phase extends from the T&P Station in downtown Fort Worth, across northeast Tarrant County through Grapevine, and into DFW Airport. The Regional Transportation Council, the MPO's policy board, supports this multi-phased project through the implementation of the LPA, and throughout its future planned phases.

The TEX Rail project is included in the region's long range transportation plan Mobility 2035: The Metropolitan Transportation Plan for North Central Texas - 2014 Amendment (Plan) as a fully implemented and connected corridor from southwest Fort Worth to DFW Airport. The Plan identifies corridor phasing over time to reflect the latest MOS assumptions. Although the TEX Rail Transit Fact Sheet, included in the Plan's appendix, acknowledges the previously deferred status of the two North Richland Hills stations, the transit network used for the 2018 regional conformity assessment included all ten TEX Rail stations. This is consistent with the 2018 opening day operating plan and revenue service date for TEX Rail.

All federally-funded surface transportation projects must also be included in the 2015-2018 Transportation Improvement Program (TIP) for North Central Texas (TIP). This project is included in the TIP with currently available local and federal funding identified. NCTCOG will amend the TIP to include any future New Starts funding approved for the project. To include the two proposed North Richland Hills stations, in a revised Record of Decision MOS, is consistent with both the Plan and the TIP for North Central Texas as required.

Mr. Paul J. Ballard  
Page Two

February 17, 2015

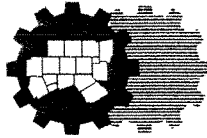
If you have any questions, please contact me at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or Kevin Feldt, AICP, (817) 704-2529 or [kfeldt@nctcog.org](mailto:kfeldt@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with the first and last names being clearly distinguishable.

Michael Morris, P.E.  
Director of Transportation

cc: Dan Lamers, P.E., NCTCOG  
Kevin Feldt, AICP, NCTCOG



North Central Texas Council Of Governments

February 17, 2015

Mr. Paul Ballard  
President  
Fort Worth Transportation Authority  
1600 E. Lancaster Avenue  
Fort Worth, TX 76102


Dear Mr. Ballard:

Several years ago the North Central Texas Council of Governments committed to assisting our partners in ensuring that transportation management at large events hosted in our region were well coordinated. Logistics on current construction on major roadways, towing, signage, mobility assistance patrols, transit, aviation, and hazardous weather preparation are just a few activities that we've worked on with our partners to support thousands of guests attending events and exploring our region.

As opportunities continue to grow in scale, transit remains an integral part of the planning, and a key determination of a successful and memorable event for our customers. The success of the College Football Playoffs in January 2015 was a testament to the Fort Worth Transportation Authority's (The T's) capabilities and willingness to ensure visitors were able to attend celebrations in Fort Worth, and the game in Arlington. Thank you for your participation and hard work leading up to all the events. The T's bus service and joint operations of the Trinity Railway Express for the College Football Playoffs helped demonstrate how effective our growing regional transit system is when we all work together.


Thank you again for assisting with the College Football Playoffs. We will continue to support events bringing recognition and business to our region, and will look to you again to ensure guests are able to move around seamlessly using our transit networks.

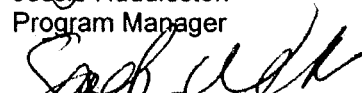
Sincerely,

  
Michael Morris, P.E.  
Director of Transportation

  
Natalie Bettger  
Senior Program Manager

  
Amanda Wilson  
Public Involvement Manager

  
Jessie Huddleston  
Program Manager

  
Sandy Wasch, P.E.  
Project Engineer

  
Michael Mallonee  
Principal Transportation Planner

JP:tmb

cc: Nancy Amos, The T  
Carla Forman, The T  
Marty MacInnis, Stadium Events Organizing Committee



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

February 11, 2015

Ms. Kristin Patton, MC 206  
Air Quality Planner  
State Implementation Plan Team - Office of Air  
Texas Commission on Environmental Quality  
P.O. Box 13087  
Austin, Texas 78711-3087

RE: DFW Reasonable Further Progress (RFP) SIP Revision for the 2008 Eight-Hour Ozone NAAQS (Non-Rule Project No. 2013-014-SIP-NR)

On behalf of the Regional Transportation Council (RTC), the independent transportation policy body of the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Area, please accept the following comments regarding the Texas Commission on Environmental Quality's (TCEQ) revisions to the Texas State Implementation Plan (SIP) for the DFW nonattainment area for the 2008 eight-hour ozone national ambient air quality standard (NAAQS): *DFW Reasonable Further Progress (RFP) SIP Revision for the 2008 Eight-Hour Ozone NAAQS* (Non-Rule Project No. 2013-014-SIP-NR), proposed on December 10, 2014, and supplemented on January 12, 2015.

The RTC is responsible for air quality conformity, which is an analysis ensuring federal funding approval goes to those transportation activities that are consistent with air quality goals. Part of the Environmental Protection Agency's (EPA) approval process of this SIP will be to consider the adequacy of Motor Vehicle Emissions Budgets (Budgets), based on the on-road emission inventories contained in the SIP narrative. Once declared adequate by the EPA, updated Budgets will be required for use in all subsequent transportation conformities. Since transportation conformity rules mandate the use of latest and greatest planning assumptions, it is imperative these Budgets are based on the most recent model available from the EPA Mobile Vehicle Emission Simulator (MOVES2014). This will ensure the emissions evaluation conducted on regional mobility plans and transportation improvement programs will stay true to the intent of conformity, identifying impacts based on transportation project updates rather than nuances between versions of the EPA MOVES models. Therefore, the RTC supports integration of recently finalized volatile organic compounds and oxides of nitrogen that have on-road mobile emission inventories incorporated in EPA's MOVES2014 into the RFP SIP revision.

Upon review of the RFP SIP revision, a potential error in the total Vehicle Miles of Travel (VMT) reported in *Table 2-13: DFW Ozone Season Weekday On-Road Mobile Source VMT for Nine Previously Designated Counties (miles per day)* and *Table 2-15: DFW RFP Ozone Season weekday On-Road Mobile Source VMT for Wise County (miles per day)* was identified. When comparing these numbers with the VMT reported in previous SIPs, it appears the numbers may have been inadvertently truncated. Unlike the Attainment Demonstration SIP revision, the RFP supplement proposed on January 12, 2015, does not include updated VMT calculations based

February 11, 2015

on MOVES2014. RTC respectfully requests the figures reported in Table 2-13 and 2-15 be reviewed and adjusted accordingly for the final SIP revision submission to the EPA.

We appreciate the opportunity to comment on the TCEQ's revisions to the DFW RFP SIP, as well as the continued partnership between our agencies. The RTC thanks the TCEQ staff for their time and resources spent attending various meetings at our offices to discuss SIP updates, and for their follow-up with comments and suggestions raised during these meetings. NCTCOG staff through the RTC is committed to continuing to implement projects and programs and collaborate with partner agencies to reduce ozone-forming emissions in the DFW region.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with a large loop at the end.

Michael Morris, P.E.  
Director of Transportation

JPL:ch



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

February 11, 2015

Ms. Kathy Singleton, MC 206  
DFW SIP Project Manager  
State Implementation Plan Team - Office of Air  
Texas Commission on Environmental Quality  
P.O. Box 13087  
Austin, Texas 78711-3087

RE: Dallas-Fort Worth Attainment Demonstration (AD) SIP Revision for the 2008 Eight-Hour Ozone NAAQS (Non-Rule Project No. 2013-015-SIP-NR)

On behalf of the Regional Transportation Council (RTC), the independent transportation policy body of the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) Area, please accept the following comments regarding the Texas Commission on Environmental Quality's (TCEQ) revisions to the Texas State Implementation Plan (SIP) for the DFW nonattainment area for the 2008 eight-hour ozone national ambient air quality standard (NAAQS): the *DFW Attainment Demonstration (AD) SIP Revision for the 2008 Eight-Hour Ozone NAAQS* (Non-Rule Project No. 2013-015-SIP-NR), proposed on December 10, 2014, and supplemented on January 12, 2015.

The RTC is responsible for air quality conformity, which is an analysis ensuring federal funding approval goes to those transportation activities that are consistent with air quality goals. Part of the Environmental Protection Agency's (EPA) approval process of this SIP will be to consider the adequacy of Motor Vehicle Emissions Budgets (Budgets), based on the on-road emission inventories contained in the SIP narrative. Once declared adequate by the EPA, updated Budgets will be required for use in all subsequent transportation conformities. Since transportation conformity rules mandate the use of latest and greatest planning assumptions, it is imperative these Budgets are based on the most recent model available from the EPA Mobile Vehicle Emission Simulator (MOVES2014). This will ensure the emissions evaluation conducted on regional mobility plans and transportation improvement programs will stay true to the intent of conformity, identifying impacts based on transportation project updates rather than nuances between versions of the EPA MOVES models. Therefore, the RTC supports integration of recently finalized volatile organic compounds and oxides of nitrogen that have on-road mobile emission inventories incorporated in EPA's MOVES2014 into the AD SIP revision.

Another primary activity of the RTC is determining the allocation of federal, State, and regional transportation funds across a multi-county metropolitan area and addressing multimodal needs. It is important to realize the balance needed to provide a reliable and safe system, while being considerate to air quality impacts. The RTC has committed to many emission reducing projects, policies, and programs, and had summarized these initiatives to the TCEQ on August 8, 2014. Therefore, the RTC supports the inclusion of Appendix H: *Local Initiatives Submitted by the North Central Texas Council of Governments*. Appendix H highlights various projects and



February 11, 2015

programs, adopted by the RTC, targeted at reducing ozone-forming emissions in the nonattainment region. The local programs are an integral part of the region coming into compliance with the eight-hour ozone NAAQS, and will continue to play a significant role in decreasing ozone forming pollutants in the DFW region.

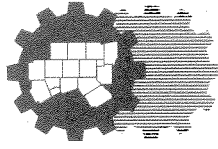
We appreciate the opportunity to comment on the TCEQ's revisions to the DFW AD SIP, as well as the continued partnership between our agencies. The RTC thanks the TCEQ staff for their time and resources spent attending various meetings at our offices to discuss SIP updates, and for their follow-up with comments and suggestions raised during these meetings. NCTCOG staff through the RTC is committed to continuing to implement projects and programs and collaborate with partner agencies to reduce ozone-forming emissions in the DFW region.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris".

Michael Morris, P.E.  
Director of Transportation

JPL:ch



North Central Texas Council Of Governments

February 9, 2015

Mr. Eric Gleason  
Director  
Public Transportation Division  
Texas Department of Transportation  
125 E. 11th Street  
Austin, Texas 78701-2483

Dear Mr. Gleason:

Please find enclosed the North Central Texas Council of Governments' (NCTCOG) application for funding from the Texas Department of Transportation's (TxDOT) coordinated call for projects. This application requests funding in the amount of \$211,470 to support technical assistance, training, and planning activities benefiting small transit providers and their customers across the North Central Texas Region. The proposed project will result in improved operational practices and associated cost savings and will facilitate strong relationships among transit providers in the region. By enabling implementation of best practices in a variety of transit management and operations functions, this project will benefit customers and transit providers alike. NCTCOG is committed to coordinated, efficient, and effective public transportation and this project is designed to implement local solutions to challenges in the North Central Texas Region.

Should you have any questions or require additional information regarding this application, please do not hesitate to contact Jessie Huddleston, Program Manager, at (817) 608-2399 or [jhuddleston@nctcog.org](mailto:jhuddleston@nctcog.org).

Sincerely,

Michael Morris, P.E.  
Director of Transportation

SJC:tmb  
Enclosures

cc: Jessie Huddleston, NCTCOG



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

800 Independence Ave., SW  
Washington, DC 20591

FEB 2 2015

Mr. Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments  
616 Six Flags Drive, Centerpoint Two  
P.O. Box 5888  
Arlington, TX 76005

Dear Mr. Morris:

Secretary Anthony Foxx and Administrator Huerta has ask us to respond to your January 20 letter regarding a partnership between the Federal Aviation Administration (FAA) and the North Texas Council of Governments regarding Unmanned Aircraft System (UAS) safety issues.

The number of UAS users in the United States has grown, and so has the number of reported safety events. The FAA is tracking these events and is using the data to make informed decisions about education and enforcement activities. In addition, the FAA has distributed updated guidance to our Aviation Safety Inspectors, Air Traffic Control, and Security Specialists on how to respond to these events.

Commercial UAS operations are still only authorized on a case-by-case basis, such as those authorized under Section 333 of the FAA Modernization and Reform Act of 2012. All commercial operations require a Notice to Airmen (NOTAM) to be coordinated prior to flight.

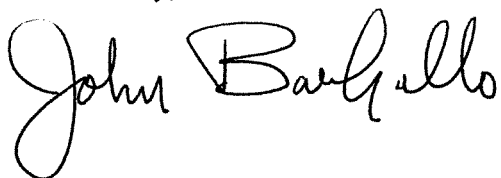
On January 8, in partnership with law enforcement entities across the country, the FAA distributed and posted guidance for law enforcement and first responders on initial steps to take when addressing UAS safety issues in their respective jurisdictions. As these first responders are in the best position to respond to these reports, this partnership between the FAA and the law enforcement community will be critical for timely incident response and follow up. The aviation community is encouraged to report any unauthorized or unsafe operations, especially those in populated areas or near airports, to Air Traffic Control and local law enforcement.

The FAA's primary approach for addressing unauthorized or unsafe operations is education. Many small UAS/model operators are new to aviation and do not have an understanding of rules of the air and the national airspace system. Generally, these operators are unaware that they are operating in prohibited areas. In an effort to improve our outreach and education, the FAA has partnered with industry groups in the "Know Before You Fly" safety

campaign. This campaign targets new users and reminds them of basic safety requirements. More information on this campaign may be found at [www.knowbeforeyoufly.org](http://www.knowbeforeyoufly.org). The FAA is currently working with Congresswoman Kay Granger and the North Central Texas Council of Governments to set a meeting in February to further discuss these UAS issues. In the meantime, please feel free to invite your regional Aviation Safety Inspector, Al Brunner, to your upcoming events. He may be reached via email at [Alvin.A.Brunner@faa.gov](mailto:Alvin.A.Brunner@faa.gov).

Thank you for sharing your concerns, as well as your continued support and commitment to safety within the North Texas region.

Sincerely,

A handwritten signature in black ink that reads "John S. Duncan". The signature is fluid and cursive, with the first name "John" being larger and more prominent than the last name "Duncan".

John S. Duncan  
Director, Flight Standards Service

RECEIVED

FEB 10 2015

TRANSPORTATION

# TEXAS DEPARTMENT OF PUBLIC SAFETY

5805 N LAMAR BLVD • BOX 4087 • AUSTIN, TEXAS 78773-0001

512/424-2000

[www.dps.texas.gov](http://www.dps.texas.gov)



STEVEN C. McCRAW  
DIRECTOR  
DAVID G. BAKER  
ROBERT J. BODISCH, SR.  
DEPUTY DIRECTORS



COMMISSION  
A. CYNTHIA LEON, CHAIR  
MANNY FLORES  
FAITH JOHNSON  
STEVEN P. MACH  
RANDY WATSON

January 16, 2015

Chris Klaus  
North Central Texas Council of Governments  
P O Box 5888  
Arlington, Tx 76005-588

Dear Mr Klaus:

During the month of November, 2014 the department, the director, and certain individual commissioners received letters from several members of the vehicle inspection industry concerning the implementation of House Bill 2305 and the proposed administrative rule amendments associated with the bill. The industry members' concerns focused on the financial impact to the industry of the implementation strategy proposed collectively by the Department of Public Safety (DPS), the Department of Motor Vehicles (DMV), and the Texas Commission on Environmental Quality (TCEQ). That strategy contemplated a first year "grace-period" by which many vehicle owners would not be required to obtain a new inspection if their inspection were valid at the time of registration. The industry members expressed concern that this strategy would dramatically reduce the number of inspections conducted in the first year of implementation, and would therefore have a significant financial impact on the industry.

In early December DPS, DMV, and TCEQ met with several members and representatives of the vehicle inspection industry and were able to resolve the matter by modifying the implementation strategy. Rather than providing that *all* vehicles be registered if the inspection report is valid at the time of registration renewal, a new inspection will be required at registration renewal for any vehicle for which the current inspection expires at the same time as the registration. This modification was acknowledged and agreed upon by all parties, including those members and representatives of the industry and the three agencies.

Many of the industry members' letters also addressed the department's proposed administrative rules implementing HB 2305. Of specific concern was rule 23.81, which would have provided the above-mentioned grace period for motorists. This rule has been withdrawn in order that DPS may

RECEIVED

JAN 23 2015

address concerns raised by the inspection station industry and recent changes to the implementation strategy of HB 2305.

Other comments addressed existing rules relating to facility requirements, inspector training, and administrative penalties, rules that were not currently under consideration for amendment. Finally, comments were received relating to the Vehicle Inspection Advisory Committee, but the related rule proposals were merely updating the rules and repealing those that were repetitive of statutory provisions.

If you have any questions please feel free to contact the Regulatory Services Division in Austin at 512-424-7717.

Sincerely,

A handwritten signature in dark ink, appearing to read "RenEarl Bowie", written in a cursive style.

RenEarl Bowie  
Assistant Director  
Regulatory Services Division  
Texas Department of Public Safety

# Rose says BNSF will stick with rail upgrades despite lower oil prices

By Thomas Black and Noah Buhayar

Bloomberg News

01/14/2015 1:59 PM

01/14/2015 1:59 PM

Warren Buffett joked two years ago about the good fortune of having an oil boom in North Dakota, near the tracks of his Berkshire Hathaway-owned BNSF Railway. More recently, the gusher has become a mixed blessing.

Even as the rout in crude prices spurs producers to curtail spending in the Bakken shale fields, Fort Worth-based BNSF is sticking to its \$500 million plan to expand service to the area. The work spotlights an enduring challenge for the rail industry: how to time long-term capital programs when short-term forecasts can so often turn out wrong.

“This is going to be the year that nobody’s going to do anything they don’t have to,” said Vicki Bryan, a bond analyst with Gimme Credit. At BNSF, “they’ve made commitments. They have to.”

A record grain crop last year and a surge in oil carloads caused chronic delays on the railroad’s northern line and drew regulators’ attention. The Surface Transportation Board ordered weekly status reports and in late December directed BNSF to submit a contingency plan to avoid coal shortages.

