

AGENDA

**Regional Transportation Council
Thursday, February 11, 2016
North Central Texas Council of Governments**

- 1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:05** 1. **Approval of January 14 and January 20, 2016, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Mark Riley, RTC Chair
Item Summary: Approval of the January 14 and January 20, 2016, minutes contained in [Reference Item 1.1](#) and [Reference Item 1.2](#) 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 approval of modifications to the FY2016 and FY2017 Unified Planning Work Program (UPWP) will be requested.
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017. Amendments to this document are being proposed to reflect project modifications and funding adjustments. The proposed amendments have been presented to the public through the January 7, 12, and 13, 2016, public meetings and are also included as [Reference Item 2.1.1](#). The Surface Transportation Technical Committee has recommended RTC approval. Additional information is provided in [Electronic Item 2.1.2](#).
- 1:05 – 1:20** 3. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG
1. Introduction of Naval Air Station Fort Worth Joint Reserve Base Captain Mike Steffen
 2. Mesquite Transit Update ([Electronic Item 3.1](#))
 3. Texoma Area Paratransit System Update
 4. Earth Day 2016: Regional Toll Revenue/North Texas Tollway Authority Thank You

5. January Public Meeting Minutes ([Electronic Item 3.2](#))
6. February Public Meeting Notice ([Electronic Item 3.3](#))
7. Mobility Matters (Handout)
8. Air Quality State Implementation Plan ([Electronic Item 3.4](#))
9. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.5](#))
10. Dallas-Fort Worth Clean Cities Outstanding Recognition and Annual Report ([Electronic Item 3.6](#))
11. Recent Correspondence ([Electronic Item 3.7](#))
12. Recent News Articles ([Electronic Item 3.8](#))
13. Recent Press Releases ([Electronic Item 3.9](#))
14. Transportation Partners Progress Reports

1:20 – 1:30

4. **Proposed Policy for Possible Employer Location**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: At the January 14, 2016, Regional Transportation Council (RTC) meeting, staff proposed a policy for RTC consideration regarding how the Council may wish to consider requests for infrastructure assistance associated with the location of new employers to the Dallas-Fort Worth region. This item came at the request of Councilmember Sandy Greyson. RTC members determined that additional time was needed to consider how to handle such requests.

Background: In October 2015, the RTC was asked to approve a funding request for infrastructure needed to attract/retain a potential major employer in a specific location in the region. At the meeting, RTC members expressed a desire to develop a policy for handling such requests fairly in the future to ensure that all interested localities have an equitable chance to participate. To this end, at the January 2016 RTC meeting, staff proposed a two-step process. Initially, after a request is received, an item is posted on the RTC agenda declaring that an employer is considering a relocation to Dallas-Fort Worth and that infrastructure has been requested by the potentially affected entity. This notification is intended to level the playing field and allow other entities to participate in the process. Then, the actual funding request will be brought back to the RTC for action. In most cases, the provision of funding for transportation improvements will be contingent upon the location being chosen (i.e., if the location is not chosen, the funding would not be needed for transportation improvements). [Reference Item 4](#) contains the proposed RTC policy to assist local governments in attracting large employers (This is unchanged from last month and would need to be developed further if the RTC is interested). Significant discussion occurred at the January 2016 RTC meeting with members asking staff to bring the item back this month for further consideration. One possible solution would be to eliminate the first step and not have a policy. The RTC would simply respond to the step two request and confirm its intent based on the merits of the transportation recommendation.

1:30 – 1:50

5. **Mobility 2040 and Transportation Conformity**

Action Possible Action Information Minutes: 20

Presenters: Chad McKeown and Chris Klaus, NCTCOG

Item Summary: Staff will provide an update on the development of Mobility 2040, the next long-range transportation plan for the region and the associated 2016 Transportation Conformity. Draft recommendations will be presented, including major roadway and transit corridors. Staff will also provide a review of the policy bundle initiative. In addition, staff will provide preliminary results of the air quality conformity analysis.

Background: One of the primary responsibilities of the Metropolitan Planning Organization (MPO) is the development and maintenance of a metropolitan transportation plan (MTP). The last comprehensive update of the MTP occurred in 2011 with the adoption of Mobility 2035. Since then, Mobility 2035 has gone through two revisions: an update in 2013 and an amendment in 2014, along with two successful conformity determinations. Work has been completed throughout 2015 on the development of a new MTP, Mobility 2040. This plan reassesses existing recommendations and includes new demographics, financial forecasts, and planning initiatives.

The Clean Air Act (CAA) requires MPOs to perform an air quality conformity determination when a new MTP is developed to ensure the multi-modal transportation system complies with applicable Motor Vehicle Emission Budgets (MVEB) established for the region. Per the CAA, staff has conducted the analysis for the required MVEB analysis year (2017), the MTP horizon year (2040), and two interim years (2027 and 2037), not more than 10 years apart.

Staff has initiated the formal public involvement process on the draft recommendations of Mobility 2040 and the associated transportation conformity. The draft MTP recommendations are summarized in [Electronic Item 5.1](#), including the draft results of the conformity analysis, and the draft Mobility 2040 document is available for review at the link provided in [Electronic Item 5.2](#). Staff will request RTC approval of Mobility 2040 in March 2016.

1:50 – 2:00

6. **Cotton Belt Corridor Policy**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will present the draft Regional Transportation Council (RTC) Policy Position on Transit Implementation in the Cotton Belt Corridor.

Background: At its December 10, 2015, meeting, the RTC requested public input on recommendations in the Cotton Belt Corridor. Public comments were presented at the January 14, 2016, RTC meeting, as well as a draft policy regarding transit service in the Cotton Belt Corridor. A copy of the policy is provided in [Electronic Item 6](#). It is unchanged from last month's meeting.

Staff is requesting members provide possible amendments to the policy so it can be approved with Mobility 2040 at the March 10, 2016, meeting.