The railroad has boosted its plan for capital spending, including for maintenance, by 9 percent this year to \$6 billion. That’s more than double the outlay from 2010, the year the carrier was acquired by Berkshire. Last year, the company said it would hire 6,000 workers and add 500 locomotives to expand capacity.

“They are under regulatory scrutiny, especially with regards to grain,” said Jeff Wichmann, a bond analyst with CreditSights.

BNSF is Berkshire’s largest unit and has sent more than \$15 billion in dividends to the parent company. The plunge in oil prices hasn’t deterred BNSF from its spending plan, said BNSF’s executive chairman, Matt Rose, two months after he predicted that shale oil output could decline with prices in the \$50 range per barrel. West Texas Intermediate crude traded for less than \$46 on Wednesday, compared with more than \$100 in July.

“We’re just not going to slow down,” Rose said Sunday in Washington, where he was part of a panel discussion about oil-by-rail safety. “We see very robust rail movements coming at us, so we’re going to make the investments.”

North Dakota projects include adding stretches of double track and sidings that allow faster trains to pass slower ones. The need to increase spending was spurred by a threefold increase in crude production in four years to about 1.2 million barrels per day. The state accounted for more than a third of BNSF’s growth last year, the railroad said in a September presentation to regulators.

More than three-fifths of Bakken oil is hauled by rail because there aren’t enough pipelines in the region, said Taylor Robinson, president of Chicago-based PLG Consulting. BNSF handles about 85 percent of those carloads, he said. Railroads also haul materials used for drilling, such as sand and pipe.

Buffett has long emphasized investing for long-term results rather than reacting to short-term market fluctuations. When he purchased BNSF, he said it would be a good asset for Berkshire to own for the next century, and he has since highlighted its spending plans to show how the company is planning for the future.

Billionaire Harold Hamm, whose Continental Resources Inc. was a pioneer in shale drilling in North Dakota, is pulling back. The energy producer said in December it will average about 31 rigs in 2015, down from 50.

Farmers last year said BNSF was favoring oil shipments over their crops. BNSF’s North Dakota delays in June rose to 4,942 grain carloads that fell behind schedule an average of 32 days. In 2014, the company’s carloads for petroleum products jumped about 13 percent while grain rose 3.1 percent, according to Association of American Railroads data compiled by Susquehanna Financial Group.

Railroads have struggled for years to anticipate fluctuations in commodity prices and demand. Shipments of coal, one of their biggest businesses, slumped when electricity plants turned to cheaper and cleaner-burning natural gas.

“You try to match this long-term capital program with a short- or intermediate-term forecast that is almost always wrong,” said Tony Hatch of ABH Consulting.

A decline in oil prices could be beneficial, said Ben Hartford, an analyst with Robert W. Baird & Co. in Milwaukee. Consumers benefiting from cheaper gasoline will have more money to spend on other goods that the railroad ships, he said. Also, the respite from surging volumes on BNSF’s northern route will help improve service, which suffered last year because of the heavy traffic coupled with a harsh winter.

“Service restoration is the critical variable in 2015,” Hartford said.



As quickly as drilling companies reduce spending, they can increase activity when crude prices rebound, PLG Consulting's Robinson said. BNSF's investment in its northern region then will pay off, he said.

"There's a lot of sentiment that, whether it's one, two or three years out, it's going to go back to \$70, \$80 or \$90," he said. "The math would then start to work again."

Read more here: <http://www.star-telegram.com/news/business/article6487458.html#storylink=cpy>

# Trinity Parkway traffic and toll estimates can be withheld, AG says

By BRANDON FORMBY [bformby@dallasnews.com](mailto:bformby@dallasnews.com)

Transportation Writer

Published: 26 January 2015 10:34 PM

Updated: 26 January 2015 11:23 PM

The North Texas Tollway Authority has spent 15 years and more than \$1.7 million estimating the traffic impact and revenue potential of the proposed Trinity Parkway.

The agency collected the habits of Dallas drivers, the effect of various access points and how the toll road would affect nearby land usage.

That information could bolster or undercut arguments surrounding the project. It could also give a deeper understanding of the project's potential risks and payoffs.

But the NTTA doesn't have to share any of the information with the public.

The Texas attorney general's office this month ruled that NTTA can withhold several studies that *The Dallas Morning News* requested under the state's public information act.

NTTA told the attorney general that its board will eventually use the information in concert with a future study to decide whether the project is financially feasible. That essentially makes the existing studies preliminary, the agency successfully argued.

In Texas, government agencies do not have to release some records considered to be preliminary documents. Records can be considered such if they are meant to advise governing bodies on policy-making decisions and will be released publicly in the future. NTTA's assistant director of general counsel indicated to state officials that the planned future study will be used to determine feasibility and will be publicly released.

NTTA is under contract with Dallas to determine whether the project is feasible. Agency officials described existing studies as "sketch-level" estimates that could be rolled into the final "investment-grade" study.

That final study won't be commissioned until after the Federal Highway Administration clears the project as planned or gives the go-ahead contingent on some changes. The federal agency's ruling isn't expected until March. City Council elections are in May. The council that is seated will probably decide how and whether to move forward on the project, which is facing a large financial shortfall.

## Shortfall

NTTA officials have long said that toll revenue alone probably won't be enough to finance the 9-mile road that would connect northwest Dallas and Irving to South Dallas.

North Central Texas Council of Governments transportation director Michael Morris said last year that NTTA will likely be able to secure \$240 million in bonds for the project. With other funding sources considered, that leaves a shortfall of more than \$900 million on a \$1.5 billion project.

Much of the latest controversy surrounding the project stems from how much traffic relief the the road would give other downtown highways and how the road would affect nearby development. According to its contracts for studies since 1999, NTTA has looked at both issues.

When asked whether NTTA feels an obligation to publicly shed further light on the project by releasing the information, spokesman Michael Rey said the decision was based on the agency's legal obligation.

"I don't really have a comment regarding that, other than we've chosen to follow the legal path," he said.

Dallas City Council member Scott Griggs, who opposes the project, said NTTA should release the information because public money paid for it. He also said it would answer questions residents have about the project and its feasibility.

"But then when it comes down to see how the money has been spent, you get resistance on the reports being released," Griggs said.

## Contract specifics

In addition to the studies, *The News* also requested the contracts NTTA signed with the companies it hired to do the work since 1999. NTTA released those agreements. Among the information NTTA has commissioned but was allowed to withhold:

Socioeconomic and land-use forecasting in 2008

Survey of drivers' routes, perceived transportation tradeoffs and income levels in 2008

Traffic counts, speed and travel delays on parallel routes in 2008

Traffic impact on Interstate 45 in 2008

Relationship between toll rates and roadway demand in 2012

Traffic estimates and operations analysis in 2013.

Supporters of the project, including Mayor Mike Rawlings, have said that the road is needed to relieve congestion on Interstates 30 and 35E near downtown. They say that it will spur economic development on land near the road and into southern Dallas. They also say that it would better connect southern Dallas residents with their jobs north of I-30.

Former City Council member Angela Hunt, who led an unsuccessful referendum to kill the road in 2007, said the studies NTTA has commissioned could prove several of those assertions to be true. She said NTTA's withholding of the information, though, raises doubts about supporters' claims.

"I would imagine they would be waving around those documents at meetings if those documents supported their argument for a toll road," she said.

A spokeswoman for Rawlings did not respond to requests for comment.

Morris, a vocal project supporter, said he has not seen the studies. He said state lawmakers have "weighed in" on what government documents should be considered public.

"NTTA is a transparent agency, and we expect they will make the information available at the appropriate time," Morris said.

When asked if the data has influenced how Dallas officials are approaching the project, Assistant City Manager Jill Jordan said she wasn't familiar with specific studies *The News* referenced.

"I know that along the way they hired consultants to help prepare the data that went into [federal approval documents] for the parkway," she said. "Over the years, they also hired consultants to look at traffic forecasts, but I don't recall ever receiving copies of that work."

# Rules for Uber, Lyft on the horizon in Fort Worth

BY CATY HIRST

CHIRST@STAR-TELEGRAM.COM

01/27/2015 5:44 PM

## FORT WORTH

Regulations for Uber and Lyft are on the horizon, but City Council members say they want to focus on safety and avoid overregulating the app-based market.

“There is a tendency anytime we look at something to want to regulate something. And what we are really looking for and our task as a city is to ensure that our visitors and citizens are safe, they have a convenient customer service and they have a good taste in their mouth when they leave Fort Worth or use a service in Fort Worth,” Councilman Jungus Jordan said.

Jordan, who sits on a regional committee that aims to standardize the quality of ride services throughout North Texas, warned the staff not to create a bureaucracy.

Uber and its rival Lyft 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 — tip-free. 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, shuttles — even pedicabs and horse-drawn carriages — are regulated through annual operating fees, vehicle inspections, stiff insurance requirements, criminal background checks and drug testing.

Regulations for app-based companies could include permitting them like limousines, with annual licensing, commercial insurance, an age limit on vehicles and drug testing, said Doug Wiersig, director of transportation and public works.

Rates would still be market-driven, but a preliminary recommendation is to charge a \$150 application fee and \$50 per vehicle.

Wiersig is also creating a stakeholders working group with representatives from the taxi, limousine, shuttle and app-based industries, as well as hoteliers and representatives from the [Convention & Visitors Bureau](#).

That group is scheduled to finish meeting by April and present recommendations to the council.

Wiersig said the city will also keep pursuing a regional vehicle-for-hire ordinance with the North Central Texas Council of Governments.

Dallas recently created new guidelines for vehicles for hire, creating two tiers of insurance coverage and allowing all vehicles that pass a 31-point inspection to be used rather than setting a vehicle age limit.

*Caty Hirst, 817-390-7984*

# As Dallas' Trinity Parkway 'dream team' returns, Rawlings to meet with architect institute

By BRANDON FORMBY [bformby@dallasnews.com](mailto:bformby@dallasnews.com)

Transportation Writer

Published: 02 February 2015 10:54 PM

Updated: 03 February 2015 07:12 AM

Six urban planning and transportation experts will begin looking this week at how a toll road fits in with plans to make the Trinity River basin “a beautiful centerpiece” of Dallas.

Mayor Mike Rawlings said the “dream team” of specialists will look at how to make the Trinity Parkway as unobtrusive as possible to planned parks. The team will also consider its influence on nearby economic development opportunities, he said.

“How do you take a road and integrate it with all that?” Rawlings said Monday.

The mayor is one of the toll road’s most vocal and influential supporters. But his endorsement last year of the transportation experts’ look at the road drew questions and skepticism. Some of that stemmed from a lack of clarity on how much the experts could change what’s planned for the road, which critics say is too wide and will intrude on parkland.

Two officials with the American Institute of Architects’ Dallas chapter last month sent Rawlings a letter questioning the team. Executive director Jan Blackmon and president Bob Bullis said there has been “very little transparency” surrounding the team’s endeavors.

Blackmon and Bullis also questioned several aspects of Rawlings’ support for the road itself. An architect institute employee deferred comment Monday to Blackmon, who could not be reached for comment.

Rawlings said Monday that he plans to meet with institute leaders to discuss the road and his backing of it. Rawlings said he could give the architects clearer answers in person once he better understands their questions. One of the questions was whether

other methods of rerouting north-south traffic around the city would prevent the need for the toll road.

Dallas' development partner in the project is the North Texas Tollway Authority. That entity has spent 15 years and more than \$1.7 million estimating the traffic impact and revenue potential of the planned road.

But the Texas attorney general's office last month said NTTA can withhold such records. That ruling in large part was due to the agency's plans for another study before its board determines whether the project is financially viable. Rawlings said once that final study is completed, NTTA should make it public.

Rawlings, like the attorney general's office, said the existing studies aren't considered final because there is more forecasting planned. Rawlings also said he hasn't seen specific data from the studies.

"As soon as they have it, I want to see it and I want the citizens to see it," he said.

Rawlings and other supporters, meanwhile, are putting few public restrictions on what the team of experts can consider when they return to Dallas this week. The team's final recommendations will not be binding on the city or its \$1.5 billion project.

"I want ideas that can demonstrate what the possibility can be," Rawlings said.

*Follow Brandon Formby on Twitter at @brandonformby.*



# Federal government seeks national conversation on transportation

Posted: 6:17 p.m. Monday, Feb. 2, 2015

By Joan Lowy - Associated Press

WASHINGTON —

Hoping to start a national conversation about future transportation needs, the Obama administration released a report Monday that identifies key population, environmental, cultural and technology trends expected to shape the way Americans get from one place to another over the next 30 years.

By then the U.S. population will grow by 70 million, the equivalent of adding another Texas, Florida and New York. Much of this increase is expected to be in cities in the South and West. At the same time, the number of Americans over age 65 will increase 77 percent, and one-third of seniors will have a disability that limits their mobility.

In addition, the nation's 73 million millennials will become an important economic engine. So far, they are driving less than their Generation X predecessors and many are gravitating to cities where they can bike, walk and take public transit to work or school.

Significant increases in freight shipments are forecast across all modes of transportation — highway, rail, maritime ship and aviation. Already, a 50 percent increase in crude oil production since 2008 is straining the capacity of America's freight railroads.

Transportation Secretary Anthony Foxx discussed the trends with Google Chairman Eric Schmidt in San Francisco, the hub of the nation's technology sector. Google has been at the forefront of developing technologies that are expected in the next decade to lead to fully automated cars that can be programmed to drive themselves.

"If we don't get ahead of those challenges we're going to find ourselves stuck in traffic for a long time," Foxx said.

The report is not a blueprint for future action, but rather raises questions:

- How will the U.S. build a transportation system that doesn't just let a growing population travel, but lets it travel more safely?
- How will it reduce freight chokepoints that drive up the cost to business?
- How can infrastructure be made resilient enough to weather events like Hurricane Sandy that occur with increasing frequency?
- How can barriers be cleared for new technologies that can make transportation safer and more convenient?

If there are no changes in the capacity of the national highway system, recurring peak congestion is expected to increase from 11 percent of the system in 2007 to 37 percent in 2040. That will slow traffic on 21,000 miles of highways and create stop-and-go conditions on another 40,000 miles, the report said.

The report's release comes as Congress is struggling once again to find the money to keep federal transportation aid flowing to states. The federal Highway Trust Fund, which pays for highway and transit aid, has been teetering on the edge of bankruptcy since 2008. Revenue from the federal 18.4 cents-a-gallon gasoline and 24.4 cents-a-gallon diesel taxes are running more than \$15 billion a year short of needed highway and transit aid to states.

Congress has kept money flowing through a series of stopgap measures. If nothing is done by May 31, the government will have to slow down payments to states. The uncertainty over whether federal aid can be counted upon has already caused some states to delay transportation projects.

Three blue-ribbon commissions have recommended raising federal fuel taxes, and some lawmakers are backing proposals to do that. But raising fuel taxes is unpopular with the public, and many Republican lawmakers have pledged not to raise taxes.

## **Texas officials hope for smooth switch to single sticker for vehicle registration, inspection**

By Tom Benning

Austin Bureau

Published: 03 February 2015 11:32 PM

Updated: 04 February 2015 07:41 AM

AUSTIN — The vehicle inspection sticker, which has enjoyed a prominent perch on Texans' front windshield for more than 60 years, will soon be no more.

Starting in March, the state will stop issuing the familiar inspection stickers. Inspections still will be required, but they will now be used, much like proof of insurance, as a requirement to renew a vehicle's registration.

The blue-bordered vehicle registration sticker will serve as proof of both inspection and registration.

The effort, "Two Steps, One Sticker," aims to reduce fraud, improve safety and boost compliance. Though the program's first year could be unwieldy — especially as Texans sync their inspections and registrations — supporters say the setup should reduce hassle.

And to smooth the transition, state and county officials are trying to get out the word through radio ads, mail inserts, a flashy website at [twostepsonesticker.com](http://twostepsonesticker.com) and other outreach.

"We recognize there may very well be some bumps in the road," Sen. Royce West, D-Dallas, said Tuesday at a Capitol news conference. "But we're going to try and get those out of the way in the first year."

Inspection stickers have been required in Texas since the 1950s.

In recent years, the vehicle registration sticker — moved to the windshield in 1994 — and the North Texas Tollway Authority's TollTag — created in 1989 — have joined it to create a sticker troika that's common on many North Texans' front windshields.

But currently, inspection and registration operate mostly independent of each other. So it has been relatively easy for crooks to get away with counterfeit inspection stickers — and even for well-meaning Texans to let an inspection lapse for a month or two.

Lawmakers, led by West, approved in 2013 the effort to combine inspection and registration into one sticker. Drivers now have to pass an annual state inspection in the 90 days before their registration expires.

Boosters say it will lead to safer streets and cleaner air, because Texans will have to get inspections — safety and emissions tests — if they want their registration renewed. They argue that it will stymie scofflaws and eliminate the risk of inspection sticker fraud.

And supporters also say that for most Texans, the changes will be minor.

### **Timing may change**

Inspection fees and rules will stay the same, although the timing of some of the payment will not. The five-day inspection grace period won't exist, but the synced-up schedules for inspection and registration will make it easier to remember it's time for an inspection.

One less sticker just means more open space on the front windshield.

“For the rest of us that follow the law and don't try to skirt the inspection, the change means a simple transaction and safer vehicles on the road,” West said.

Consider a Dallas resident whose inspection and registration on her 2003 Honda Accord both expire in July.

In the 90 days before her renewal is up, she will take her car to a licensed inspector and pay \$25.50 for an inspection. That's less than the \$39.75 inspection fee she's used to paying because the state's portion of that fee will now be included in the registration bill.

If her car passes, the inspector will electronically enter that information into a state database and then print her off an inspection certificate.

To renew her registration, she can go online, where officials will check inspection and insurance databases. Or she can renew in person at the county tax office. Or she can renew by mail.

In any case, the bill will be \$75. That will include \$50.75 in state registration fees and \$10 in Dallas County registration fees — the same as it always was. But it will also include the remaining \$14.25 in state inspection fees.

The scenario is a bit trickier for drivers whose stickers don't match. So the state is using one-time grace periods in the effort's first year to get everyone synced.

Take a driver whose registration expires in April, but whose inspection expires in September. He will renew his registration in April like normal and then he won't have to get a new inspection until April 2016.

Or take a driver whose inspection expires in April, but whose registration expires in September.

She will get an inspection in April, but will not receive an inspection sticker. She will renew her registration like normal in September and then won't have to get another inspection until September 2016.

### **Frustration expected**

Even with the state's media campaign, those kinds of variables mean the task of explaining the new setup will likely fall to the auto shops actually providing the inspections.