- 2:00 – 2:10** 7. **Federal Legislative Update**
 Action Possible Action Information Minutes: 10
Presenter: Amanda Wilson, NCTCOG
Item Summary: The Regional Transportation Council will be provided with information on the new long-term transportation bill, the Fixing America’s Surface Transportation (FAST) Act.
Background: The FAST Act was approved by Congress and signed by the President on December 4, 2015. The FAST Act replaces the Moving Ahead for Progress in the 21st Century (MAP-21) Act and provides five years of authorization and funding for federal highway and transit programs. A summary of the bill is provided in [Electronic Item 7](#). Congress had been working to approve a new surface transportation bill since MAP-21 expired on September 30, 2014, and was continuing on multiple extensions.
- 2:10 – 2:20** 8. **Manages Lanes Communication Workshop Update**
 Action Possible Action Information Minutes: 10
Presenter: Amanda Wilson, NCTCOG
Item Summary: An overview of the Managed Lanes Communication Workshop will be presented. Staff will outline a path forward to improve the understanding and purpose of managed lanes in the region.
Background: A Managed Lanes Communication Workshop took place prior to the January 14, 2016, Regional Transportation Council meeting. The agenda and presentation is provided in [Electronic Item 8](#).
- 2:20 – 2:30** 9. **Update Regarding the Texas Department of Transportation Congestion Relief Program**
 Action Possible Action Information Minutes: 10
Presenters: Michael Morris and Christie Gotti, NCTCOG
Item Summary: Staff will update the Regional Transportation Council (RTC) regarding the Texas Department of Transportation (TxDOT) Congestion Relief partnership with the RTC.
Background: Last month, TxDOT indicated that statewide funding of approximately \$1 billion - \$1.3 billion was available for partnerships with metropolitan areas of the State for congestion projects. At the Texas Transportation Commission (TTC) meeting on January 28, 2016, the final dollar amount of \$1.3 billion was confirmed. The Dallas-Fort Worth region’s share of the total funding is \$163.8 million for the western subregion and \$364 million for the eastern subregion. Through this agenda item, staff will brief the RTC on changes to specific projects resulting from the larger dollar amount. Any adjustments to the region’s east/west equity will be addressed during the March RTC meeting, when the quarterly east/west equity report is presented. TxDOT’s final approval date is scheduled for February 25, 2016. [Electronic Item 9](#) provides additional details about the partnership and the proposed projects.

- 2:30 – 2:40** 10. **2017-2020 Transportation Improvement Program Development Draft Listings**
- Action Possible Action Information Minutes: 10
- Presenter: Adam Beckom, NCTCOG
- Item Summary: Staff will brief the Council on the 2017-2020 Transportation Improvement Program (TIP) development process and present the draft project listings.
- Background: A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth metropolitan area. [Electronic Item 10.1](#) contains the draft project listings to be included in the 2017-2020 TIP. Comments from local and transportation agencies are due to NCTCOG by February 12, 2016, in order for updated information to be included in the final listings being presented at public meetings in early March 2016. These listings were provided to Surface Transportation Technical Committee members on January 22, 2016, to initiate the review process. Additional details regarding the 2017-2020 TIP development effort are available in [Electronic Item 10.2](#).
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- 2:40 – 2:50** 11. **Air Quality Freight Initiatives**
- Action Possible Action Information Minutes: 10
- Presenter: Jeff Hathcock, NCTCOG
- Item Summary: Staff will provide information regarding current air quality initiatives that are related to freight activities and provide an update on the new Texas Department of Transportation Freight Mobility Plan.
- Background: Heavy-duty diesel vehicles contribute approximately 41 percent of all on-road nitrogen oxides (NO_x) emissions in the Dallas-Fort Worth ozone nonattainment area. The Regional Transportation Council has authorized staff to pursue a variety of activities that directly address emissions from this sector. The initiatives include SmartWay, idling restrictions, the Heavy-Duty Diesel Inspection and Maintenance Pilot program, and a new education and outreach program titled Saving Money and Reducing Truck Emissions. Through these initiatives, air quality will be improved through three of the seven air quality emphasis areas: high-emitting vehicles, idling, and energy/fuel consumption. Finally, the new Texas Freight Mobility Plan was recently approved by the Texas Transportation Commission and will provide a blueprint for future economic growth by strengthening freight mobility throughout the State. [Electronic Item 11](#) provides additional details.

2:50 – 3:00

12. **Lawsuits Against Volkswagen Group of America, Inc., Audi of America, LLC, and Porsche Cars North America**

Action Possible Action Information Minutes: 10

Presenters: Chris Klaus and Ken Kirkpatrick, NCTCOG

Item Summary: Staff will highlight findings and activity related to emission test-cheat devices installed in certain Volkswagen, Audi, and Porsche diesel vehicles.

Background: Late last year, certain 2.0 and 3.0 liter diesel engines in Volkswagen, Audi, and Porsche vehicle models were identified to have emissions test-cheat devices allowing tailpipe emissions up to 40 times the legal level of nitrogen oxides (NO_x). In response to these findings, both the Texas Attorney General (AG) and the United States Department of Justice (DOJ) have separately filed lawsuits against the auto manufacturers. Elsewhere in Texas, Harris County filed a separate suit for actions related to Harris County.

[Electronic Item 12.1](#) is draft correspondence to the DOJ and Texas AG requesting, if any settlement funds are awarded as a result of the lawsuits against Volkswagen, Audi, and Porsche, these funds be dispersed to nonattainment regions for air quality projects and/or programs. At the March 10, 2016, Regional Transportation Council meeting, staff will request approval to transmit this correspondence to the DOJ and Texas AG. Additional information is provided in [Electronic Item 12.2](#).

13. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 13.1](#))
- STTC Minutes and Attendance ([Electronic Item 13.2](#))
- Local Motion ([Electronic Item 13.3](#))

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

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

16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, March 10, 2016, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
January 14, 2016**

The Regional Transportation Council (RTC) met on Thursday, January 14, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Carol Bush, Elba Garcia (representing Mike Cantrell), Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Moji Haddad, Roger Harmon, Clay Jenkins, Ron Jensen, Jungus Jordan, Stephen Lindsey, Brian Loughmiller, John Horn (representing David Magness), Scott Mahaffey, Matthew Marchant, Maher Maso, Cary Moon, Stan Pickett, Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, William Velasco II, Oscar Ward, Bernice J. Washington, Duncan Webb, Andy Nguyen (representing Glen Whitley), Kathryn Wilemon, W. Jeff Williams, Erik Wilson, and Ann Zadeh (representing Zim Zimmerman).

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Melissa Baker, Arturo Ballesteros, Berrien Barks, Jay Barksdale, Carli Baylor, Bryan Beck, Natalie Bettger, Keith Bilbrey, Brandi Bird, Alberta Blair, David Boski, Cal Bostwick, Shauna Bowman, Kristina Brevard, Tanya Brooks, Bob Brown, Jason Brown, Ron Brown, Loyl Bussell, David Cain, Marrk Callier, Jack Carr, Angie Carson, Sarah Chadderdon, Michael Copeland, John Cordary, Michael Coyle, Mike Curtis, Clarence Daugherty, Ruben Delgado, Gordon Dickson, Kim Diederich, Jerry Dittman, Mike Eastland, Chad Edwards, Traci Enna, Brittney Farr, Kevin Feldt, Aaron Flint, Joel Flint, Keineth Fuller, Matthew Geske, Bob Golden, Philip Haigh, Phillip Hanley, Dan Harbeke, Linda Harper Brown, Tony Hartzel, Jeff Hathcolck, Tommy Henderson, Edgar Hernandez, Rebekah Hernandez, Jesse Herrera, Mark Hilderbrand, Greg Janes, Sholeh Karimi, Travis Kelly, Dan Kessler, Ken Kirkpatrick, Rachel Knapp, Paul Knippel, Whitney Laning, Brian Lee, April Leger, Eron Linn, Sonny Loper, Paul Luedtke, Barbara Maley, Mickey Marlow, Steve McCullough, Adam McGough, James McLane, Cesar Molina, Amy Moore, Erin Moore, Michael Morris, Bailey Muller, Ron Natinsky, Jeff Neal, Mark Nelson, Markus Neubauer, Emily Nicholson, James Paris, Allix Philbrick, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Molly Rendon, Milton Richter, Bill Riley, Carrie Rogers, Kyle Roy, Greg Royster, Moosa Saghian, Steve Salin, Russell Schaffner, Randy Skinner, Chelsey Smith, Rick Stopfer, Jahnae Stout, Neil Strassman, Dean Stuller, Gerald Sturdivant, Vic Suhm, Blanco Torres, Francisco Torres, Don Treude, Lauren Trimble, Kevin Tubb, Frank Turner, Victor Vandergriff, Dan Vedral, Leslie Wade, Mitzi Ward, Karla Weaver, Joy Weist, Kendall Wendling, Devin Wenske, Sandy Wesch, Elizabeth Whitaker, Amanda Wilson, Brian Wilson, Jeff Wilt, and Mykol Woodruff.

1. **Approval December 10, 2015, Minutes:** The minutes of the December 10, 2015, meeting provided in Reference Item 1 were approved as amended. Monica Alonzo (M); Charles Emery (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A motion was made to approve February 2016 revisions to the 2015-2018 Transportation Improvement Program provided as Reference Item 2.1.1 administrative amendments from the November 2015 cycle were provided for information in Electronic Item 2.1.2.

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

3. **Orientation to Agenda/Director of Transportation Report:** Kelly Selman discussed the December 26, 2015, storm damage along SH 78 in Collin County through the George Bush/IH 30 Interchange in Garland. He commended the cities and counties for their efforts following the storm. Michael Morris noted the passing of Chris Anderson, Transportation Department Program Manager who had worked at the North Central Texas Council of Governments for the past seven years. He reminded members of the specially called Regional Transportation Council (RTC) meeting scheduled for January 20, 2016. Mr. Morris also noted the new Texas Department of Transportation (TxDOT) Executive Director, James Bass. Information regarding the Smart City Challenge funding opportunity was provided in Electronic Item 3.1, air quality funding opportunities for vehicles were provided in Electronic Item 3.2, and information about the City Efficiency Leadership Council meeting was provided in Electronic Item 3.3. December public meeting minutes were provided in Electronic Item 3.4, and the January public meeting notice was provided in Electronic Item 3.5. A fact sheet on the AirCheckTexas program was provided in Electronic Item 3.6. Recent correspondence was provided in Electronic Item 3.7, recent news articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.9. Transportation partner progress reports were provided at the meeting.

4. **New Texas Department of Transportation Congestion Relief Program:** Michael Morris introduced a proposed partnership between the Texas Department of Transportation (TxDOT)/Texas Transportation Commission (TTC) and the Regional Transportation Council (RTC). Details were provided in Reference Item 4. The Governor's office is exploring an initiative focused on congestion relief projects. TxDOT is anticipated to allocate \$1.0 billion to \$1.3 billion statewide for projects that have early construction timeframes. Funding is only available in Houston, Austin, San Antonio, Dallas, and Fort Worth. TTC support is anticipated on January 28, 2016, for action in the February timeframe. The effort creates a funding partnership to implement priority projects in the east and the west that will move forward as a congestion relief package. Mr. Morris noted that performance measures are being provided along with the proposed projects, and reviewed examples of congestion on Lowest Stemmons in Reference Item 4.2 and Reference Item 4.3, provided at the meeting. If approved, both TxDOT and the RTC will commit funding for the proposed projects. TxDOT funding will be suballocated to the east and west and totals were highlighted at both the \$1.0 billion and \$1.3 billion levels. Proposed projects in the western subregion are staged projects that are not fully funded. These include the SH 121/SH 360 Interchange, SH 199, and IH 820 (from SH 121 to Randol Mill). In the eastern subregion, proposed projects include the Southern Gateway (IH 35E and US 67) and Lowest Stemmons (IH 35E). He noted supplemental projects that will be discussed in Agenda Item 6: IH 635E and US 75. Projects in the western subregion were presented in detail. The first project, the SH 121/SH 360 Interchange, is a \$60 million project as part of the DFW Connector. The second project is on SH 199. The project cost is approximately \$56.5 million to complete some of the previous stages north of IH 820. The final project, IH 820, extends from SH 121 back towards IH 30. The project will be scaled to meet funding at a cost of approximately \$111 million or up to \$137 million if the upper range of funding is allocated. Projects in the eastern subregion were also presented in more detail. For the Southern Gateway, the project is approximately \$655 million. Revenue sources were reviewed, which include approximately two-thirds of the funding from TxDOT and approximately \$243 million from the RTC. The project includes a deck park as a way to create bicycle and pedestrian activity connecting the Dallas Zoo to the Trinity River. A companion project, US 67 south of IH 20 will proceed as an independent project. The second project is Lowest Stemmons from IH 30 to north of Oak Lawn. The total project cost is approximately \$100 million. Revenue of \$20 million in congestion relief funding is proposed, with up to \$100 million proposed if the