At ESS Fleet Service in East Dallas, owner Malek Samadian predicted lots of motorist frustration.

He said he has a phone number ready that customers can call to complain to the state — and not him.

"It's going to create more headaches," he said.

But at Pit Pros near Love Field, office manager Patricia Perez said the shop is taking a longer view.

The transition period might be a bit confusing, but the shop will no longer have to keep track of inspection stickers, she said.

She added that the new arrangement should go a long way in making sure motorists' inspections are current.

"Once all the kinks get worked out, it's going to work a lot better," she said.

*Follow Tom Benning on Twitter at @tombenning.*

### **AT A GLANCE: Getting in sync**

Key questions answered on the state's [twostepsonesticker.com](http://twostepsonesticker.com) website:

**Will I have to pay for more than one inspection in a year?**

No. During the sync-up year from March 1, 2015, to Feb. 29, 2016, some vehicle owners will go beyond their 12-month inspection cycle to align the expiration dates for inspection and registration.

**So what happens, for example, if my registration sticker expires in March 2015, but my inspection sticker expires September 2015?**

The owner will be able to renew registration in March 2015 and not have to get the vehicle inspected again until 2016. That's because the inspection sticker is valid at the time of renewal. The following year, before the end of March 2016, both inspection and registration will be due.

**What are the 'extra' fees on my renewal notice?**

On March 1, 2015, vehicle inspection stations will no longer collect the state's portion of the inspection fee. At the time of inspection, you will pay only the inspection station's portion of the fee. The state's portion of the inspection fee will be collected at the time of registration or renewal.

**I have a motorcycle. Will the process or sticker design change?**

No. There are no changes to the process or the design of the sticker.

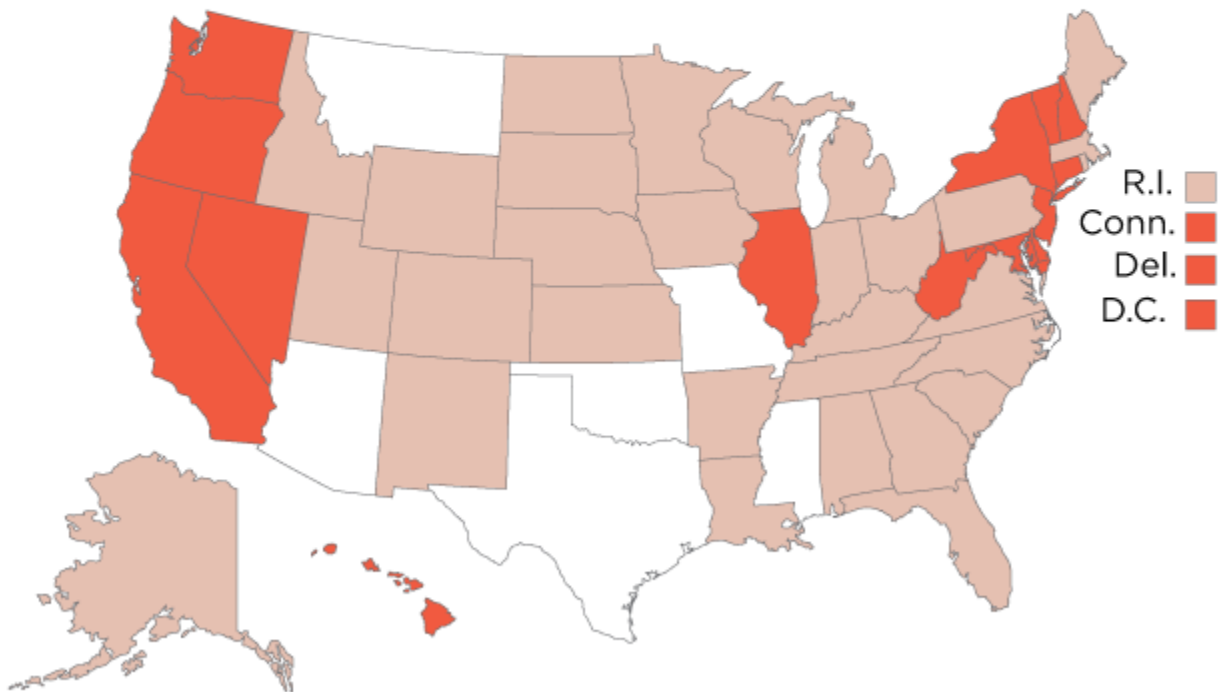
# Texting-while-driving foes push for state law in Austin

## Targeting distracted drivers

Texas is among a dwindling number of states that generally allow driving while texting. Forty-four states ban it. Of those, 14 also prohibit using hand-held cellphones while driving.

### States with bans for all drivers

■ Texting only ■ Hand-held calls and texting



SOURCE: Governors Highway Safety Association

Staff Graphic

Made with

Sign up!Sign up, it's free!

By MARISSA BARNETT [mbarnett@dallasnews.com](mailto:mbarnett@dallasnews.com)

Austin Bureau

Published: 03 February 2015 10:39 PM

Updated: 03 February 2015 10:55 PM

AUSTIN — In the last four years, Jeanne Brown has made the six-hour drive from her West Texas home to the Capitol more times than she can count.

Each visit, she carries a photo of her 17-year-old daughter, Alex, who died in a car crash, and the unshakable hope that the state will deem it illegal to text while driving.

She was there again Tuesday, joining lawmakers who have reintroduced an anti-texting bill, trying to bring Texas in line with 44 other states that have outlawed that practice to reduce distracted driving accidents.

“There’s no way for me to say what will happen [in the Legislature], but I’m doing it for my daughter,” she said.

Backers expressed optimism Tuesday that Gov. Greg Abbott would be more receptive to the idea than his predecessor, fellow Republican Rick Perry, who in 2011 vetoed a statewide texting ban that the Legislature passed.

In the absence of state law, 40 Texas cities, including Denton and Arlington, have passed ordinances to bar drivers from texting. Some have taken it further, banning use of any hand-held cellphone while driving.

Rep. Byron Cook, R-Corsicana, one of the bill’s sponsors, said advocates need to focus on getting leadership to line up behind their efforts.

“What’s going to be critical here is that the governor of our great state buys into how incredibly important this is,” Cook said.

During last year’s campaign, Abbott spokesman Matt Hirsch said he “supports laws already in place that prohibit cellphone use by young drivers and in school zones; but he is against additional government mandates that micromanage adult driving behavior.”

Tuesday, Abbott told reporters that it is “premature” for him to say whether he would veto the bill.

“If anything, one thing that I’m strongly supportive of is safety on the road,” Abbott said after a speech to a business group. “We don’t want people driving and hurting other people. We don’t want people texting and driving, but we need to find a way to do it without too much government intrusion.”

Organizers of the Capitol event invited families who have lost loved ones in distracted driving crashes, representatives from hospitals, law enforcement and advocacy groups that said fatalities have gone down in states with texting bans.



Arguing it as a common-sense measure, they likened the law to other roadway rules, such as seat belts.

“We can educate, we can pour outreach funds, we can get millions of signatures and talk to millions of teenagers and adults, but until there is legislation to back up our educational efforts behaviors won’t change,” said Robin Garza, trauma program manager at Ben Taub Hospital in Houston.

Brown, the West Texas mother, said that when she meets with legislators she retells the story of why she’s fighting for the bill.

In 2009, daughter Alex careened off the road while texting friends on her way to school. She died hours later at a hospital.

“My husband and I had to look at the doctors and say, ‘Let her go,’” Brown said. “We determined that day that that would not continue.”

The bills being pushed this session would make texting while driving an offense punishable by a fine, up to \$200 for repeat offenders. After Perry’s veto in 2011, backers tried again 2013. The measure made it through the House but stalled in the Senate Committee on Transportation.

“I don’t want to come back another session and not be able to tell these [families] that we didn’t do our job and get this bill passed,” Cook said.

Another sponsor, Sen. Judith Zaffirini, D-Laredo, said a statewide ban would provide help beyond the patchwork of laws that have sprouted up in cities across the state.

Texas does bar drivers under age 18 from using wireless communications devices.

The broader no-texting proposal has been endorsed by AT&T and insurance companies, such as USAA and State Farm, legislators said.

## Distracted drivers

■ Total crashes ■ With fatalities

*Accidents in Texas in which law officers listed driver inattention or distraction as a factor:*

2010	493	86,006
2011	455	83,730
2012	505	90,962
2013	508	95,310
2014	495	100,289

## Cell use on road

*Of the distracted driving accidents, those in which law officers listed cellphone use as a contributing factor:*

2010	55	3,422
2011	45	3,218
2012	37	3,287
2013	62	3,432
2014	57	3,408

SOURCE: Texas Department of Transportation

Staff Graphic

# Feds allocate \$100 million for TEX Rail commuter line

BY GORDON DICKSON

GDICKSON@STAR-TELEGRAM.COM

02/03/2015 5:13 PM

A proposed commuter rail line from downtown Fort Worth to Grapevine is expected to receive \$100 million in President Barack Obama's 2016 budget.

Supporters of the TEX Rail line say that although the allocation is still subject to congressional approval, they are encouraged that the passenger rail service could open by 2018. Construction could begin next year.

"We are very pleased with the continued recognition by the Federal Transit Administration of the importance of this project," said Paul Ballard, president of the Fort Worth Transportation Authority.

The agency, also known as the T, is planning the commuter rail route, which would connect with the well-established Trinity Railway Express line in downtown Fort Worth.

TEX Rail would not only connect to Grapevine but also serve Dallas/Fort Worth Airport at Terminal B, where passengers could transfer to Dallas Area Rapid Transit light-rail trains serving much of the eastern Metroplex.

In 2013, the T's board was overhauled by Fort Worth City Council members tired of delays in TEX Rail.

"The council gave the T board pretty strong direction, and I think this shows they're making progress," Councilman Jungus Jordan said.

The Federal Transit Administration and the Federal Aviation Administration signed off on the project last year, clearing the way for final design and — once the money becomes available — construction of the 27-mile line. The T can also begin buying rail cars, which are typically delivered a year or more after they are ordered.

In all, the T expects to need \$405 million in federal funding to cover half the expected cost of building TEX Rail. Last year, \$50 million was included in the federal budget.

Even though the T is less than halfway to its funding goal, board President Scott Mahaffey said he is optimistic about the project, given the wide support for it in North Texas.

<http://www.star-telegram.com/news/traffic/your-commute/article9142361.html#storylink=cpy>

## **Study gives Dallas good marks for transportation-related technology**

By BRANDON FORMBY [bformby@dallasnews.com](mailto:bformby@dallasnews.com)

Transportation Writer

Published: 04 February 2015 10:08 PM

Updated: 04 February 2015 10:39 PM

Dallas offers its residents an “abundance” of transportation-related technology tools and is one of the 19 easiest cities in the U.S. to get around in without owning a car, according to a study released Wednesday by two consumer rights groups.

The “Innovative Transportation Index” ranked 70 cities based on the availability of 11 technology-based transportation services.

Dallas was No. 12. Austin bested San Francisco and Washington, D.C., to top the list because it was the only city to have all 11 services available.

“Americans are driving less now than they used to,” said Jeff Inglis, a policy analyst with the Frontier Group and one of the study’s authors. “More people of every generation are saying that they want the option to drive even less.”

Inglis said less driving cuts down on the need for expensive infrastructure and reduces air pollution. He and others involved in the study said going completely car-free can dramatically cut monthly household expenses typically earmarked for car payments, maintenance, insurance and fuel.

Having more options makes that viable, they said.

“A family that previously owned two cars may now choose to own one instead,” said Erik Dolliver, a campaign organizer with the Texas branch of the Public Interest Research Group.

Frontier and PIRG’s index looked at whether residents in each city could use a technology-based service on their desktops or smartphones to travel without a car they owned.

Scores were based on several measures, including the ability to hail taxis, share bikes, find real-time public transit information, and buy transit tickets online and ride sources with companies like Uber and Lyft. Scores went up based on the number of options available in each category.

The study said the only service unavailable in Dallas is ride sharing, which connects passengers with drivers who are headed in the same direction and are willing to offer a lift.

The study looked at whether particular technology-based tools are available, not at the performance of transportation services or transit agencies. It also said that lawmakers and public officials should adopt policies that support car-free options.

Among recommendations were requiring transportation providers to share data with public agencies and adopting development and parking ordinances that benefit people who get around without their own vehicle. The study's authors said that should include lowering parking requirements for developments that incorporate shared-use transportation and reducing parking fees for car-share users.

At a small news conference at City Hall to announce the results, City Council member Scott Griggs said current building codes require landowners to give too much space to cars. "I believe we're at the beginning of a big change in transportation."

In conjunction with the study's release, Dallas Area Rapid Transit announced a partnership with car-sharing company Zipcar that will place two shared vehicles at Mockingbird Station.

The transit agency's GoPass app helped the city score as high as it did. The app allows virtual ticket purchases and provides real-time arrival estimates. DART spokesman Morgan Lyons said the agency places a premium on using technology to make public transit easier for passengers.

"Most of our Web traffic is now mobile-based," he said.

Follow Brandon Formby on Twitter at [@brandonformby](https://twitter.com/brandonformby).

# Arlington council to vote on red light camera referendum

**By Susan Schrock** [sschrock@star-telegram.com](mailto:sschrock@star-telegram.com)

ARLINGTON — Opponents of red light cameras celebrated Thursday after learning that they obtained enough signatures on a petition to seek a vote in May on whether to unplug the traffic camera system. Citizens for a Better Arlington and the Arlington Tea Party, along with supporters, gathered more than 11,400 signatures from residents who want to ban the red light cameras, now operating at 19 intersections.

The petitions were presented to the Arlington city secretary on Jan. 20. They were required to gather 9,651 signatures from registered voters, which equals 5 percent of Arlington's registered voters, and they got more than that. That's enough to ask the City Council to call for a city charter amendment election.

"I'm super, super thrilled," said Kelly Canon, Arlington Tea Party vice president who helped head up the petition drive. "It's time for them to come down."

The council is scheduled to take its first vote Tuesday night on whether to place the charter amendment on the May 9 ballot. The public will be able to make comments on the proposal, which requires at least two-thirds of the council's support to pass.

A second and final council vote is scheduled Feb. 24.

The council approved red-light cameras in 2007 and has a 20-year contract with American Traffic Solutions to operate the system. The contract expires in July 2027 but includes provisions that would let Arlington terminate the agreement without penalty with 90 days' notice, city officials have said.

The cameras help keep the city's streets safer for motorists by encouraging people to pay attention when driving through intersections or risk of a \$75 fine for running a red light, District 1 Councilman Charlie Parker said.

"The fact that people don't like them is one thing. The fact that they reduce accidents is something completely different," Parker said. "I have no problem with putting it on the ballot and letting people decide, but I want them to make a decision that is an educated decision not based on lot of lies."

Opponents say the cameras do more to generate easy revenue for the city than they do to keep intersections safer. Some question the city's claims that accidents in camera-enforced intersections have fallen 75 percent.

"Don't deceive us into a false sense of security by having us think that these cameras are somehow preventing accidents when there is overwhelming statistical data out there now that says they are not making a difference," Canon said. "I for one don't appreciate my city and my city officials trying to deceive us for an easy buck."

The cameras, which record about 95,000 violations a year, have generated more than \$12 million for the city, officials have said.

Violators are mailed a citation with a \$75 fine. Half the fine goes to the state. The other half, after expenses, pays 9 officers with the Arlington Police Department's DWI Unit and 14 patrol officers, according to city documents.

The council has not explored how funding for those positions would be replaced if the red light cameras come down, Parker said.

"Individuals who run red lights fund 23 extra officers. The only way to keep those officers would be to allocate some funds from other projects or raise taxes," Parker said. "Those 23 officers could be in jeopardy."

A camera ban is also being discussed on the state level. State Rep. Jonathan Stickland, R-Bedford, recently filed a bill to do away with red light cameras in Texas.

The cameras generated more than \$16.2 million for the state during the last fiscal year, up from \$15.4 million in 2013 and down from \$16.6 million in 2012, according to the Texas Comptroller of Public Accounts.

This report includes material from the Star-Telegram archives.

# Cities should decide on red-light cameras

A petition-driven referendum that would allow Arlington voters to determine the future of the city's red-light cameras appears to be on track for the May 9 ballot.

That's as it should be.

Since Texas passed a law allowing use of the cameras about a decade ago, individual cities, which are best-positioned to determine if and where red-light cameras are needed, have been allowed to make those decisions.

That shouldn't change.

Legislators should reject efforts by Rep. Jonathan Stickland, R-Bedford, and Sen. Don Huffines, R-Dallas, to remove that authority from local policymakers and voters. The two lawmakers would ban the use of photographic traffic signal enforcement systems in Texas.

It's true that area residents have quibbled for years over the cameras, which have been placed at many intersections.

Opponents say they violate privacy and are little more than a means for state and local government to generate tax revenue.

Texas collected upwards of \$16.2 million last year from violators, according to the Texas Comptroller of Public Accounts. That doesn't include the portion of fines kept by cities and camera contractors.

Advocates insist the cameras have led to reduced accidents and saved lives. Reporting by the Star-Telegram's Anna Tinsley found that accidents at intersections where 58 red-light cameras are operating in Fort Worth are a fraction of what they were in the months before the cameras were in use.

The case for public safety is compelling, although we support the rights of area voters to seek a policy change they feel is justified.

There are legitimate concerns that red-light tickets have become an unfair tax on some recipients, namely those who pay them.

Many people don't pay, and county officials have refused to block vehicle registrations or use other enforcement tools against scofflaws.

It's estimated that only about 60 percent of tickets are actually paid, making the cameras increasingly ineffective.

While localities should retain the right to use or reject red-light cameras, they shouldn't employ them unless they intend to find ways to enforce the fines.



## **Editorial: Senate highway plan has lots going for it**

Published: 08 February 2015 07:02 PM

Updated: 08 February 2015 07:02 PM

One of the best things about a multibillion-dollar highway-funding proposal put on the table in Austin last week was the idea that voters would decide the matter.

The concept is this: Earmark a portion of vehicle-sales taxes for highway construction, and make the move permanent by amending the Texas Constitution in a statewide election. The yield would be an initial \$2 billion a year, amounting to \$25 billion over a decade.

Giving voters the final word is cause for optimism that badly needed highway dollars are on the way.

One, Texans can see with their own eyes that the highway network needs work. It could be an overburdened intersection from the 1960s, an irritating bottleneck or a bridge well past its useful age. Or it could be an ambitious proposal — such as rebuilding and decking Interstate 30 east of downtown Dallas — whose price tag might put it out of reach for years.