higher allocation of funding is received. Proposition 1 funds will be used to supplement revenue depending on the total allocation of congestion relief funds. If approved by the RTC, elected officials, district engineers, and RTC staff will represent the region at the January 28, 2016, Texas Transportation Commission meeting to support and encourage the program for TTC approval in February. Mr. Morris highlighted a list of policy questions that should be asked of the Commission at the appropriate time. Details were provided in Reference Item 4.1, provided at the meeting. The first potential concept is that the use of tolling should be scaled back in proportion to the Legislature's ability to identify revenue to meet the congestion funding needs of metropolitan areas. Another potential concept is that maybe tolls should only be used in large metropolitan areas trying to address rapid population growth. He also discussed the last potential concept, noting the continuing need for tolled managed lane projects that are being built in phases that need funding in order to be completed. There will need to be future conversation with the Commission on how to finish projects such as Midtown Express/SH 183 and IH 35E Express. It was suggested that this was not the time to raise the issues in order to keep the congestion relief program straightforward. Andy Eads noted he was supportive of the proposed projects. He asked if staff believed this would be an annual program. Mr. Morris noted the Governor has committed to focusing on congestion, but that he cannot speak for the frequency of the program. A motion was made to approve the proposed projects for the Texas Department of Transportation Congestion Relief Program in Reference Item 4. Jungus Jordan (M); Rob Franke (S). The motion passed unanimously.

5. **Mobility 2040:** Chad McKeown provided an update on the development of Mobility 2040, the region's next long-range transportation plan. The seven guiding principles were highlighted, with focus on the reevaluation of toll facility recommendations. Roadway recommendations in Mobility 2040 are reflective of the reevaluation of toll facilities in proportion to the amount of new revenue coming from the State. He also noted the reassessment of regional rail recommendations in relation to high-intensity bus options that was detailed at previous meetings. Mr. McKeown highlighted Mobility 2040 prioritization and expenditures, noting that the total expenditures for Mobility 2040 had been updated since the last meeting. The expenditures now total \$126.6 billion, which is higher due to the inclusion of the Dallas-Fort Worth portion of the high-speed rail corridor between Dallas and Houston. Although the project is privately funded, it must be accounted for in the Plan. Recommendations for Mobility 2040 were reviewed. The Regional Veloweb was highlighted, which includes over 500 miles of existing and funded projects with an additional 1,291 miles of network trails. For transit recommendations, no changes have been made since presented in December. The existing rail system, proposed extensions to the rail system, and corridors identified for high-intensity bus lines were highlighted. Mr. McKeown noted discussion at the December 10 meeting regarding the Cotton Belt corridor and the request for public feedback on bus or rail options, as well as the need for the seamless connections policy between TEX Rail west of the Dallas/Fort Worth International Airport and the Cotton Belt corridor east of the Airport. Feedback to date was provided in Electronic Item 3.4. Support was expressed for continuing the seamless connections policy and comments showed local support for pursuing a rail-first solution in the Cotton Belt corridor. Cotton Belt corridor proposed recommendations include a regional rail line from DFW International Airport to Plano with one-seat ride connectivity to TEX Rail. The corridor will be expedited to be included in the "10-Year Plan." Also included will be the RTC policy position on transit implementation, as well as other information on expediting the Cotton Belt. A draft policy was provided in Electronic Item 5.3. Mr. McKeown highlighted major roadway recommendations. Similar to transit, roadway recommendations remained unchanged since the December 2015 meeting. Recommendations include new or additional freeway capacity,

managed lane capacity, toll road capacity, and capacity maintenance. General consensus was highlighted for some of the highest priority roadways including the Southern Gateway, LBJ East, and US 75. Details were provided in Electronic Item 5.1. Mobility 2040 also includes funded improvements to major arterials highlighted in the presentation and detailed in Electronic Item 5.2, as well as illustrative major corridors for future evaluation. Planning is an ongoing process and the illustrative map identifies areas of transportation need that are not included in the financially constrained portion of the Plan. Areas in Collin County and western Tarrant County were highlighted as areas of growth that are lacking needed infrastructure. Staff is working directly with agencies in those areas on studies that could form the basis of recommendations for future Mobility Plans. Related to Mobility 2040 is air quality conformity. Preliminary results for 2017 indicate that nitrogen oxides and volatile organic compounds results are below the allowable budgets. Results for the remaining analysis years to be included in Mobility 2040 will be provided at future meetings. Mr. McKeown reviewed the Mobility 2040 development schedule noting that RTC action is anticipated in March 2016. A draft version of the Mobility Plan was provided in Electronic Item 5.2 and also available at www.nctcog.org/mobility2040. Michael Morris discussed the draft RTC Policy Position on Transit Implementation in the Cotton Belt Corridor, provided in Electronic Item 5.3. At the December 10, 2015, RTC meeting, there was discussion regarding options to proceed if rail is not expedited in the Cotton Belt corridor. Presentations were made at December 2015 and January 2016 public meetings. The policy recommends regional rail in the Mobility Plan, as well as the "10-Year Plan." It also requests communication with Dallas Area Rapid Transit (DART) regarding regional rail. In addition, if rail cannot be expedited, the policy proposes the review of options for potential high-intensity bus service as an early implementation phase. This policy is proposed for approval as a stand-alone policy, as well as an appendix in Mobility 2040. Members were encouraged to review the draft policy for discussion at future meetings. Bruce Arfsten reiterated the positions of the Cities of Addison and Richardson in support of rail and in opposition of bus rapid transit as part of the Cotton Belt. He expressed frustration that Addison is an original DART member city that does not yet have rail. He also discussed full support from the Canyon Creek Homeowners Association in Richardson for rail-based service on the Cotton Belt. He asked about the statement in the policy for rail service in the next four years. Mr. Morris discussed what is considered a reasonable time frame for DART to expedite rail in the corridor. DART has approved rail funding in its 2035 financial plan. However, the region is interested in innovative ways to advance rail prior to 2035. Addison has requested RTC assistance to develop an innovative approach for regional rail, which was presented to DART. DART is reviewing and is interested. Staff is interested in hearing feedback from DART about how much time it needs to determine if it can expedite rail before 2035. Gary Slagel noted that the DART Board has approved 2035 for the Cotton Belt corridor. To date, the Board has not received feedback from staff about a timeframe to expedite rail. It is anticipated to be a topic of discussion at a future Board retreat. Mr. Morris noted that the draft policy indicates there will be rail in the future and rail in the "10-Year Plan." It also addresses steps forward if rail cannot be expedited. Staff will gather comments about the draft policy over the next few weeks. Mr. Arfsten also expressed concern that if bus rapid transit becomes the alternative, it will be placed on the back burner. Mr. Morris noted that staff has the same concern and the draft policy includes specific questions of DART to that point. Matthew Marchant thanked staff for its work on the policy, noting it was a fair rendering of his intent. He discussed how citizens are unfamiliar with bus rapid transit. His thought is instead of waiting until 2040 for something that might not come, the region should be ready to move forward with what is possible. He noted much of the transit ridership in the region comes from buses, and the people who actually use the services will likely use whatever system is available and makes their commute shorter. He added if rail can be

expedited over the next 2-3 years, he is supportive and is simply being practical about options to connect the east to the west for everyone in the corridor. Sandy Greyson expressed appreciation to Mr. Marchant and staff for working on the draft policy. Mike Taylor asked if the point is to develop a ridership base that would ultimately migrate to the rail. Mr. Morris noted light rail has a proven ability to draw economic development opportunities. Regional rail that looks like light rail is hoped to have a similar impact. The interest is in rail as a transportation mode to provide safer and more reliable transportation, but also as an option to encourage anticipated population growth to locate more efficiently in the region by providing choice.

6. **Eastern Subregion Supplemental Projects:** Michael Morris presented eastern subregion supplement projects not included in but associated with the proposed Congestion Relief initiative by the Governor. Details were provided in Reference Item 6. The first project, LBJ East includes tolled managed lanes on IH 635 from US 75 to Miller and gas tax supported lanes from Miller to IH 30. Also included is the advancement of the noise walls from east of Greenville Avenue to IH 30 and the IH 30 at IH 635 Interchange. The total anticipated project cost is \$1.3 billion. Revenue for the project includes approximately \$500 million in toll bonds and \$500 million-\$800 million in future Proposition 7 funds. The noise wall portion of the project is approximately \$31 million funded with Regional Toll Revenue savings from the LBJ backstop on the LBJ Express project. The noise walls have the dual benefit of reducing noise once the project is open, but also while the LBJ East project is under construction. The interchange improvement on IH 635 at Skillman/Audelia is a \$65 million project. Expected revenue sources include approximately \$60.6 million of Proposition 1 and \$4.4 million of Category 12 funds (as a result of the Metropolitan Planning Organization Revolver swap). The suggestion is that all projects proceed together. Mr. Morris also highlighted the proposed US 75 project, Phase 1. The proposal is to use the shoulders during the peak period from IH 635 to the north, similar to the SH 161 pilot project. The project cost is approximately \$40 million, proposed for funding with Surface Transportation Program-Metropolitan Mobility dollars. In addition to the use of shoulders during the peak periods, it is proposed that the shoulders also be used for the management of incidents or accidents. He noted that action was requested for initial approval to move forward on IH 635 and US 75. This action will allow staff to move ahead to include the projects in the Transportation Improvement Program and other appropriate documents. Additional action may be needed in the future to reaffirm the Regional Transportation Council's (RTC's) position related to Mobility 2040. Clay Jenkins discussed the RTC tolled managed lane policies related to the 2+ discount. He noted that he was in support of this item, but wanted the record to reflect that supporting the item in no way expresses support for removing the subsidy currently paid by the RTC. Mr. Morris discussed the subsidy being paid for 2+ users during the peak period. He noted that at this time, staff is suggesting the RTC subsidy be extended past the June 2016 deadline. Duncan Webb noted he believed Proposition 7 was not eligible on the LBJ East project. Mr. Morris discussed the usage of Proposition 7, noting staff was comfortable with the proposal on IH 635 and believed it was eligible and that the project could be split into multiple pieces or contracts. A motion was made to approve putting into motion the ability to proceed with IH 635 east of US 75 and US 75 north of IH 635. Details were provided in Reference Item 6. Lissa Smith (M); Duncan Webb (S). The motion passed unanimously.
7. **Proposed Policy for Possible Employer Location and Announcement of a Specific Request in Irving:** Michael Morris discussed a proposed policy regarding how the Regional Transportation Council (RTC) may wish to consider requests for infrastructure assistance associated with the location of new employers to the Dallas-Fort Worth region. At the