Second, Texans typically need little convincing on the need for highway money. They voted overwhelmingly in November to ratify Proposition 1, a separate road-funding amendment that earmarked oil-production taxes for roads.

Third, the tax would not be a new one. It's collected now on sales of cars and trucks, new and used, with current annual proceeds of more than \$4 billion going into the general fund. The proposal unveiled last week by Sen. Robert Nichols, R-Jacksonville, would earmark all proceeds beyond \$2.5 billion a year for highways. That allows the highway fund to capture all future growth and keep it secure.

Two years ago, Texas Department of Transportation planners gave lawmakers a target number for roadway money: \$4 billion more a year, for expansion and maintenance, just to achieve the current level of mobility, plus an additional \$1 billion for overburdened roads in the Oil Patch.

The 2013 Legislature's best stab at that was the recently passed Prop 1, which should produce more than \$1 billion a year (or until the oil boom ends). Everyone agreed that was just a start and that heavy lifting remained.

What then happened was the election of a new governor, Greg Abbott, and lieutenant governor, Dan Patrick, who were on board with setting highway money as a 2015

must-do, and the House's re-election of Speaker Joe Straus, who's always kept roadways as a priority.

It was a good sign last week that Patrick put his weight behind Nichols' plan — the proposed amendment SJR 5 and related bill SB 5 — vowing to get them passed.

Other moves to bump up road money are in play, including a possible end to the practice of funding the Department of Public Safety out of the highway fund, whose main source of money is fuel taxes. We'd like to see that "diversion" of gas-tax money end, too, provided that it doesn't draw money away from other vital needs.

Overall, in these early days of the 2015 Legislature, it's encouraging to see the stars so aligned on transportation funding.

## **HIGHWAY LEGISLATION**

SJR 5 and SB 5, by Sen. Robert Nichols, R-Jacksonville, and Sen. Jane Nelson, R-Flower Mound, would:

Earmark for roads all proceeds beyond collections of \$2.5 billion a year from the motor-vehicle sales tax.

Raise about \$2 billion a year initially, amassing \$25 million for roadways over a decade.

Finance only non-tolled projects.

Require voter approval.

Allow the revenue to help retire existing debt for highway construction.

Be effective starting in the 2018-19 two-year budget, although an early start is possible.

# Britain starts public trial of driverless cars

BY SYLVIA HUI ASSOCIATED PRESS

02/11/2015 11:46 AM

LONDON

Driverless cars are hitting Britain's public roads for the first time, giving a glimpse of future travel that's billed as safer and more efficient.

Britain unveiled four prototype self-drive cars Wednesday, launching the country's first public trials ahead of a series of planned rule reviews to accommodate the new technology.

Officials showed off four types of autonomous vehicles under trial, including a shuttle that looks like a larger golf cart and a compact two-seater "pod." Journalists took short rides on the shuttle, which zipped around a public square outside central London's O2 Arena as curious pedestrians looked on.

The project was "still in the early days," Transport Minister Claire Perry said, but she added the new technology has the potential to make roads safer and attract global investment.

Britain has ambitions to lead development in driverless cars, which are also being tested in U.S. cities by companies including Google. Auto companies from Mercedes-Benz to Nissan are also developing self-drive vehicles, though most are not ready to go on public roads and highways commercially.

Regulation and legal changes are a major hurdle. Officials say fully driverless cars are unlikely to be used on British roads until 2030.

Britain's government, which is spending 19 million pounds (US\$29 million) on four trial centers around the country, says it will amend and review domestic road regulations by 2017. One focus will be on establishing liability when a self-drive car crashes.

"Until that key concern is clarified, probably by statute, many drivers will remain wary of 'driverless' driving," said Edmund King, president of drivers' organization AA.

The next immediate step is for officials to publish guidelines for companies to test the cars in "real-life scenarios" on roads — including highways — by this summer. Qualified drivers will be riding in the cars, ready to take control should anything go awry.

In Germany, which is also pushing for more automated driving, officials have designated a busy stretch of highway — a Bavarian stretch of the A9 autobahn connecting Munich and Berlin — for the testing of systems that measure and transmit to cars such conditions as ice, heat and potholes.

That stretch will eventually be able to handle driver-assistance systems and then fully automated vehicles, the ministry for transport and digital infrastructure said.

Read more here: <http://www.star-telegram.com/news/business/article9725267.html#storylink=cpy>

# Trinity Parkway ‘dream team’ wants smaller, meandering road

By BRANDON FORMBY [bformby@dallasnews.com](mailto:bformby@dallasnews.com)

Transportation Writer

Published: 11 February 2015 07:52 PM

Updated: 11 February 2015 11:53 PM

Twelve urban design and transportation experts who reviewed Dallas’ plans for the Trinity Parkway concluded the toll road as designed would be inhospitable to adjacent parkland and economic development opportunities, the group’s chairman said this week.

The “dream team” of experts also said traffic estimates won’t justify the need for a massive six-lane freeway with large interchanges for several decades. Chairman Larry Beasley told *The Dallas Morning News* this week that experts believe the city should instead build a meandering, four-lane road pocketed with parking lots providing park access.

“It would very fundamentally open up the consciousness of the people of Dallas about this magnificent park,” Beasley said.

Those conclusions are expected to be incorporated into formal recommendations presented to Mayor Mike Rawlings in coming months. They partially diverge from some arguments that toll road supporters, including the mayor, have used to champion the controversial \$1.5 billion project.

The city has been expecting within several weeks a federal decision on whether it can build the 9-mile road. Documents seeking federal approval portray the driving force behind the road as providing traffic congestion relief to adjacent highways. The road in those documents is a six-lane highway, but its interchanges, entrance and exit lanes and maintenance lanes would ultimately make it wider.

The road that the team of experts says should be built would primarily be constructed to provide views of and access to parks planned around the Trinity River. Their road would be four lanes throughout and would not have most of the interchanges included in federal documents.

“You can see it changes the nature of the whole thing,” Beasley said.

Federal Highway Administration officials have said that fundamental changes to the purpose of the project could require the city to seek approval for amendments or start the entire process over. It wasn't clear Wednesday which scenario, if either, would apply if the city chooses to adopt the experts' recommendations.

"Without knowing what the recommendations are, we can't speculate on what, if any, impacts they would have to the project" or the pending approval decision, said Doug Hecox, a spokesman for the Federal Highway Administration.

### **Rawlings' backing**

Rawlings, who publicly announced and endorsed the expert team's formation last year, said Wednesday that he's glad the group supports a narrower, meandering road. But he also said he fully supports eventual construction of the full-scale toll road submitted for federal approval.

Rawlings and Beasley said the group's vision of the road could be the first phase of the project. Beasley said future generations could decide whether it needed to be expanded once there's more traffic demand.

But Beasley said the group did not get into details of how or when the project would be staged.

"You do have the ability to do this in a cool way and then let the future decide what the future is," he said.

Federal officials said they couldn't comment on whether such a vision would be considered a different project or the first phase of what's been submitted until the city asks. Rawlings said he believes the road will eventually look like the large-scale version with several interchanges. But he couldn't comment on how future "stages" would be built or when.

"I believe the leaders of the city will make that appropriate decision at that point," he said. "I will not be one of them."

Rawlings is seeking a second term in the May elections that will seat a City Council that will probably decide the project's fate. So far, his only opponent is attorney Marcos Ronquillo, who opposes a large-scale toll road through the river bottoms.

Ronquillo said Wednesday that officials' use of the term "staging" without providing clear details adds obscurity to a project he says is already mired in the bureaucracy of several government agencies.

“The voters deserve a finite answer,” he said. “If there are going to be phases, they need to be very clear.”

### **Speed limit**

Beasley said the team of experts questioned whether the planned 55-mph speed limit should be lowered, but most agreed that such speeds would be compatible with their vision. Other ideas included making drainage infrastructure look more like water features and using the road’s elevated foundation for landscaping features.

Beasley said many of the large interchanges would hinder economic development opportunities because they would be barriers between the river and parks and the land just outside the levees.

“It’s less about creating positive effects,” he said. “It’s about preventing negative effects.”

Current project designs include a flood wall for about 3 miles as the road runs near downtown. Federal documents say that won’t necessarily prevent flooding in the event of a 100-year storm. Beasley said the group is interested in adding murals or landscaping to the wall or incorporating berms instead of relying solely on concrete.

“Barriers for flood protection could be designed a lot better than blank walls,” he said.

He said the group didn’t get into the financing of the project. The road as designed faces a shortfall of more than \$990 million. The North Texas Tollway Authority isn’t expected to determine the financial feasibility of the large-scale project until after federal authorities clear it for construction. It wasn’t clear Wednesday how changes recommended by the team of experts could affect that shortfall.

An NTTA spokesman said the agency is moving forward with the plans submitted until the city formally asks to go another direction.

Beasley said much of the team’s work hinged on figuring out what is best for Dallas. He said the team has several drawings and ideas that will be formally submitted in the next several weeks. The group also will seek public input about its suggestions.

“It was more about starting a conversation than finishing a conversation,” he said.

## Apple's \$850 million solar power investment should open a few eyes

Jim Mitchell

Published: February 13, 2015 3:28 pm

This has been an amazing week for Apple. We learned it has greater financial clout than New Zealand, prompting [speculation that Apple's stock market worth eventually could exceed \\$1 trillion](#). That's impressive, but not as surprising as Apple's \$850 million, 25-year investment in solar energy.

Walmart has led corporate America in deploying PV panels. Almost all have been rooftop installations at store and corporate office locations. It has held the top spot for solar power capacity use for at least the past three years, according to Ken Johnson, vice president of communications with the Solar Energy Industry Association (SEIA).

[Apple is now on the cusp of taking that spot](#), Johnson says, leaping from fourth place behind Walmart, Kohl's and Costco. (IKEA is fifth.)

Apple already has several large solar power installations around the U.S. Its largest, the 100-acre solar field in Maiden, N.C., boasts 14MW of capacity for its nearby data center. In 2013, [Apple announced plans](#) to build an 18MW solar plant to power a new data center in Reno.

Aside from some technical issues, such as cloudy days and night, [solar power has suffered from an inability to ramp up on a massive, affordable scale](#). I'm still not sure it is there, but [Apple's 25-year investment](#) continues to add credibility to this renewable energy.



# A look at proposed drone rules

The Associated Press

02/16/2015 2:17 AM

Some highlights of rules proposed Sunday on routine flights by small, commercial drones and on privacy protections when the government uses drones to collect information:

## DRONE FLIGHTS

—Proposed Federal Aviation Administration regulations would permit commercial operation of remote-controlled aircraft weighing less than 55 pounds. They would be permitted to fly up to 100 mph and up to 500 feet in altitude.

—Operators would have to pass an FAA test of aeronautical knowledge and a Transportation Security Administration background check. Operators would not need a private pilot license, a concession to industry.

—Only one operator would be required instead of an operator and a spotter to keep an eye out for other aircraft, another concession.

— Operators would have to keep drones within eyesight at all times, which significantly limits the distance they can fly. The restriction probably would prevent drone delivery as proposed by Amazon.

— Flights would be prohibited within 5 miles of an airport and over crowds and over people not involved in the drone's operations.

—Drones would not be required to have an FAA airworthiness certificate similar to those required of manned aircraft, another concession. However, they would have to be registered with the FAA and would receive an "N number" for identification purposes similar to the numbers on airplane tails.

—The FAA will accept comments for 60 days after the proposal is published. It's expected to be two or three years before the rules are final.

—The FAA will continue to grant waivers case by case to its current ban on commercial drone flights while working on final rules. A few dozen requests for waivers have been granted; more than 300 requests are pending.

—Current rules for model aircraft, which are often indistinguishable from small drones, would remain the same.

-----

## PRIVACY

—A presidential memorandum requires federal agencies to ensure that policies are placed on government drones to protect against their abusive use.

—The policies should "prohibit the collection, use, retention, or dissemination of data in any manner that would violate the First Amendment or in any manner that would discriminate against persons based upon their ethnicity, race, gender, national origin, religion, sexual orientation, or gender identity, in violation of law."

—Agencies must publish information within one year describing how to access their drone policies and procedures.

—Agencies must examine their drone policies and procedures before deploying new unmanned aircraft technology, and at least every three years.

—The Commerce Department, working with other agencies, must launch an effort that includes business groups, privacy advocates and others within 90 days to develop privacy rules for commercial and private drones.

—The American Civil Liberties Union praised the memorandum as an important step, but said it falls short of fully protecting the privacy of Americans. For example, the proposal allows the use of data gathered by domestic drones for any "authorized purpose," which is not defined, leaving the door open to inappropriate drone use by federal agencies, the ACLU said.

Read more here: <http://www.star-telegram.com/news/nation-world/national/article10445381.html#storylink=cpy>

# FAA Unveils Rules For Commercial Use of Drones

"We have tried to be flexible in writing these rules," said FAA Administrator Michael Huerta. "We want to maintain today's outstanding level of aviation safety without placing an undue regulatory burden on an emerging industry." He said the agency intends to issue final rules as quickly as it can.

Even with the restrictions, drones are expected to play a "transformative role in fields as diverse as urban infrastructure management, farming, public safety, coastal security, military training, search and rescue, and disaster response," the White House said in a presidential memorandum on privacy released in conjunction with the rules.

The memorandum lays out measures federal agencies must follow to guard against abuse of data collected in drone flights. Among other steps, the order requires agencies to review privacy and civil rights protections before deploying drone technology and to adhere to a range of controls. Personally identifiable information collected in drone flights is to be kept no longer than 180 days, although there are exceptions.

It's questionable whether such steps will satisfy civil liberties advocates, who've objected strongly to the government's vigorous use of digital surveillance in the name of national security.

The proposal also raises the possibility that final rules may include a separate category for very small drones — those weighing 4.4 pounds or less — that would include fewer restrictions.

The proposed rules are "a good first step" bringing the U.S. closer to realizing the benefits of drone technology, said Brian Wynne, president and CEO of the Association for Unmanned Vehicle Systems International, a trade group.

<http://www.nbcnews.com/news/us-news/faa-proposes-rules-routine-commercial-use-drones-n306651>

# Smaller Trinity toll road: a legitimate plan or political ploy?

By BRANDON FORMBY [bformby@dallasnews.com](mailto:bformby@dallasnews.com)

Transportation Writer

Published: 15 February 2015 11:01 PM

Updated: 15 February 2015 11:01 PM

Like all things related to the Trinity Parkway, a group of urban design experts' conclusions about the project mean different things to different people.

Supporters of the \$1.5 billion toll road see the 12 consultants' desire for a meandering, four-lane road providing views of planned parks as a return to the spirit of the abstract idea voters approved in 2003.

"This is really exciting stuff," said Craig Holcomb, executive director of the Trinity Commons Foundation. "I couldn't have dreamed this up in a year."

Opponents view the findings — and the consultants' privately funded task itself — as a political distraction that ignores the financial and bureaucratic realities of a road whose designs call for six lanes and several large interchanges.

"The problem with the apparent task presented to the 'dream team' is there's no resemblance with the actual issue Dallas is dealing with," said Angela Hunt, a longtime opponent of the project as currently designed.

That "dream team" of urban planning and transportation experts who reviewed Dallas' plans for the toll road said the version under federal review would be inhospitable to adjacent parkland and economic development opportunities.

Larry Beasley, the team's chair, said the traffic estimates used to justify the project to federal officials won't warrant the large-scale version for several decades.

The team is preparing a report, expected to include recommendations for a narrower road with far fewer interchanges, for Mayor Mike Rawlings. What happens next hasn't been decided.

"If the final work is something I'm excited about, all citizens of Dallas will see it," Rawlings said Friday. "That obviously includes City Council members."

**Future decisions**

Beasley and Rawlings said the city could start out with a smaller road and leave it to future politicians to decide whether or not to build what's been sent to federal authorities for approval. But project opponents said the obscurity of the process — and vague descriptions of a meandering parkway — is meant to distract voters about what the city actually plans to build.

“I wish the process was more transparent and open to the public,” said City Council member Sandy Greyson.

The mayor and all 14 council seats are on the May ballot, meaning voters will decide who determines the project's fate. Trinity Parkway faces a financing shortfall of more than \$990 million.

Federal authorities have said that the city could have to start the approval process over if it makes fundamental changes. Beasley described the experts' conclusions as changing the “nature” of what's already been submitted.

### **Driving down costs**

Meanwhile, one of the region's most influential transportation officials said that even if Trinity Parkway debuts as a four-lane road meandering along a massive park, that's not what it will ultimately look like.

North Central Texas Council of Governments transportation director Michael Morris said last week that Dallas should send federal authorities a new project approval request if it does not plan to eventually build the six-lane, high-speed toll road with large interchanges that was already submitted.

Morris described the idea of building a smaller version now as a way to drive down initial construction costs until the full-scale project can be afforded.

Hunt said supporters are talking out of both sides of their mouth by publicly discussing a smaller, four-lane park access road while asking federal approval for a larger, six-lane highway.

“It's an incredibly smart tactic,” she said.

Trinity Parkway supporters, though, said the goal is to build what's best for the city.

“I would only endorse spending citizens' private money on this project to make Dallas better, never for a personal agenda,” Rawlings said.

Former City Manager Mary Suhm was instrumental in putting together the experts. She said several nonprofits supported the work and helped fund it, though exact costs and individual donors aren't being released.

"I want there to be some ideas on the table to make it the best parkway it can be," she said.

Follow Brandon Formby on Twitter at [@brandonformby](https://twitter.com/brandonformby).

# Tex RAIL offers Grapevine challenge and chance

BY GORDON DICKSON

GDICKSON@STAR-TELEGRAM.COM

02/15/2015 7:07 PM

## GRAPEVINE

For decades, Grapevine residents have enjoyed celebrating their city's Western, rural roots — often whimsically.

Visitors can still check out a working blacksmith shop along historical Main Street. Atop the clock tower at the replica Cotton Belt Hotel, a pair of life-size, animatronic figures known as “Would-Be Train Robbers” perform a gun-fighting skit each day at noon, 3, 6 and 9 p.m., their recorded voices broadcast on loudspeakers for tourists and other passers-by.

But, like a locomotive headlight in the distance, signs are emerging that a potentially massive change is on the way, one that is already forcing city leaders to take a hard look at how they merge their past, present and future.