October 8, 2015, RTC meeting, Sandy Greyson expressed a desire to develop a policy to handle future requests to approve funding for infrastructure needed to attract/retain a potential major employer at a specific location in the region. A copy of the draft policy was provided in Reference Item 7. The policy requires that an item be posted on the RTC agenda declaring an employer is considering a relocation to the Dallas-Fort Worth region and that infrastructure has been requested. The policy would not apply to companies wishing to relocate within the region. In addition, the actual funding request would be brought back to the RTC for action. Mr. Morris noted he believed the policy needed additional refinement and requested members provide comments to staff. He proposed no action be taken at the meeting to allow time for members to review the proposed policy. In addition to introduction of the policy, the agenda item also serves to inform the RTC that a request from the City of Irving has been received for consideration of funding for a rail station and roadway improvements related to the potential location of a large employer. Sandy Greyson noted she appreciated the responsiveness of staff and was happy with the way the policy was coming together. She asked if the transportation component for which funding is requested should be regionally significant versus site specific. Mr. Morris noted that it may be difficult to know the details of the request in the beginning. Lissa Smith discussed the competitive nature of a large employer locating in the region. Cities within the region compete against each other, and in most instances the employer is not known or the cities must follow or honor nondisclosure agreements. She noted she would have an issue with not knowing the name of the employer requesting improvements. Bernice Washington noted she was concerned about the friction that could come from entities competing for large employers to locate in the region. Roger Harmon discussed the RTC's primary motive of transportation and noted he would hate to see the competitiveness of economic development cause friction between members. Rob Franke discussed how businesses determine where they will locate and the challenge to RTC. He suggested that perhaps the RTC does not become involved until a location has already been determined. Elba Garcia noted it was a great opportunity to review this policy. Mr. Morris asked that members provide comments to him over the next few weeks and that a future item will be placed on the agenda. A motion was made to take no action on the proposed draft RTC policy that assists local governments in attracting large employers, provided in Reference Item 7. Oscar Trevino (M); Kathryn Wilemon (S). The motion passed unanimously.

8. **Managed Lane Auto-Occupancy Detection Equipment Procurement:** Ken Kirkpatrick discussed efforts to procure technology to automatically detect vehicle occupancy in managed-lane corridors. Over the past year, the Texas Department of Transportation (TxDOT) and Regional Transportation Council (RTC) staffs have been working to procure the technology. The RTC's Tolloed Managed Lane Policies provide for a discount for high-occupancy vehicles of 50 percent during the peak periods for 2+ occupancy at this time. The current policy is manually enforced, but does provide for advanced technology usage over time to create a more automated, seamless process for the user and a safer, more cost efficient option for enforcement. TxDOT has cancelled its procurement as of November 2015 with RTC staff concurrence. No award was made, but it is believed that technology exists to meet the RTC policy. TxDOT is recommending that the procurement be refined and reissued based on what has been learned over the past six months and are requesting RTC staff take the lead on the procurement with TxDOT support. He noted this is primarily an issue being raised in the Dallas-Fort Worth region as a result of its managed lane system. RTC staff believes it can increase the competition, potentially lower the cost, and also believe this issue exists across several MPOs in the nation and might gain national interest if the procurement is structured appropriately. Once the formal request from TxDOT

for RTC staff to take the lead has been received, the procurement will be refined and reissued. Staff will continue to provide updates to members.

9. **Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Follow-Up: Postponed from the December 10, 2015, Meeting:** Rob Franke, Chair of the Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee provided an overview of the Subcommittee meeting held on December 10, 2015. He discussed the three-station concept policy, the one-seat ride policy, and the status of the Houston to Dallas high-speed rail project. He noted that Michael Morris had met with United States Department of Transportation Secretary Foxx and positive feedback was received. In addition, he noted some rural areas in the region are concerned about high-speed rail and want to be heard. Ellis County has approved a committee to gather input from the rural areas. He noted staff will be reaching out to the Ellis County committee to work together with the Subcommittee to ensure information is shared. He also welcomed Ellis County Judge Carol Bush to become a member of the Subcommittee to ensure more rural areas in the region are represented. Michael Morris discussed the meeting with Secretary Foxx and Mayor Rawlings, as well as recent conversations with Texas Central Partners regarding the Dallas to Houston high-speed rail project. He noted efforts will be made to reach out to the citizens of Ellis County to ensure their concerns are fully understood, as well as the sensitivities of all parts of the region. In addition, Michael Morris and Mayor Betsy Price met with the Governor to talk about the importance of high-speed rail. He noted many conversations are occurring and the effort is moving forward positively. Design money has been received that helps with Grand Prairie, Arlington, Dallas, Irving, and Fort Worth. The agreements are in Austin and once signed, more site-specific planning can begin. Matthew Marchant asked about the timeframe for the Dallas to Houston piece. Mr. Morris noted the region is under the assumption the private sector is going to pull together its piece. There is a conversation about how a request for information will be issued. At this time, efforts are to focus on a revenue source that does not compete with other projects.
10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee meeting minutes and attendance was provided in Electronic Item 10.2., and the current Local Motion was provided in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, February 11, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.

MINUTES**REGIONAL TRANSPORTATION COUNCIL
January 20, 2016**

The Regional Transportation Council (RTC) met on Thursday, January 20, 2016, at 2 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Bruce Arfsten, Brian Barth, Rudy Durham, Charles Emery, Gary Fickes, Robert Franke, Roger Harmon, Clay Jenkins, Greg Giessner (representing Ron Jensen), Jungus Jordan, Lee Kleinman, Stephen Lindsey, Tito Rodriguez (representing Scott Mahaffey), Cary Moon, Mark Riley, Greg Johnson, Amir Rupani, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, Oscar Ward, Duncan Webb, Glen Whitley, Kathryn Wilemon, Sheri Capehart (representing W. Jeff Williams), and Ann Zadeh (representing Zim Zimmerman).

Others present at the meeting were: Vickie Alexander, Berrien Barks, Randy Battey, Natalie Bettger, Brandi Bird, Kristina Brevard, Michael Bridges, Bob Brown, Chris Burkett, Sally Cain, Jack Carr, Angie Carson, Dave Carter, Jim Cline, John Cordary, Clarence Daugherty, Kim Diederich, Mike Eastland, Marshall Elizer, Lauren Freriks, Keinith Fuller, Chuy Gonazlez, Christie Gotti, Jerry Haddican, Wade Haffey, Heather Haney, Tony Hartzel, Tommy Henderson, Rebekah Hernandez, Mark Hilderbrand, Jodi Hodges, Karen Hunt, Air Hunter, Yagnesh Jarmarwala, Megan Kenney, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Brian Lee, April Leger, Paul Luedtke, Stanford Lynch, Ricky Mackey, Barbara Maley, Wes McClure, Monte Mercer, Cliff Miller, Cesar Molina, Amy Moore, Susan Morgan, Michael Morris, Ron Natinsky, Jeff Neal, Markus Neubauer, Jen Newman, Andy Nguyen, Mickey Nowell, Todd Plesko, John Polster, James Powell, Vercie Pruitt-Jenkins, Stephen Ranft, Molly Rendon, Cristal Retana, Gary Roden, Steve Salin, Russell Schaffner, Lori Shelton, Cory Shipman, Walter Shumac, Randy Skinner, Gerald Sturdivant, Dan Vedral, Karla Weaver, Sandy Wesch, Marc Williams, Amanda Wilson, Jim Wilson, Bruce Wood, and Ed Wueste.

1. **Introduction:** Regional Transportation Council (RTC) Chair Mark Riley introduced Commissioner J. Bruce Bugg, Jr., from the Texas Transportation Commission (TTC). Michael Morris presented the RTC construction pin to Commissioner Bugg, Chuy Gonzalez, Office of the Governor, and Marc Williams, Interim Executive Director of the Texas Department of Transportation (TxDOT) as a representation of the partnership among TTC, TxDOT, the Governor's Office, and RTC. Mr. Morris thanked them each for taking the time to meet with the region.
2. **Presentation by Texas Department of Transportation:** Members of the Regional Transportation Council (RTC) members introduced themselves to Commissioner Bugg in order to show the diversity of elected officials and agencies that represent the region. Michael Morris welcomed Commissioner Bugg to the region and thanked him for presenting the congestion relief initiative from the Governor's Office and the Texas Transportation Commission (TTC).

Commissioner Bugg introduced himself and thanked Chair Mark Riley for holding the special RTC meeting. He noted that it is a privilege to have been appointed to the Texas Transportation Commission by Governor Greg Abbott in February 2015. Since that time, the Commission has been working on the concept of congestion relief. One of the five tenants on which Governor Abbott ran for office was the need to improve funding for transportation infrastructure. Commissioner Bugg noted that he believed that citizens of Texas spoke loud

and clear in passing Proposition 7 by 83 percent. He complimented the RTC on how the region has worked together over the years to put transportation issues forward and noted the Texas Department of Transportation (TxDOT) now has a focused Congestion Relief Initiative. Commissioner Bugg thanked Chuy Gonzalez, Office of the Governor, and various members from TxDOT for traveling with him to present to the metropolitan regions and provided an overview of the Congestion Relief Initiative. On September 23, 2015, Governor Abbott called on the Texas Transportation Commission to take on the congestion relief initiative to not only address congestion relief, but also address quality of life, economic development, and keeping Texas a vibrant state. The following day, Chairman Lewis and the TTC appointed him to lead the effort statewide. He noted that this is the first time a statewide strategic plan has been put together that has focused on one major initiative, congestion relief. In addition, he noted that this is not a one-and-done deal. This is a long-term initiative that the Governor has asked the Commission to address. He noted this is not only from the Governor's office, but also the top 20 executives within TxDOT that have been in congestion relief task force meetings. He discussed the listening tour in the region and interest in hearing feedback from each of the five metropolitan areas of Austin, San Antonio, Dallas, Fort Worth, and Houston. He discussed the structure of the listening sessions in each area and the request that communities tell the Commission the location of its most congested areas. Commissioner Bugg noted that the origins of the Congestion Relief Initiative go back to something familiar to the region. A map was displayed of the Dallas-Fort Worth area in 1974, the year the interstate highway system was completed. In 1974, the State of Texas had a population of approximately 12 million. In comparison, a map of 2015 was displayed with Texas currently having a population of 27.7 million. The density for each time period was highlighted. In February 2015, State demographers projected that in the 35 year period between 2015 and 2050, the population in the State of Texas will double from 27.7 million to 54 million. TxDOT put together a map, working with the State demographer's office that shows where the anticipated population will be in Texas. The location will drive planning considerations. Present day Dallas-Fort Worth and the projected Dallas-Fort Worth region in 2050 were highlighted. He noted that while others areas begin to grow, the primary population growth is anticipated to be concentrated in the five metropolitan areas targeted by the Congestion Relief Initiative. Two-thirds of Texans live in these five metropolitan areas. On average, congestion costs Texans \$1,200 per year in addition to frustration, time wasted, and lost productivity. Current congestion, as well as future congestion is the reason for focusing on the five metropolitan areas. One of the things that makes this initiative possible is Proposition 7 being passed with an 83 percent approval rate, Proposition 1, and the ending of diversions bringing some firepower to bear on congestion relief. Along with these funding options, Representative Simmons also championed HB 20 which requires TxDOT to have performance measures on project selection. TxDOT staff believes the proposed efforts comply with the requirements of HB 20. Prior to the 84th Legislative Session, TxDOT had a budget of approximately \$12 billion with two-thirds of the budget dedicated to maintaining and improving the existing infrastructure in the state highway system. TxDOT will continue to address safety, maintenance, connectivity, and freight/border infrastructure in addition to the focused congestion relief initiative. He noted that one of the efforts to focus on congestion that has a low investment and high reward is bringing technology into this phase to see how congestion and traffic flow can be improved with traffic management system improvements. Austin is being used as a beta test site and positive results have been observed. Next steps are for TxDOT to work with the districts and local communities to identify future project opportunities for congestion relief. He requested that areas submit their congested areas, and also projects that are ready for implementation but simply need funding to move them forward. He again emphasized that this initiative is not a one-and-done deal, but a long-term and well thought-

through effort. As mentioned, TxDOT is focused on the five metropolitan areas and will be meeting in Houston January 25-26. TxDOT executives will be working on the information to be presented in a workshop fashion to the Texas Transportation Commission on January 27 where there will be discussion regarding what was learned on the listening tour. On January 28, the mayors and county judges from each of the five metropolitan areas have been invited to Austin to address the Commission at its meeting on January 28. He noted the importance of the Texas Transportation Commission hearing from representatives from the metropolitan regions. In February, the Commission will meet for its regular quarterly update of the Unified Transportation Program and will take a formal vote on the proposed Congestion Relief Initiative. He thanked members for the opportunity meet in the region.