The change is TEX Rail, a proposed commuter rail line that could begin service in Grapevine as soon as late 2018. TEX Rail is a planned 27-mile passenger rail service stretching from downtown Fort Worth to Terminal B at Dallas/Fort Worth Airport. It would have up to 10 stations, including one at Grapevine's Main Street.

The rail line is expected to carry more than 10,000 passengers per day initially, and nearly 15,000 daily by 2035, according to Federal Transit Administration modeling used to calculate the project's worthiness for federal funding. That's more riders than on the Trinity Railway Express, which connects downtown Fort Worth to Dallas.

For Grapevine city leaders, TEX Rail is both exciting and a little concerning. They are eager to embrace the prospect of transit-oriented development, which could enhance the quality of life in the historical city center and bring new retail dollars to the thriving community of about 50,000 residents. But they also recognize that any missteps could spoil the city's agrarian charm.

“When you get to Grapevine, it needs to feel like Norman Rockwell is still here,” Councilwoman Sharron Spencer said during a recent City Council workshop.

Grapevine’s plans include building a TEX Rail station — or depot, as city officials prefer to call it — at the northeast corner of South Main Street and Dallas Road. The new depot would be adjacent to the city’s historical 1888 depot, a tiny yellow wooden building that serves as a boarding point for passengers on the Grapevine Vintage Railroad excursion trains that operate most weekends.

The city plans to continue offering excursion rides even after TEX Rail opens on the same tracks.

In 2009, the City Council bought the former American Locker building at South Main Street and Dallas Road for \$3 million and tentatively plans to tear it down to make way for the depot, which could feature a collection of retail stores.

Also, Grapevine officials are looking at possibly creating a special zoning district to strictly control growth within several blocks of the planned depot. There is even talk of slapping a moratorium on development in the area until new zoning rules can be drafted.

The City Council and Planning and Zoning Commission will have a workshop at 6:30 p.m. Tuesday at City Hall to discuss those and other possibilities.

#### TEX Rail

About 43 trains per day are expected to run on the TEX Rail line.

Construction of the commuter rail route is expected to cost \$862 million, and the Fort Worth Transportation Authority, also known as the T, is applying for a federal new-starts grant to cover up to half that amount.

The project is on schedule to receive a full-funding grant agreement by January, or possibly sooner, said Bob Baulsir, who last month was appointed the T’s vice president of TEX Rail and procurement.

A full-funding grant agreement is essentially a commitment from the U.S. Transportation Department to cover the costs of a project, usually over several years. President Barack



Obama's proposed 2016 budget includes \$100 million for TEX Rail, although that budget must be approved by Congress.

Locally, the operating costs and some capital costs of TEX Rail are expected to be covered mostly by a half-cent sales tax generated in cities that are full T members, including Fort Worth and Richland Hills, as well as by a special arrangement with Grapevine.

Grapevine has a different arrangement than other North Texas cities with transit services. A half-cent sales tax is collected for economic development in Grapevine and, of that money 75 percent — about \$9 million a year — goes to the T for commuter rail. The remaining 25 percent of that revenue — about \$3 million annually — is being set aside for economic development in the city, including the depot.

Those revenues have been set aside since late 2006, when Grapevine voters approved the sales tax.

Grapevine has \$6.3 million on hand in the economic development fund balance to build a TEX Rail depot but can access more funding if necessary, said Gary Livingston, Grapevine management services director.

So raising money for a depot is less of an issue than determining precisely how to spend it. Mayor William D. Tate said another key factor is creating the ground rules for development.

Council members said they can envision Dallas Road becoming a sort of perpendicular extension of Main Street, with businesses popping up within several blocks on either side of the depot. One idea is to create a special-use district that applies special zoning rules for businesses wishing to operate there.

"The depot is going to be a project of the people," Tate said during the workshop. "We know some people are going to be bringing in some things we don't think are appropriate, and we're going to have some mistakes if we don't get that master plan updated."

Tarrant County model

Grapevine's depot plans could become a model for so-called "sustainable development" projects in the western part of North Texas, regional planners say.

In particular, Grapevine offers a rare opportunity for transit-oriented development in Tarrant County, an area that has fewer neighborhoods with walkable residential, retail and dining options than cities such as Dallas.

“Grapevine is thinking ahead, which is great,” said Karla Weaver, a program manager at the North Central Texas Council of Governments, which is analyzing 74 rail stations in the region — mostly in the Dallas area.

Dallas’ Mockingbird Station, which features many high-rise residential and commercial buildings as well as destinations such as the Angelika theatre, is served by Dallas Area Rapid Transit’s light-rail lines. It is often held up as an example of Texas-style sustainable development.

But cities such as Grapevine have a chance to redefine that image and make walkable communities more attractive in cities that used to be considered bedroom communities.

“Not every station needs to look like a full-blown Mockingbird,” she said.

The council of governments has funded \$90 million in sustainable development programs since 2001, including two grants totaling \$1.5 million that went to Grapevine to help with sidewalks and street landscaping, she said.

But most of what Grapevine has in mind is home-grown development. And that’s just fine with residents such as Leslie Moore, a stay-at-home mother of two children who grew up in Grapevine and after a few years in Fort Worth recently moved back.

“Grapevine has always capitalized on keeping things historic,” said Moore, who recently spent an afternoon checking out Grapevine Vintage Railroad equipment with her son Carter, 3, and daughter Kate, 1.

“Main Street is vital to Grapevine. It’s what people know,” she said. “I don’t ever see Grapevine just throwing up a structure.”

*Gordon Dickson, 817-390-7796*

*Twitter: @gdickson*

**GRAPEVINE’S TEX RAIL PLANS**

Residents who want to learn more about Grapevine's plans to build a depot and surrounding development for the planned TEX Rail commuter station are encouraged to attend a joint City Council/Planning and Zoning Commission workshop.

When: 6:30 p.m. Tuesday

Where: City Hall, 200 S. Main St., Grapevine

More information: [Grapevinetexas.gov](http://grapevinetexas.gov).

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article10378565.html#storylink=cpy>

# Grapevine planning for TEX Rail's arrival

02/16/2015 4:54 PM

By the end of 2018, commuter rail may be rolling into downtown Grapevine, spurring the kind economic development that public transit can bring.

That's a good thing for the quirky but charming community.

A few surrounding cities have balked at TEX Rail's planned arrival, but Grapevine has embraced the passenger rail service that is expected to transport as many as 10,000 passengers a day along a 27-mile route stretching from downtown Fort Worth to Terminal B at Dallas/Fort Worth Airport.

Thanks to a half-cent sales tax approved in 2006, Grapevine already has \$6.3 million on hand to build a TEX Rail depot and encourage further economic development at the city center.

While Grapevine is still formulating plans, it's going about it the right way — thinking ahead and seeking community input. The City Council and Planning and Zoning Commission are holding a workshop Tuesday to discuss possibilities.

Read more here: <http://www.star-telegram.com/opinion/editorials/article10482215.html#storylink=cpy>

# Abbott says schools, roads, border — and tax cuts — are priorities

By ROBERT T. GARRETT [rtgarrett@dallasnews.com](mailto:rtgarrett@dallasnews.com)

Austin Bureau

Published: 17 February 2015 10:51 PM

AUSTIN — Gov. Greg Abbott says Texas should reorder its fiscal priorities to do more for education, roads and border security — and hand out \$4.5 billion in tax cuts — even as it clamps down on spending for many programs.

In his first State of the State speech Tuesday, Abbott noticeably shifted his plans for the Texas-Mexico border to accede to demands by Lt. Gov. Dan Patrick and some staunchly conservative Senate Republicans that the Texas National Guard remain on duty in border areas indefinitely.

Abbott's 45-minute speech, and a brief budget document the newly installed Republican governor submitted to lawmakers, closely tracked his themes and promises from his campaign last year.

"Texas leads the nation as a beacon of individual liberty and economic opportunity," he told a joint session of the Legislature. "Our job is to make sure we keep it that way."

The speech's biggest drama and emotional high point both pertained to the military.

Ending days of speculation, Abbott revealed his decision to extend hundreds of National Guard soldiers' assignment along the Mexican border, which began last summer under Gov. Rick Perry.

Abbott wants the soldiers to remain in place until lawmakers can approve his plan to hire 250 additional state police over the next two years and dispatch them to the border. He seeks 250 more DPS troopers assigned to border duty in 2018-19.

"The reality is that DPS cannot recruit, train and deploy 500 new troopers overnight. It takes time to ramp up," Abbott said.

Speaking of the soldiers, he said, “I ordered them to remain deployed on the border until my security plan is implemented.”

In recent days, Maj. Gen. John Nichols, the guard’s commander, has testified that his soldiers usually serve on weekends and vacations and are not used to such extended deployments. He said the months-long activation is straining the troops.

House Speaker Joe Straus, R-San Antonio, has been skeptical about prolonged deployment of the Guard. Many South Texas business and government leaders have criticized Perry’s decision to deploy troops as wasteful.

Abbott acknowledged what he called the soldiers’ “hardship.” He led lawmakers and visitors in the House gallery in a standing ovation to express gratitude.

Moments later, he set off even more sustained applause for Richard Overton of Austin.

Abbott noted that Overton — “108 years young” — is the country’s oldest surviving serviceman from World War II.

Continued Guard deployment at the border appeared to color the reaction of the two most important figures in Abbott’s audience — Patrick, the Senate’s new presiding officer, and Straus, the House’s helmsman for a fourth consecutive session.

“It was everything I wanted to hear,” Patrick said of Abbott’s speech. In a statement, Patrick cited the governor’s comments on border security, tax cuts, road funding and school choice.

“It is clear that Governor Abbott and I stand shoulder to shoulder on these ideas,” he said.

Straus was polite, if noncommittal. He said in a statement that Abbott trained a “powerful spotlight” on important issues.

“I am confident that the House is going to address those priorities in a meaningful way,” he said.

Abbott declared five topics “emergency items” for lawmakers — early childhood education, higher education research initiatives, road funding, the border and ethics.

It’s a mostly symbolic designation. The governor’s declaration sidesteps the state constitution’s prohibition on lawmakers passing bills in the session’s first 60 days — or before March 13.

With some House and Senate committees just holding their first meetings, though, Abbott didn't so much speed up the process as highlight issues he deems important. He has stressed most of them during his gubernatorial campaign and since.

Similarly, his two-year budget fulfills a constitutional requirement. But governors' spending outlines generally aren't larded with detail and are mostly forgotten in the tumult and horse-trading of House-Senate budget negotiations late in the session.

Repeating a recent comment, though, Abbott said he'd veto a budget plan that doesn't give business "genuine tax relief." He offered a figure. Abbott said lawmakers should provide \$2 billion worth.

He also urged lawmakers to cut school property taxes by slightly more than \$2.2 billion over the next two years.

Nearly a decade ago, it cost the state \$14 billion per budget cycle to cut school districts' maintenance and operations tax rates on homes and businesses by one-third.

Abbott's property tax break would amount to about \$200 per homeowner per year, according to school finance expert Lynn Moak.

Abbott's plan, though, offers twice as much business-franchise tax relief as Patrick and Flower Mound GOP Sen. Jane Nelson, the Senate's chief budget writer, have proposed. It falls short of the Senate leaders' \$3 billion in proposed relief on school property tax bills.

House GOP leaders haven't specified in their initial budget plans how big tax cuts should be. And Abbott didn't specify how the cuts in business and property taxes should be carried out.

On highway funding, he stuck with earlier plans for rejiggering the state's existing tax money, shifting more to roads. He did specify that half of sales tax collected on car dealer lots should be dedicated to transportation. Last fall, he said up to two-thirds. Because it would squeeze the rest of the budget, House GOP leaders are cool to the idea.

While Abbott said in his speech that the state must extricate itself from generations-old lawsuits over school funding, he again offered no details — and little new money.

Abbott said it's urgent for state schools and universities to make a renewed push for excellence. He proposed \$403 million in initiatives for public schools and \$628 million more for higher education — though the vast majority of the latter simply

would pay for free tuition and fees for veterans and their children, so other students' tuition doesn't rise.

Follow Robert T. Garrett on Twitter at [@RobertTGarrett](https://twitter.com/RobertTGarrett).



# Dallas-to-Houston bullet train developer focusing on 1 route

By BRANDON FORMBY [bformby@dallasnews.com](mailto:bformby@dallasnews.com)

Transportation Writer

Published: 17 February 2015 11:05 PM

Updated: 17 February 2015 11:08 PM

The private company developing a high-speed rail line between Dallas and Houston told federal officials Tuesday it wants to focus on just one possible route.

Texas Central Railway is recommending building the line on a route that is largely already being used as the right of way for utilities. Another route it considered was along freight rail lines.

The company can use eminent domain but has said for months that it wants to avoid that option as much as possible. Its new preferred route includes the least amount of private property compared with other alignments considered.

“Texas Central has gone to great lengths to identify corridors that will have the least impact on local communities and meet our purpose and need,” company president Robert Eckels said in a statement Tuesday.

Rural Texans have opposed the project because they fear it will cut off farms, communities and transportation while providing little benefit because the line may have only one stop between Dallas and Houston.

The train would get people from Dallas to Houston in 90 minutes. Tickets are estimated to cost roughly 70-80 percent of a regional flight between the same cities.

The route selection isn’t expected to affect the two spots where the company wants to build a Dallas station, both of which are seen as ways to bridge downtown and the Cedars. They’re also seen as ways to create a transit hub in the southwest corner of downtown.

The company said in a release that it is also recommending an alternative line near Houston (in addition to the utility route) that involves the Interstate 10 corridor as “a potential approach to downtown.”

Houston Mayor Annise Parker said in a statement that she wanted the I-10 alternative to still be considered.

A draft environmental study on the project, which will be made public, is expected to be completed later this year.

# Gas Tax Is for All Transportation

February 18, 2015

[18 COMMENTS](#)

The Wall Street Journal

Carly Fiorina and Penny Nance's ["Cheaper Gas? Politicians Want a Tax Fill-Up"](#) (op-ed, Feb. 12) runs out of gas early on with its lack of understanding about why members of Congress from both parties and many governors are looking to generate new user fees—including an increase in the gasoline tax: years of chronic underinvestment in highway and public-transit systems is increasingly choking the U.S. economy and mobility.

Ms. Fiorina and Ms. Nance are mistaken about how Highway Trust Fund revenues are used. According to an October 2014 Government Accountability Office report, sidewalk and bike-trail spending account for 1% of the \$39 billion invested in the federal highway program.

The op-ed also fails to recognize the important role of public transportation to the overall system. Americans take public transit 35 million times a weekday—the highest number in 57 years. Eliminating public transit investment would result in tens of millions of more cars a day being added to our already clogged roads. Drivers would suffer an additional 865 million hours of delays. That's a recipe for bringing commerce to a grinding halt in cities big and small, and crippling the ability of residents in urban, suburban and rural communities who rely on public transit to get to work and school.

We are the "united states" of America with one, integrated transportation network. If anything, government at all levels should be boosting investment in all modes of transportation to help fuel a wave of new economic prosperity.

*T. Peter Ruane*

*Amer. Road & Transportation Builders Association*

*Mike Melaniphy*

*American Public Transportation Association*

*Washington*

## Once booming, now fading in the Eagle Ford Shale

San Antonio Express-News 2/21/15 By Jennifer Hiller

TILDEN - From a dusty parking lot along Texas 16, Jose Rodriguez sees what's not yet obvious in the numbers. The Eagle Ford Shale oil field is a shadow of its former self, fading at the edges as the energy industry slashes spending.

Plenty of trucks rumble past Rodriguez - but not as many as before. Workers pull over to browse the merchandise folded on wooden tables - piles of blue jeans, used coveralls and flame-resistant shirts. But Rodriguez's business is down about 40 percent in three months.

"A lot of this I buy off of people that are getting laid off," said Rodriguez, who lives in southern Bexar County but follows oil field workers to Tilden and Pleasanton a few days each week.

"There's a lot of turnover in the oil field."

Across South Texas, about 20 percent of the drilling rigs working at the start of the year have gone idle. Once ubiquitous "No occupancy" signs have been replaced by "vacancy" signs. Plummeting hotel room rates mirror the crash in the cost of a barrel of oil: What was \$100 last summer now can be had for around \$50.

The vast oil field still hums, but at a lower volume than its previous frenetic roar.

When Brenda Ropp and her husband arrived from Pensacola, Fla., in October, they snagged one of the last two available RV slots at the Tilden Trailer Park.

"Now it's like every day people leave," said Ropp, whose husband, Tim, works as a gate guard at a ranch with oil production.

Karr Ingham, the economist who compiles the Texas Petro Index, which tracks the energy industry's waxing and waning, thinks the state could lose tens of thousands of oil-field workers. He expects two-thirds of the 906 drilling rigs that were working in Texas at Thanksgiving will get stacked, a loss of about 600 drilling rigs.

"The dominoes are falling, and there's no stopping them at this point," Ingham said. "This is going to happen. The cycle is going to play out."

Beyond the rig count and ominous layoff announcements, available data aren't yet showing the slowdown. Sales tax collections were up wildly in some parts of the Eagle Ford in January - 60 percent in Dilley over the same month the previous year - but fell elsewhere, including an 18.6 percent drop in Three Rivers.

And even with a rig count that dropped from 200 to 160 in seven weeks, more Eagle Ford oil keeps flowing as wells set in motion months ago move to sales. The U.S. Energy Information Administration expects the Eagle Ford to produce 1.73 million barrels of crude oil and other liquid hydrocarbons daily in March, up 17,000 barrels daily from this month.

A fast descent

For some, a reversal of fortune came swiftly.

Zia and Zameer Ali's Grand Eagle Ford Lodge in Tilden once ran at 80 percent capacity. Business was so good with rooms priced at \$99 per night that they built more, growing from 44 cabins to 80.

But the Grand Eagle Ford Lodge emptied out nearly as soon as crude oil prices fell Thanksgiving weekend. Members of the Organization of the Petroleum Exporting Countries decided to maintain their 30-million-barrel-per-day quota rather than cutting production to push up worldwide oil prices.

The U.S. domestic benchmark crude, West Texas Intermediate, immediately fell about 10 percent to \$66 a barrel, and it kept falling.

"It was like an instant. It was shocking," Zia Ali said. "It was like a panic."

Only eight to 10 of the hotel's 80 rooms have guests now. Most of those staying at the Grand Eagle Ford Lodge were contractors - what's likely to be a hard-hit group in the oil field.

Like the contract workers who frequent their lodge, Zia Ali watches oil prices and gasoline prices daily.

"We have our hopes up like everybody," she said.

Yet Tilden is the seat of McMullen County, which still has 17 drilling rigs working - down four in a week, but still one of the busiest places for drilling in the state. Some businesses have barely hiccuped.

At The Location, a restaurant whose name is a play on the oil field nickname for a work site, contractor pickup trucks filled the parking lot at lunchtime Thursday.

"We've been very lucky," said owner Ricky Alaniz, who left a career as an emergency room nurse to open the restaurant in 2013. The Location started out the size of a roadside fireworks stand but grew into a 2,100-square-foot new building last year.

Alaniz still gets so many requests for catering - people wanting 25 lunch specials for pickup or delivery - that he has to turn away some of the potential business each morning.

Clothing purchases slip

Most other businesses, though, see the change.

At Peggy Van Cleve's ranch store, Peggy's Circle V in Carrizo Springs in Dimmit County, a year ago employers would walk in and purchase six sets of flame-resistant clothing - required on oil field work sites - for each of their workers.

"They'd have 10 people in here at a time," Van Cleve said. "Now the workers are buying their own, and they're buying one thing at a time." January sales were good, though not as robust as last year.

Van Cleve also has eight RV slots that once had a waiting list.

"That was everyone in town," she said. "Now it's slacked off."

Landmen 'go away'

Landman Kip Killough of La Grange said that at least 10 to 15 landmen have come by his Carrizo Springs office looking for work. Killough estimates 300 to 400 landmen in Texas are out of work, most of them self-employed and working on contract.

"They're not fired," Killough said. "There's just no work, so they go away."

At a Carrizo Springs RV park last week, construction contractor Robert Zamora was getting ready to start a job building metal siding over generators and compressors to help protect them from the elements.

"Other than that, it's all dried up," Zamora said.

He thinks that he may go to North Dakota in April, where big construction projects have kept him busy in the past.

"It's hitting a lot of people. You can really feel it and see it," Zamora said. "You're counting your pennies now."

The phones have fallen quiet at Richard Collier's Concan-based pipe business.

"There can be some awfully lonely moments," said Collier, who has been through four or five oil price drops over the years. "It's not fun for anybody who's in it right now. It tests your fortitude.

"A lot of us are going to have a hard time. It's not going to stop with me in the pipe business."

Collier has noticed less traffic while driving to his Zavala County ranch.

"There's no way to compare unless you saw it two years ago," Collier said. "Two years ago, the gravel trucks were lined up as far as you could see to build pads. Getting to the place was a nightmare. The other day, I saw one gravel truck and one trailer with a backhoe on it."

#### Uncertain future

No one knows if the oil and gas economic engine is conking out or merely sputtering across rough terrain. Forecasts generally call for higher crude oil prices in the second half of the year.

But operators have good reason to pull back quickly. Shale wells come in producing large amounts of oil and gas but plummet more than 60 percent in the first year. Like so many things in the oil patch, the phenomenon has a clever name, the Red Queen, named after the character in Lewis Carroll's "Through the Looking-Glass" who tells Alice she must run "Faster! Faster!"

"Now, here, you see, it takes all the running you can do, to keep in the same place," the Red Queen says.

The Red Queen means operators have to add wells to replace their production. But operators that once ran to make \$100 oil may walk to make \$50 oil.

"The whole play works when you're selling flush production into high dollars and trying to get your well paid out quickly," San Antonio oilman Harvey Howell said. "The play does not work today because you're selling your most oil into low dollars."

In Tilden on Thursday, Juan Fuentes of Laredo stopped to look at Rodriguez's fire-resistant shirts - \$15 for what would cost \$50 new.

"The economy's tough, so we've got to get our own things," Fuentes said. His employer would have bought it before, but Fuentes said he's glad to still be working.

"I like the oil field," he said.

# More money for roads

02/20/2015 7:32 PM

02/21/2015 8:29 AM

Substantial increases in transportation spending in the 2016-17 state budget have momentum in Austin and, at least from the governor and leaders of the Senate, that includes allocations from motor vehicle sales tax revenue.

Still, there is some disagreement over exactly how it will be done.

Gov. Greg Abbott said in his State of the State address on Tuesday that his budget “constitutionally dedicates one-half of the existing motor vehicle sales tax to fund roads.”

That means voters would have to approve the change, and if they do, the funding would be locked in tight for the Texas Department of Transportation.

Texas charges a 6.25 percent tax on the sale of new and used motor vehicles, which is the same as the state portion of the sales tax on other goods and services. There’s no additional local sales tax on vehicles.

Motor vehicle sales tax revenue has been rising sharply and is expected to reach almost \$4.9 billion in 2017. That money now goes toward general state expenses; Abbott’s plan would spend about \$2.4 billion on roads.

The Senate’s initial version of the 2016-17 budget would devote a one-time allocation of \$1.2 billion from the motor vehicle sales tax to transportation.

Read more here: <http://www.star-telegram.com/opinion/editorials/article10787555.html#storylink=cpy>

# Public meetings to map out North Texas highway projects

[Facebook](#)[Twitter](#)[Email](#)[1 Comment](#)[Print](#)

By BRANDON FORMBY [bformby@dallasnews.com](mailto:bformby@dallasnews.com)

Transportation Writer

Published: 22 February 2015 10:41 PM

Updated: 22 February 2015 10:41 PM

Plans to improve several area highways will go before North Texans during public meetings in the coming weeks. Residents will have chances to hear and ask questions about managed toll lanes on Interstate 35E and U.S. Highway 67, additional lanes on the Dallas North Tollway, major changes to S.M. Wright and C.F. Hawn freeways, and frontage road construction along Interstate 20.

## **S.M. Wright and C.F. Hawn freeways**

The Texas Department of Transportation is approaching this project in two phases. The first will add an interchange from C.F. Hawn Freeway to Interstate 45. The second will replace the existing elevated S.M. Wright Freeway from Hawn to I-45 with a street-level boulevard. This week's meeting will focus on the second phase.

The goal of both phases is to replace what's called "Dead Man's Curve," a sharp turn where Wright and Hawn currently connect, and to replace an elevated highway that juts through southern Dallas neighborhoods.

"A project like this will help improve safety but also help restore the fabric of the neighborhood," said Tony Hartzel, a spokesman for TxDOT.

**Meeting:** 5 to 7 p.m. Thursday, Park South YMCA, 2500 Romine Ave., Dallas

## **Interstate 35E and U.S. Highway 67**

Dubbed the "Southern Gateway," this controversial project calls for adding what would be the first toll lanes in Dallas south of downtown. In a bid to decrease congestion along the two highways, officials want to turn what had been carpool lanes into reversible managed toll lanes on both highways. The project also calls for rebuilding I-35E from Colorado Boulevard to U.S. 67.



Managed toll lanes use fluctuating toll prices to manage congestion in particular lanes. If the lanes become filled with cars, the toll goes up. That's meant to discourage new drivers from entering the lanes so existing congestion can unwind. North Texas will soon be home to the largest network of managed toll lanes in the country.

Residents, though, lambasted the idea at a meeting last month. Some said that poorer residents in southern Dallas County either don't want to or can't afford to use toll lanes.

**Meeting:** 8 to 9 a.m. Thursday, Methodist Conference Room, Oak Cliff Chamber of Commerce, 1001 N. Bishop Ave., Dallas

### **Dallas North Tollway**

The North Texas Tollway Authority plans to add a fourth lane in each direction on Dallas North Tollway. The additional northbound lane will run from Trinity Mills Road to the Bush Turnpike. The additional southbound lane will run from the Bush Turnpike to Belt Line Road. The work will require restriping, pavement overlay and repositioning of light poles from LBJ Freeway to the Bush Turnpike.

**Meetings:** 5:30 to 7:30 p.m. Thursday, NTTA Boardroom, 5900 W. Plano Parkway, Plano

5:30 to 7:30 p.m. March 3, Lalique I Ballroom, InterContinental Hotel, 15201 Dallas Parkway, Addison

### **Interstate 20 frontage road**

TxDOT proposes adding or reconfiguring several frontage roads, ramps and intersections on Interstate 20 from State Highway 161 to Belt Line Road in Grand Prairie. The project also includes adding 6-foot-wide sidewalks throughout and creating U-turns at Carrier Parkway and Belt Line Road.

**Meeting:** 6 p.m. March 12, Ruthe Jackson Center, 3113 S. Carrier Parkway, Grand Prairie

# Arlington closer to paying off stadium

For all those folks in North Texas who have been voicing concern over increasing local debt, the City of Arlington has good news: It's ahead of schedule on paying down debt on AT&T Stadium.

At current estimates, Arlington will issue its final bond payment a full decade ahead of schedule, saving local taxpayers close to \$100 million in interest.

Stadium bonds are largely repaid through sales, hotel and car rental tax revenues, which have all been higher than initially anticipated.

The expedited payment schedule is mostly thanks to the tremendous success the stadium has enjoyed in attracting profitable events, including Super Bowl XLV in 2011 and the first College Football Playoff national championship game in January.

It's not exactly a surprise that Arlington will be free of its stadium debt earlier than expected, since the original estimate for debt repayment was conservative. But it's certainly good for Arlington taxpayers and a credit to city leadership.

# Texas Senate gets plan to add \$2B for highways

By TOM BENNING [tbenning@dallasnews.com](mailto:tbenning@dallasnews.com)

Austin Bureau

Published: 25 February 2015 11:07 PM

Updated: 26 February 2015 12:43 AM

AUSTIN — A plan to boost the Texas Department of Transportation's annual budget by more than \$2 billion is heading to the full Senate.

The Senate Transportation Committee voted Wednesday to advance two measures that would infuse the highway fund with part of the state's sales taxes collected when vehicles are sold. The approvals, each on an 8-1 vote, came a day after top state leaders and business groups rallied behind the idea.

But even with that seemingly broad and overwhelming support, the committee discussion highlighted hurdles the idea has faced in the past — and could face again. That concern focused mainly on whether the approach would harm the state's financial flexibility.

"We have to build roads," said Sen. Troy Fraser, a Horseshoe Bay Republican who voted for the measures. "But I have real concern about us doing something that obligates a future Legislature."

Senate Transportation Committee Chairman Robert Nichols wrote the legislation, which he pitched as a longer-term solution to the state's highway funding woes.

The state Transportation Department estimates an annual shortfall of up to \$4 billion, even after Texas voters approved a ballot measure last year to shift excess oil and gas production tax revenue — upward of \$1.5 billion a year — to fund roads.

"Transportation is one of the core functions of the state," said Nichols, R-Jacksonville. "And it's a core function that's been shorted for a long time."

Under his plan, the vehicle sales tax revenue that goes to the state's general fund would be capped, starting in 2018, at \$2.5 billion a year. The next \$2.5 billion a year above that would go to the Transportation Department.

Once the overall pool reached \$5 billion annually, the pot of vehicle sales tax revenue would be split evenly between transportation and the general fund. Nichols said the setup would provide about \$2 billion in the first year for non-tolled roads.

The proposal would require an amendment to the state Constitution, which voters in a statewide election must approve.

Past efforts to move the car sales tax revenue to transportation drew opposition from budget writers, concerned about blowing a hole in the general fund. And even with Nichols' tweaks to allay those concerns, that issue remained top of mind.

Some senators pointed out that if the money is constitutionally dedicated to transportation, it would be hard to get it back to the general fund. So if needs for schools or other areas become dire, lawmakers would have fewer options.

"I'm not sure we are looking at the whole picture," said Democratic Sen. Rodney Ellis of Houston, the lone vote against the measures.

Nichols pointed out that the state is currently operating with a revenue surplus. And he countered that the dedication was needed so the Transportation Department could plan, design and finance projects years in advance.

The debate will now head to the full Senate, where Lt. Gov. Dan Patrick said he hoped to bring the measures up for a vote next week.

*Follow Tom Benning on Twitter at @tombenning.*

### **Bill would keep mom on life support to save fetus**

A Fort Worth lawmaker has introduced a measure that would require hospitals to keep brain-dead pregnant women on life support and appoint a legal representative for the fetus in court proceedings.

The bill by Rep. Matt Krause, R-Fort Worth, was drafted after the case of Marlise Muñoz, a North Texas woman who collapsed when she was 14 weeks pregnant and showed no signs of brain activity. Her family asked that she be removed from life support, but John Peter Smith Hospital in Fort Worth refused, citing state law.

Her family watched her body deteriorate for two months before a state district judge ruled that the Texas Advance Directives Act, which requires life-sustaining treatment for a pregnant patient, did not apply because Muñoz was legally dead. Muñoz's family opposes the Krause measure.

*Brittney Martin*

# Bill to stop bullet train is bad for North Texas

Since some residents of southeast Texas have voiced their opposition to a high-speed rail line between Dallas and Houston, it was only a matter of time before a bill to stymie the plan was introduced in the Legislature.

The legislation in question is House Bill 1889, introduced by state Rep. Will Metcalf, R-Conroe. It would require elected officials from every city and county along the proposed train route to approve the project before construction is allowed to proceed.

On its surface, the plan sounds fair. Why shouldn't counties and cities be able to determine what's best for them?

But such a bill would also render any long-distance ventures nearly impossible. Dozens of counties would need to sanction a single project, but the opposition of only one municipality could derail the entire plan.

It appears that is exactly what Metcalf, a longtime critic of the bullet train proposed by Texas Central Railway, is trying to do.

Texas Central Railway has been developing its proposal for a privately financed high-speed rail line between Dallas and Houston for years. The company has sought public input and earned the support of leaders in both cities, as well as Arlington and Fort Worth.

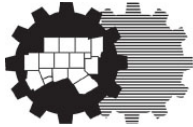
Its trains — which would travel between the two metro areas in 90 minutes — could be operational by 2021, pending an environmental impact study required by the federal government.

Earlier this month, the company announced its preferred route, which would use land reserved for high-voltage electric transmission lines. A second path under consideration would hew closely to existing right-of-way owned by Fort Worth-based BNSF Railway, but Texas Central Railway has argued that the former "utility corridor" is the "superior alternative."

Neither proposed route would traverse Metcalf's district, a fact that does not appear to dull his opposition.

"We do not need a high-speed railway in Texas that will only benefit a few, while at the same time disturbing thousands of citizens within its path," said Metcalf in a recent statement.

The residents of all counties impacted by the railway have a right to ask questions, make recommendations and voice their concerns. But passing a bill that would allow a single county to thwart the entire project is just bad policy.



North Central Texas  
Council of Governments

**PRESS RELEASE**

Contact: Amanda Wilson  
(817) 695-9284  
[awilson@nctcog.org](mailto:awilson@nctcog.org)

or

Jason Brown  
817-704-2514  
[jbrown@nctcog.org](mailto:jbrown@nctcog.org)

## **AirCheckTexas Accepting Vehicle Replacement Applications**

Program had been focusing on repair assistance

**Feb. 10, 2015** (Arlington, Texas) – A program that has helped lead to the replacement of more than 30,000 older vehicles since 2002 has reopened for a limited time.

The AirCheckTexas Drive a Clean Machine Program began accepting applications for replacement assistance in North Texas on Feb. 9, offering qualifying motorists up to \$3,500 vouchers toward the purchase of newer, more fuel efficient vehicles.

Last year, 652 vehicles were replaced when this component of the program was open.

North Texans whose vehicles have failed the emissions portion of the state inspection in the past 30 days or are more than 10 years old are encouraged to apply for replacement assistance if they meet the income criteria and vehicle requirements. A family of four earning \$72,750 or less per year may receive assistance.

Assistance is open to vehicle owners in nine Dallas-Fort Worth area nonattainment counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall and Tarrant). AirCheckTexas is one of many programs implemented to help North Texas reach attainment of the federal government's ozone standard, which it has until 2018 to meet.

This is the fourth year in a row the replacement assistance has operated on a limited basis, following a reduction in funding. The repair component of the program, offering vouchers worth as much as \$600, has continued year-round.

The program offers \$3,000 vouchers toward replacement of vehicles with newer, cleaner automobiles. The amount increases to \$3,500 for hybrid, electric or natural gas-powered vehicles.

For information on the status of the program and a video explaining the application process, visit [www.nctcog.org/airchecktexas](http://www.nctcog.org/airchecktexas). Applications and income documentation for all adults in the household must be submitted by fax, 817-608-2315, or mail.

The mailing address is:

AirCheckTexas Program  
P.O. Box 5888  
Arlington, TX 76005-5888

NCTCOG is not able to assist walk-ins because of limited resources. Assistance through this application-based program is offered on a first-come, first-served basis. After enough applications have been received to exhaust the available funding, the replacement portion will be closed. The repair program will continue, but replacement applications will no longer be accepted for the rest of fiscal year 2015. The program could be briefly reopened to qualifying motorists seeking replacement vouchers in fiscal year 2016.

**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 240 member governments including 16 counties, 170 cities, 24 school districts and 30 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

For more news from the NCTCOG Transportation Department, visit [www.nctcog.org/trans/outreach/media](http://www.nctcog.org/trans/outreach/media).

# # #

# COMMENTS TO THE ENVIRONMENTAL PROTECTION AGENCY REGARDING PROPOSED RULE: NATIONAL AMBIENT AIR QUALITY STANDARDS FOR OZONE

## Regional Transportation Council

Chris Klaus, Senior Program Manager  
March 12, 2015



North Central Texas  
Council of Governments



# **PROPOSED RULE: NATIONAL AMBIENT AIR QUALITY STANDARDS FOR OZONE**

## **Current Mix of Air Quality Activity**

**Sierra Club vs. EPA Consent Decree  
Proposal on November 7, 2014**

**Pending Federal Transportation Conformity Determination  
Local Approval by RTC on November 13, 2014**

**DC Court of Appeals  
Issued December 23, 2014**

**Reclassification Under 85 ppb Ozone Standard  
Proposed Rule on February 17, 2015**

**Implementation Rule for the 75 ppb Ozone Standard  
Effective Date Anticipated Early April 2015**

**DFW State Implementation Plan for 2008 75 ppb Ozone Standard  
Due To EPA by July 20, 2015**

**Proposed 65-70 ppb Ozone Standard**

# **PROPOSED RULE: NATIONAL AMBIENT AIR QUALITY STANDARDS FOR OZONE**

## **8-Hour Ozone Standard Revision**

**November 26, 2014 - Proposed Rule Released by Environmental Protection Agency (EPA)<sup>1</sup>**

**65 – 70 parts per billion (ppb) to Protect Public Health and Environment**

**EPA Accepting Comments as low as 60 ppb**

**Ozone Season Extended to March – November<sup>2</sup>**

**New EPA Air Quality Index to be Developed Based on New Standard**

**Additional Counties added to Nonattainment Area**

**December 17, 2014 – Proposed Rule Published in the *Federal Register*<sup>3</sup>**

**90-day Public Comment Period (Closes March 17, 2015)**

<sup>1</sup><http://www.epa.gov/glo/actions.html#nov2014>

<sup>2</sup>January – December for South Texas

<sup>3</sup> <http://www.gpo.gov/fdsys/pkg/FR-2014-12-17/pdf/2014-28674.pdf>

# **PROPOSED RULE: NATIONAL AMBIENT AIR QUALITY STANDARDS FOR OZONE**

## **Comments**

### **Ozone Season Extended**

**Encourage EPA to not implement extended ozone season in the Dallas-Fort Worth (DFW) nonattainment region from the end of October through the end of November.**

### **Impact of Background and Transport Ozone**

**Encourage EPA to establish guidance on assessing impact of background and transport ozone on DFW airshed.**

### **Congestion Mitigation and Air Quality Improvement Funding**

**Request a review of the equitability of how CMAQ funds are dispersed.**

### **Streamline Transportation Conformity**

**Establish a national committee to revise the transportation conformity rules.**

### **Modernizing NAAQS Review Frequency**

**Encourage EPA to revisit the five-year National Ambient Air Quality Standards review timetable.**

# **PROPOSED RULE: NATIONAL AMBIENT AIR QUALITY STANDARDS FOR OZONE**

## **Request for Action**

**Authorize RTC Chair to Submit Comments to the EPA, No Later  
Than March 17, 2015.**

# **PROPOSED RULE: NATIONAL AMBIENT AIR QUALITY STANDARDS FOR OZONE**

## **For Further Information**

**Chris Klaus**  
**Senior Program Manager**  
**817-695-9286**  
**[cklaus@nctcog.org](mailto:cklaus@nctcog.org)**

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

**Jody Purvis Loza**  
**Air Quality Planner**  
**817-704-5609**  
**[jloza@nctcog.org](mailto:jloza@nctcog.org)**



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

March 12, 2015

Environmental Protection Agency  
EPA Docket Center (EAP/DC)  
Mailcode 28221T  
Attention Docket ID NO. OAR-2008-0699  
1200 Pennsylvania Ave. NW  
Washington, DC 20460

RE: *Proposed Rule: National Ambient Air Quality Standards for Ozone*, EPA-HQ-OAR-2008-0699; FRL-9918-43-OAR

On behalf of the Regional Transportation Council (RTC) for the Dallas-Fort Worth metropolitan area, please accept the following comments regarding the Environmental Protection Agency's (EPA) *Proposed Rule: National Ambient Air Quality Standards for Ozone*, EPA-HQ-OAR-2008-0699; FRL-9918-43-OAR, published in the December 17, 2014, *Federal Register*. The RTC is the independent transportation policy body of the Metropolitan Planning Organization, consisting of 44 members, including local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. The RTC oversees the metropolitan transportation planning process, including the metropolitan area compliance with State and federal laws and regulations regarding transportation and air quality. A 2014-2015 RTC membership roster is included in Attachment 1.

#### **Ozone Season Extended**

In the proposed rule, the EPA suggests extending the ozone season in the Dallas-Fort Worth (DFW) nonattainment region from the end of October through the end of November. Upon reviewing historical ozone data for the month of November in the DFW region, Attachment 2,

- the nonattainment area has not experienced an exceedance day equal to or above the current 75 parts per billion (ppb) standard since 1999;
- the nonattainment area has not experienced an exceedance day between the range of 70 and 74 ppb since 2001; and
- the nonattainment area has experienced only one exceedance day between the range of 65 - 69 ppb in 1999 and 2011.

During the year 2011 there were extreme weather conditions that resulted in ozone values that did not provide an accurate representation of an average ozone season. Additionally, 2011 is now beyond the three-year average that determines a regional design value. Since the data suggests our region has not experienced exceedance days in November, there is not a valid reason, or benefit to air quality by extending the ozone season. The amount of resources required to re-educate the public and develop new marketing and outreach materials to account for the additional month at the end of the current ozone season will far outweigh any potential reduction to the region's design value. As standard practice, the North Central Texas Council of Governments (NCTCOG) does promote these programs on a year round basis due to their

ancillary benefits of congestion mitigation or operational efficiencies. The RTC respectfully requests the DFW nonattainment region ozone season remain March 1 through October 31.

#### **Impact of Background and Transport Ozone**

In addition to federal control strategies currently in place in the DFW nonattainment area, both State and local efforts have led to significant decreases in recorded ozone levels; however, State and local strategies are not sufficient to reach the proposed 65 – 70 ppb range. Due to the incoming background levels estimated to be as high as 55 ppb during the peak ozone season from outside the DFW/North Texas area coupled with a continually decreasing ozone standard, locally enforced control strategies will have significantly less impact in keeping the DFW area air quality monitors' limits below the standard. Dr. Michael Honeycutt, Director of the Toxicology Division at the Texas Commission on Environmental Quality states, "Some places in the U.S. have background levels of ozone that account for up to 80 percent of total ozone."<sup>1</sup> In addition, EPA's February 5, 2015, webinar on ozone transport suggests 62 percent of the ozone at Receptor Site ID 481210034, Denton County, Texas is attributable to boundary concentrations, other states, biogenics and other (including wildfires, prescribed burns, offshore emissions, and anthropogenic emissions from Canada and Mexico)<sup>2</sup> and provided in EPA's *Air Quality Modeling Technical Support Document for the 2008 Ozone NAAQS Transport Assessment*<sup>3</sup>. The RTC encourages the EPA to establish guidance on how regional airshed assessments can quantify transport influences and implement rules that would not subject regional airshed to reduce emissions they are not responsible for producing.

#### **Congestion Mitigation and Air Quality Improvement Funding**

The RTC is responsible for the development and implementation of transportation conformity as well as administering projects and programs supported with Congestion, Mitigation and Air Quality Improvement (CMAQ) funds. This funding is instrumental in our region's ability to meet transportation conformity requirements and allow multimodal transportation improvements identified in the Metropolitan Transportation Plan and Transportation Improvement Program to proceed. Attachment 3 highlights that before consideration of emission reductions from many CMAQ funded projects, the region was on the opposite side of the adequate Volatile Organic Compound motor vehicle emission budget. The proposed 2008 eight-hour ozone standard, 65 - 70 ppb, will result in additional counties across the country being designated as nonattainment for ozone, which in turn, will make them eligible for CMAQ funding. This is illustrated in Attachment 4; *Counties Violating the Primary Ground-Level Ozone Standard*, created by the Texas Department of Transportation using EPA data. Under current CMAQ disbursement formulas, this will result in a decrease in CMAQ funding used by current nonattainment areas to fund air quality control strategies at the local level, while simultaneously lowering the eight-hour ozone standard, making an already difficult task of reaching attainment exponentially challenging.

---

<sup>1</sup> ***Will EPA's Proposed New Ozone Standard Provide Measurable Health Benefits?***

<http://www.tceq.state.tx.us/publications/pd/020/2014/will-epas-proposed-new-ozone-standards-provide-measurable-health-benefits>

<sup>2</sup> ***Webinar to Discuss EPA's Information Release on Interstate Transport for the 2008 Ozone NAAQS***

[http://www.epa.gov/airtransport/EPAOzoneTransportWebinar\\_2\\_5\\_15.pdf](http://www.epa.gov/airtransport/EPAOzoneTransportWebinar_2_5_15.pdf), p. 41.

<sup>3</sup> <http://www.epa.gov/airtransport/O3TransportAQModelingTSD.pdf>, p. 85.

While the RTC supports air quality initiatives being implemented throughout Texas and the nation, it is important to consider these newly designated areas will be required to implement many federally mandated programs per their designated classification level (e.g. Inspection and Maintenance Programs). These programs might be significant enough to decrease these newly designated areas' design value to bring them into attainment for the proposed standard. The RTC is suggesting a review of the equitability of how CMAQ funds are dispersed, and respectfully requests the EPA to pursue alternative methods for new funding sources that would not diminish existing efforts to date or prevent new efforts in the future. For example, it is recommended a national peer discussion be formed to evaluate and provide realistic and practical options. The RTC extends our resources and expertise to such an effort. At a time when there are funding shortfalls at the local, State, and federal level, it is extremely important for the areas already designated as nonattainment to continue to receive adequate levels of CMAQ funds to maintain existing air quality control strategies and implement new initiatives.

#### **Streamline Transportation Conformity**

For over the last 25 years, the basic process of transportation conformity has remained virtually the same. Unfortunately, the initial intention of a conformity analysis has been difficult to maintain due to continuously increasing details necessary to incorporate at the time of an analysis. In addition, the efforts put into development of a conformity analysis has become over burdensome, requiring much more staff resources, computer equipment, and time awaiting on review by consultation partners already overcommitted or unable to make a decision. These burdens are only going to be magnified with a lower ozone standard, and will increase the lower the standard becomes. Under standard designation protocol, a significant increase in nonattainment areas (see map from Attachment 4) will place overwhelming strain on the existing conformity process and threatens to jeopardize flow of transportation projects to construction and implementation, ultimately resulting in a step backwards for the National Ambient Air Quality Standards (NAAQS) achievement. The RTC strongly encourages EPA coordinate with the Federal Highway Administration in establishing a national committee comprised of transportation conformity experts from around the country to conclude best ways to transform the transportation conformity process. As transportation conformity has been ongoing in the DFW area since the 1990 Clean Air Act (CAA), the RTC stands ready to offer staff expertise to achieve this deliverable.

#### **Modernizing NAAQS Review Frequency**

While the EPA sets strict deadlines for regions to come into attainment, transportation conformity determinations, State Implementation Plan submittals, etc., the EPA has established a recent precedence of not meeting the CAA required five-year NAAQS review timetable. In addition, complimentary federal deadlines to adopt and publish implementation rules are delayed to a point where local areas are under multiple designations from the same pollutant (i.e. 1997 eight-hour and 2008 eight-hour ozone standard). This failure of the EPA to revoke old ozone standards puts an undue burden on nonattainment regions to develop State Implementation Plans and conduct transportation conformity determinations, which end up being nothing more than a paper exercise to fulfill the outdated requirements of a less stringent standard. The RTC suggests the EPA revisit the current five-year NAAQS review timetable, including designation and implementation, to develop a more practical, effective, and efficient schedule, decreasing the burden on regions simultaneously designated under two standards for the same pollutant.



March 12, 2015

The RTC appreciates the opportunity to provide comments on the proposed eight-hour ozone NAAQS, and looks forward to continued collaboration between our agencies to lessen both the health and environmental impacts of ground-level ozone in our region. The RTC will continue to work with local, State, and federal agencies to implement local air quality projects and programs to bring the DFW region into attainment and extends staff availability to assist in making efforts meaningful, current, and understandable for the public.

Sincerely,

Mike Cantrell, Chair  
Regional Transportation Council  
Commissioner, Dallas County

JPL:ch  
Attachments

cc: Guy Donaldson, Chief-Air Quality Section, EPA-Region 6

**NCTCOG Executive Board 2014 - 2015**

President <b>Kathryn Wilemon</b> Mayor Pro Tem City of Arlington	Director <b>Vonciel Jones Hill</b> Councilmember City of Dallas	Director <b>Dr. Larry Marshall</b> Councilmember City of Benbrook	Director <b>B. Glen Whitley</b> County Judge Tarrant County
Vice-President <b>John Horn</b> County Judge Hunt County	Director <b>Clay Lewis Jenkins</b> County Judge Dallas County	Director <b>Keith Self</b> County Judge Collin County	Ex Officio, Non-Voting Member <b>Jeff Leach</b> Texas House of Representatives
Secretary-Treasurer <b>Daniel Scarth</b> Councilmember City of Fort Worth	Director <b>Tom Lombard</b> Councilmember City of North Richland Hills	Director <b>Kevin Strength</b> Mayor City of Waxahachie	General Counsel <b>Jerry Gilmore</b>
Past President <b>Stephen Terrell</b> Mayor City of Allen	Director <b>Laura Maczka</b> Mayor City of Richardson	Director <b>Laura Wheat</b> Mayor Town of Westlake	Executive Director <b>R. Michael Eastland</b>

**Regional Transportation Council 2014 - 2015**

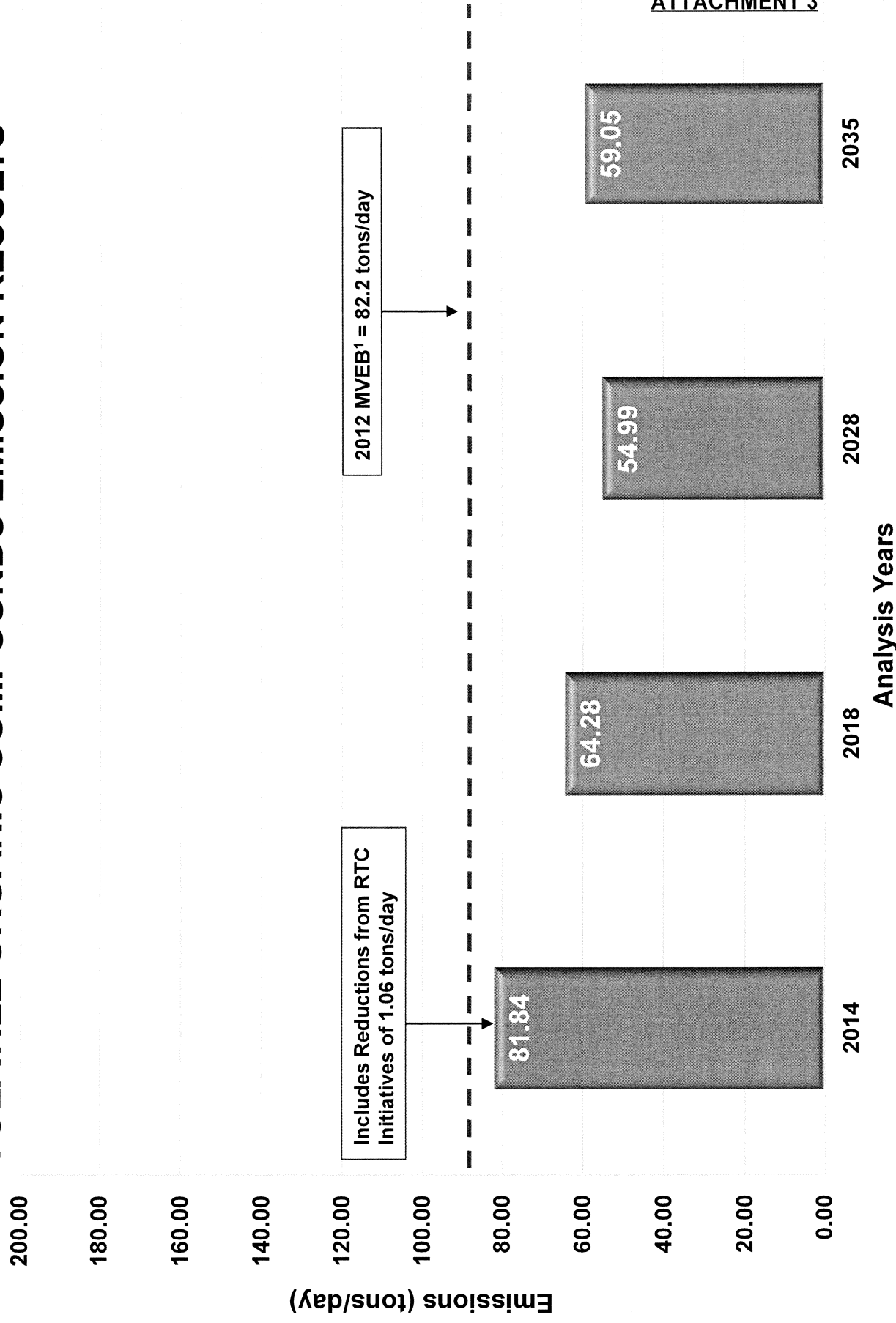
<b>Mike Cantrell, Chair</b> Commissioner, Dallas County	<b>Roger Harmon</b> County Judge, Johnson County	<b>Daniel Scarth</b> Councilmember, City of Fort Worth
<b>Mark Riley, Vice Chair</b> County Judge, Parker County	<b>Vonciel Jones Hill</b> Councilmember, City of Dallas	<b>Kelly Selman, P.E.</b> District Engineer Texas Department of Transportation, Dallas District
<b>Ron Jensen, Secretary</b> Mayor, City of Grand Prairie	<b>Clay Lewis Jenkins</b> County Judge, Dallas County	<b>Lissa Smith</b> Mayor Pro Tem, City of Plano
<b>Douglas Athas</b> Mayor, City of Garland	<b>Jungus Jordan</b> Councilmember, City of Fort Worth	<b>Mike Taylor</b> Mayor Pro Tem, City of Colleyville
<b>Brian Barth, P.E.</b> District Engineer Texas Department of Transportation, Fort Worth District	<b>Sheffie Kadane</b> Councilmember, City of Dallas	<b>Stephen Terrell</b> Mayor, City of Allen
<b>Carol Bush</b> County Judge, Ellis County	<b>Geralyn Kever</b> Councilmember, City of McKinney	<b>T. Oscar Trevino, Jr., P.E.</b> Mayor, City of North Richland Hills
<b>Sheri Capehart</b> Councilmember, City of Arlington	<b>Lee Kleinman</b> Councilmember, City of Dallas	<b>William Velasco, II</b> Citizen Representative, City of Dallas
<b>Rudy Durham</b> Councilmember, City of Lewisville	<b>Stephen Lindsey</b> Councilmember, City of Mansfield	<b>Oscar Ward</b> Councilmember, City of Irving
<b>Andy Eads</b> Commissioner, Denton County	<b>Laura Maczka</b> Mayor, City of Richardson	<b>Bernice J. Washington</b> Board Member Dallas/Fort Worth International Airport
<b>Charles Emery</b> Board Chair, Denton County Transportation Authority	<b>David Magness</b> Commissioner, Rockwall County	<b>Duncan Webb</b> Commissioner, Collin County
<b>Mark Enoch</b> Board Member Dallas Area Rapid Transit	<b>Scott Mahaffey</b> Board Chair Fort Worth Transportation Authority	<b>B. Glen Whitley</b> County Judge, Tarrant County
<b>Gary Fickes</b> Commissioner, Tarrant County	<b>Matthew Marchant</b> Mayor, City of Carrollton	<b>Kathryn Wilemon</b> Mayor Pro Tem, City of Arlington
<b>Rob Franke, P.E.</b> Mayor, City of Cedar Hill	<b>Maher Maso</b> Mayor, City of Frisco	<b>Zim Zimmerman</b> Councilmember, City of Fort Worth
<b>Sandy Greyson</b> Councilmember, City of Dallas	<b>John Monaco</b> Mayor, City of Mesquite	<b>Michael Morris, P.E.</b> Director of Transportation, NCTCOG
<b>Mojo Haddad</b> Board Member, North Texas Tollway Authority	<b>Kevin Roden</b> Councilmember, City of Denton	
	<b>Amir Rupani</b> Citizen Representative, City of Dallas	

**ATTACHMENT 2**

Historical Exceedance Days in November				
	≥60 to 64	≥65 to 69	≥70 to 74	≥75
1997	0	0	0	0
1998	0	0	0	0
1999	3	2	2	2
2000	0	0	0	0
2001	2	0	1	0
2002	0	0	0	0
2003	0	0	0	0
2004	0	0	0	0
2005	0	0	0	0
2006	0	0	0	0
2007	1	0	0	0
2008	0	0	0	0
2009	0	0	0	0
2010	0	0	0	0
2011	0	1	0	0
2012	2	0	0	0
2013	0	0	0	0
2014	0	0	0	0

Source: Texas Commission on Environmental Quality

# DALLAS-FORT WORTH 2014 TRANSPORTATION CONFORMITY VOLATILE ORGANIC COMPOUNDS EMISSION RESULTS



ATTACHMENT 3

<sup>1</sup> Source: Environmental Protection Agency Notice of Adequacy Status of the Dallas-Fort Worth, TX Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes; Federal Register, pp 7429-7430; Published: Feb. 1, 2013; Effective February 19, 2013; <http://www.gpo.gov/fdsys/pkg/FR-2013-02-01/html/2013-02219.htm>

# Counties Violating the Primary Ground-level Ozone Standard

**Violating Counties  
(Number of Counties)**

- Violating County, Part of a CSA (454)
- Not violating, but part of a  
violating CSA (865)
- Violating, single county (103)

Total Counties 1422

There are 1422 counties\*

\*A county is considered violating if

1. It has a PPS Greater than or equal to 86,
2. It is in a CSA that has violating county

200 different CSA that multiple counties,  
containing 1319 Counties

103 single counties/CSA but are violating

303 violating CSA\*

\*This number also contains the 103  
single county CSA



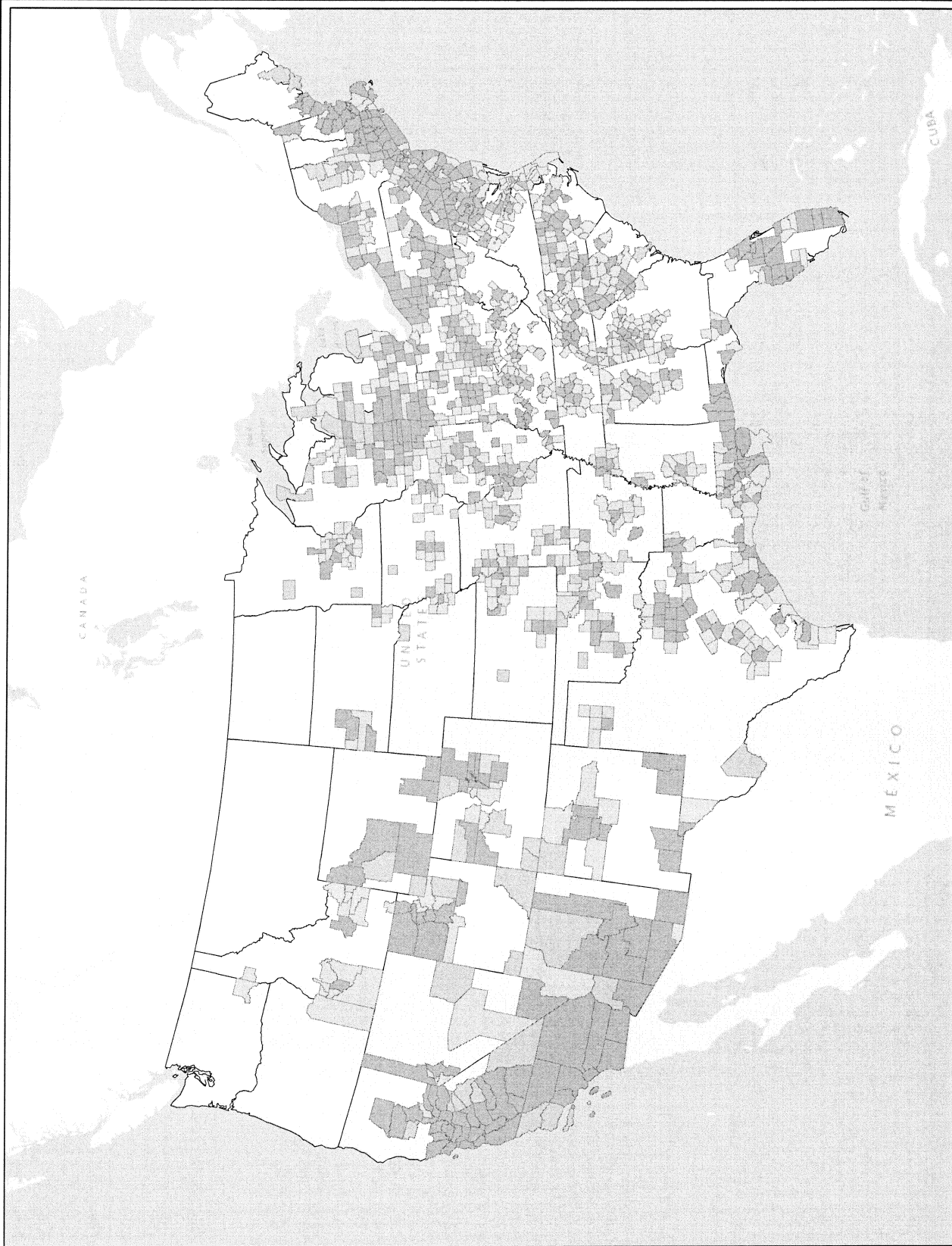
**Sources:**

EPA - Based on Monitored Air Quality  
from 2011 - 2013 Includes only  
Counties with Monitors



ATTACHMENT 4

This map is the product of the Texas Department of Transportation. It was produced with the intent that it be used for the review of the referenced data at the original plotted scale. There are no warranties made as to the fitness of this map for any unrelated purpose or reproduction at any other scale.



**Regional Transportation Council Attendance Roster**  
**March 2014-February 2015**

RTC MEMBER	Entity	3/13/14	4/10/14	5/8/14	6/12/14	7/10/14	8/14/14	9/11/14	10/9/14	11/13/14	12/11/14	1/8/15	2/12/15
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	E(R)	P	P	P	P	P	P	P	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	--	--	--	--	--	--	--	--	--	--	P	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Sheri Capehart (7/06)	Arlington	P	P	P	P	P	E	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	E(R)	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Mark Enoch (12/06)	DART	P	E(R)	P	E(R)	A	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	E	P	P	P	A	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	E	P	P	P	P	P	P	P	E
Sandy Greyson (11/11)	Dallas	E	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	--	--	--	--	--	--	--	P	A	A	P	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	A(R)	E	P	P	P	P	E(R)
Vonciel Jones Hill (11/07)	Dallas	E	P	P	P	P	P	P	P	P	P	P	E
Clay Jenkins (04/11)	Dallas Cnty	E	E	P	P	P	P	P	A	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	E(R)	P	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Sheffie Kadane (11/11)	Dallas	P	P	P	P	P	P	P	P	P	P	P	E
Geralyn Kever (7/10)	McKinney	P	P	P	A	P	P	P	P	E(R)	P	P	P
Lee Kleinman (09/13)	Dallas	P	P	E	E	P	P	E	P	A	P	E	E
Stephen Lindsey (10/11)	Mansfield	E(R)	E	E(R)	P	E	P	P	E(R)	P	P	P	P
Laura Maczka (6/12)	Richardson	P	A	P	P	P	E	P	E	E(R)	P	P	E(R)
David Magness (06/13)	Rockwall Cnty	P	E	P	P	E	P	P	P	E(R)	E	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	E(R)	P	P	P	P	P	P	P	P
Matthew Marchant (07/08)	Carrollton	E	P	P	A	E	P	P	P	P	P	P	P
Maher Maso (10/08)	Frisco	E	P	P	A(R)	A(R)	P	E(R)	E(R)	E(R)	E(R)	P	P
John Monaco (6/08)	Mesquite	E	E(R)	E	P	A	P	P	P	A	E(R)	P	P
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	E(R)	P	P	P	P	P	P
Kevin Roden (6/14)	Denton	--	--	--	P	P	P	P	P	P	A	P	P
Amir Rupani (11/14)	Dallas	--	--	--	--	--	--	--	--	P	P	A	P
Danny Scarth (9/12)	Fort Worth	P	P	P	P	E	P	P	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Lissa Smith (6/12)	Plano	P	P	P	P	P	P	A	P	P	P	P	P
Mike Taylor (7/14)	Colleyville	--	--	--	--	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	--	--	--	P	P	P	P	E(R)	E(R)	P	P	P
Oscar Trevino (6/02)	Nrth Rch Hills	E	P	E(R)	P	P	E	P	E(R)	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**  
**March 2014-February 2015**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>3/13/14</b>	<b>4/10/14</b>	<b>5/8/14</b>	<b>6/12/14</b>	<b>7/10/14</b>	<b>8/14/14</b>	<b>9/11/14</b>	<b>10/9/14</b>	<b>11/13/14</b>	<b>12/11/14</b>	<b>1/8/15</b>	<b>2/12/15</b>
William Velasco (11/11)	Dallas	E	E	P	A	P	A(R)	P	P	E	A	P	E
Oscar Ward (6/14)	Irving	--	--	--	P	P	P	P	P	P	P	P	P
Bernice Washington (4/09)	DFW Airport	P	P	P	E	P	P	P	P	P	E	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	P	E(R)	E	P	P	E	E	P	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Zim Zimmerman (9/12)	Fort Worth	P	P	P	P	E	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was  
1st eligible to attend RTC meetings

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

# local motion

A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

March 2015 | [nctcog.org/localmotion](http://nctcog.org/localmotion)

## News

### School bus funding deadline March 13

The North Central Texas Clean School Bus Call For Projects is open through March 13.

With this funding opportunity, approximately \$1 million is available to entities wishing to improve the emissions of their school bus fleets. For information, visit [www.nctcog.org/cleanschoolbus](http://www.nctcog.org/cleanschoolbus).

## Meetings

**March 4, 8:30 am**

### TRTC Meeting

Fort Worth Intermodal Transportation Center  
1001 Jones St.  
Fort Worth TX 76102

**March 6, 11 am**

### DRMC Meeting

North Texas Tollway Authority  
5900 W. Plano Parkway  
Plano, TX 75093

**March 12, 1 pm**

### Regional Transportation Council

NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**March 27, 1:30 pm**

### Surface Transportation Technical Committee

NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

## Ozone season begins in North Texas

Ozone season began in North Texas on March 1. Although the region's air quality typically does not encounter problems until late spring or early summer, when the temperature heats up, North Texans are encouraged to consider how their actions could improve the air during ozone season, which lasts through October.

Last year, the region took important steps toward meeting the federal government's standard after the ozone levels remained flat for several years.

The 2014 ozone season ended with the region having met the previous standard of less than 85 parts per billion; however, 10 counties remain in nonattainment for the current standard of 75 ppb or less.

NCTCOG maintains many policies and programs intended to help residents and businesses participate in clean air efforts. One is Air North Texas, which provides individuals, local governments and businesses lists of strategies they can implement when air quality is forecast to be poor. The centerpiece of the campaign is the annual celebration of Clean Air Action Day on June 26. On this first Friday of summer, participants will be asked to do one additional thing to contribute to an improvement in the region's ozone concentration. More participants made commitments in 2014 than in any other year since Clean Air Action Day began.

Individuals, businesses and local governments can participate by pledging to implement at least one clean air action not normally part of their schedules, such as carpooling, using mass transit, bicycling or walking. Find ideas, learn more about the event and submit Clean Air Action Day commitments at

[www.airnorthtexas.org](http://www.airnorthtexas.org).

Signing up for air pollution alerts will help residents and employers stay informed of when additional clear air actions are recommended.



North Central Texas  
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.



# our region

## State kicks off 'Two Steps, One Sticker' inspection program

The traditional Texas inspection sticker has expired. Motorists are now being issued one windshield sticker for the inspection and registration of their vehicles, thanks to House Bill 2305, approved in 2013 during the 83rd Legislative Session. The law aims to increase compliance with the vehicle inspection and registration process while reducing fraud. Under the new law, vehicles must now pass an inspection before they can be registered. So, what if your vehicle registration is

due before the inspection sticker has expired? Through February 29, 2016, you can still renew the registration if your vehicle has a current passing inspection because the first year is transitional. To find out when your inspection is due, visit [www.twostepsonesticker.com](http://www.twostepsonesticker.com) and click on the "When Do I Inspect?" button. The website also explains other scenarios Texans may encounter under this new system.

### **LEARN MORE**

More information on the state's change to a single windshield sticker for the inspection and registration of vehicles is available at [www.twostepsonesticker.com](http://www.twostepsonesticker.com)

Regional efforts have helped increase vehicle-emissions compliance and led to the repair and replacement of more high-emitting vehicles over the years. For example, NCTCOG works to reduce inspection fraud through the Regional Emissions Enforcement Program (REEP). A coordinated effort with local law enforcement and other officials, REEP helps identify and remove from the roadways vehicles with counterfeit, fictitious, expired or fraudulent inspection stickers. The AirCheckTexas Drive a Clean Machine Program also helps qualifying motorists with emissions-related repairs and offers vehicle replacements for a limited time each year. Since 2002, AirCheckTexas has helped North Texans repair more than 30,000 vehicles with emissions problems and replace 30,000 more.

For more information about the AirCheckTexas Program, visit [www.nctcog.org/airchecktexas](http://www.nctcog.org/airchecktexas). For more information about REEP, please visit [www.nctcog.org/reep](http://www.nctcog.org/reep).

## NCTCOG sponsoring car care clinics in April

April is Car Care Month, and again this year, NCTCOG has partnered with local automotive repair shops in North Texas to sponsor Car Care Clinics throughout the month. These free clinics help drivers understand the basics of vehicle care and maintenance during National Car Care Month. This nationwide effort, held each April, aims to provide information about ways to prolong vehicle life, obtain better gas mileage and minimize emissions. Attendees will receive a complimentary vehicle emergency kit while supplies last, and many clinics will provide free vehicle checkups. To find a car clinic scheduled near you visit [www.NTXCarCare.org](http://www.NTXCarCare.org). For additional information, send an email to [NTXCarCare@nctcog.org](mailto:NTXCarCare@nctcog.org) or call 817-704-5605.

## AIR QUALITY

### **State offers rebate for Alternative fuels vehicles**

The Texas Commission on Environmental Quality is providing incentives for the purchase or lease of qualifying new vehicles powered by alternatives to gasoline.

Vehicles powered by compressed natural gas, liquefied petroleum gas or electricity (plug-ins) are eligible for \$2,500 in incentives through the Light-Duty Motor Vehicle Purchase or Lease Incentive (LDPLI) Program, which opened last May.

TCEQ maintains a list of eligible vehicle makes and models at [www.tceq.texas.gov/airquality/terp/ld.html](http://www.tceq.texas.gov/airquality/terp/ld.html). The program is open to public- and private-sector entities, and individuals for the purchase or lease of eligible new vehicles.

Applications are being accepted on a first-come, first-served basis until June 26 or until all funding is awarded. Purchases made since May 13, 2014, are eligible for the rebate.

For instructions on how to claim this incentive, visit [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt).

# public involvement

## **Input sought on transportation improvements**

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

The current set of project modifications will be available for public review and comment March 9-April 7 at [www.nctcog.org/input](http://www.nctcog.org/input). To request printed copies of the information, call 817-608-2335 or email [jstout@nctcog.org](mailto:jstout@nctcog.org).

The annual listing of obligated projects will also be available for review. Each year, NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles a listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year.

## **Air quality fact sheet revised for ozone season**

The NCTCOG Transportation Department has updated its air quality fact sheet in time for the beginning of ozone season in Dallas-Fort Worth. This revised document provides background on the region's continuing efforts to reduce the concentration of ground-level ozone and the role the public plays in this endeavor. Read more at [www.nctcog.org/factsheets](http://www.nctcog.org/factsheets).

Ten DFW counties are in nonattainment for the pollutant ozone and are working to improve air quality. The counties are Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise.

# resources

## @ NCTCOG

**Recent NCTCOG Presentations**  
NCTCOG.org/trans/presentations

**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**  
The-T.com

**Texas Department  
of Transportation**  
TxDOT.gov

## \$1 million

The amount of money available through the North Central Texas Clean School Bus Call For Projects to entities wishing to improve the emissions of their bus fleets.

# policymakers —

## TTC OKs funds for SH 360/IH 30 project

The Texas Transportation Commission approved \$1.7 billion in Proposition 1 projects in February. Among the regional enhancements expected to move forward with the help of \$367 million provided to the Dallas-Fort Worth area is an interchange at Interstate Highway 30 and State Highway 360. The \$247.5 million project will receive \$122.5 million in Proposition 1 funding. In the Dallas District, several projects are slated to receive funding, including the expansion of Interstate Highway 35E in Dallas and Ellis counties from four lanes to six.

The constitutional amendment Texas voters approved in November allows for a portion of the oil and gas severance taxes earmarked for the Rainy Day Fund to be spent on non-toll highway projects. For more on which projects received money, visit

[www.txdot.gov/apps-cq/prop1/project\\_info.htm](http://www.txdot.gov/apps-cq/prop1/project_info.htm)

## Mobility Matters examines airport access

The winter issue of Mobility Matters is now available in print and online. The newsletter includes a cover story on the completion of Dallas Area Rapid Transit's Orange Line service to Dallas/Fort Worth International Airport and other significant surface transportation options improving access to the airport. Grand Prairie Mayor Ron Jensen provides his perspective in the RTC Spotlight, and NCTCOG Transportation Director Michael Morris discusses the department's revised Public Participation Plan.

On the Web: [www.nctcog.org/MobilityMatters](http://www.nctcog.org/MobilityMatters)

---

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.