3. **Response from the North Central Texas Council of Governments:** Michael Morris discussed proposed project approved by the RTC on January 14, 2016. He noted that Councilmember Lee Kleinman, would be representing the City of Dallas in Austin, along with Judge Clay Jenkins, Dallas County; Judge Glen Whitley, Tarrant County; and Mayor Betsy Price, City of Fort Worth at the January 28, 2016, Texas Transportation Commission (TTC) meeting. The region has been working closely with its Texas Department of Transportation (TxDOT) district engineers over the last 60 days to determine appropriate projects. The proposal includes no tolled projects. Mr. Morris thanked the Governor and Texas Department of Transportation for the opportunity to expedite congestion relief projects. The allocation will be between \$1.0 billion and \$1.3 billion. Early construction timeframes are needed and the program will only be available in Houston, Austin, San Antonio, Dallas, and Fort Worth. Commission discussion is anticipated on January 28, 2016, with action on February 25, 2016. Efforts will create a funding partnership to implement priority projects in the eastern and western subregions. Project performance measures will be provided as an example supporting HB 20 requirements. Mr. Morris discussed the proposed congestion relief projects in the western and eastern subregions. He noted the regions efforts to build a system, and the importance of expressing this concept to the Commission at the January meeting. In the western subregion, projects include the SH 121/SH 360 Interchange, SH 199, and IH 820 from SH 121 to Randol Mill. The three projects are staged, but due to lack of funds have not been completed. Securing congestion relief funding will allow for the creation of a system of improvements. The projects have individual benefits, as well as the benefit to complete the originally planned system. In the western subregion, projects include the Southern Gateway (IH 35E and US 67) and Lowest Stemmons (IH 35E). Mr. Morris reviewed western subregion projects in more detail. The first proposed project is the missing section of SH 121 at SH 360. It is a \$60 million project and construction can begin in the summer of 2016 since the design build concessionaire is ready to proceed. The second project, SH 199, is a \$56.5 million project that also improves the system and construction can begin in the summer of 2016. The last project is IH 820 from north of SH 121 to Randol Mill Road. The proposed project will be scoped to \$111 million or \$137 million if the upper range of funding is allocated. Construction on the project can begin in 2017. This is also a standalone improvement for which the completion of the system has other benefits. Mr. Morris also reviewed eastern subregion projects in more detail. On the first project, IH 35E/Southern Gateway, the RTC is contributing approximately \$240 million to the project, which is anticipated to let in summer 2017. This amount does not include the \$50 million for US 67 from IH 20 to the south. Kelly Selman is working on a specific approach for this section, so it will proceed using a different construction method. The base cost of the project is \$655.54 million. The second project, Lowest Stemmons, is approximately \$100 million. Potential revenue will be \$20 million in congestion relief funding or up to \$100 million if the higher amount is allocated by TxDOT. The project is expected to let in summer 2017. Many positive comments have been received from the public on completed projects such as

SM Wright, the Horseshoe (IH 30/IH 35E), TxDOT CityMAP, the IH 30/SH 360 Interchange, and the US 377 Cresson Bypass. Comments were also received for projects that need additional funding such as comments made by Judge Clay Jenkins regarding the importance of Loop 9. He noted that no comments have been heard suggesting that the proposed projects approved by the RTC are not the appropriate projects for the initiative. He noted that the region is prepared to work with the district engineers to prepare the next group of potential projects for future funding opportunities. Mr. Morris noted that the proposed projects were presented at January public meetings as part of Mobility 2040 and initial RTC action was received on January 14, 2016. With support from the RTC, elected officials can present not only their opinion of the initiative but that of the RTC. He again expressed appreciation to Commissioner Bugg, TxDOT, and the Governor's Office for taking time to hold listening sessions in the region. Mr. Morris noted that he will be in Austin for both the workshop and the Commission meeting if there are questions with regard to the region's proposed projects. Questions and comments were requested.

Rob Franke expressed appreciation for the Congestion Relief Initiative, specifically the formula allocation of funds which he believes allows the region to maintain priorities and good practices, without straining relationships. He encouraged the four RTC representatives to express the RTC's appreciation to the entire Commission for its formula allocation approach to the congestion relief funding. Oscar Ward also thanked Commissioner Bugg for attending and willingness to hear input from the region. He noted he supported the projects presented for congestion relief funding. In addition, he discussed frustration from the City of Irving regarding the Midtown Express/SH 183 project which is not eligible for funding because of its tolled components. He discussed various phases of the project, funding needed for completion, and asked how the State planned to provide funds to other congested projects in the region that are not eligible due to tolled components. Commissioner Bugg discussed funds from the 84th Legislative Session, including ending diversion, Proposition 1, and Proposition 7. He noted that these funding streams are not compatible for uses on projects with tolling elements. Mr. Morris noted that the point discussed by Mr. Ward was an important, but separate conversation. In the future, it will be important to bring questions to the Commission about other funding strategies. Clay Jenkins recapped comments from the January 19 listening session in the east. Comments received during the listening session included appreciation for CityMAP, support and alignment for the proposed projects, and the importance of looking at redevelopment as well as development when addressing congestion mitigation. Comments also included Loop 9 and its connection to the outer loop, IH 635, US 75, having comprehensive development agreements (CDAs) as a part of the toolbox, as well as discussion in opposition of CDAs. Additional comments also included ramp metering for IH 635, and the Southern Gateway, Lowest Stemmons, IH 30, and US 380 projects. He expressed appreciation for Commissioner Bugg coming to the region and noted that those who spoke about the projects advocated them moving forward. Glen Whitley also thanked Commissioner Bugg for visiting the region. He spoke about the listening session in the west and the projects presented by Brian Barth, as well as projects that are moving forward such as the SH 360/IH 30 interchange, IH 820, and SH 360. He also discussed the area of congestion at the US 287/IH 820/IH 20 Interchange. In addition, he noted concern from the outlying counties of Wise, Parker, Johnson, Summerville, and Hood. These communities are looking for options to commute to Fort Worth. It will be important to address the existing and non-existing state highways as those communities are developing and coordinate with the cities to build arterials as the areas continue to mature and grown. RTC Chair Riley thanked the Commissioner for his time. He noted that in Parker County it is said that partnerships build better roads, which is true throughout the region and is exemplified in how the RTC moves

projects forward. Commissioner Bugg thanked Lee Kleinman, Glen Whitley, Clay Jenkins, and Michael Morris for agreeing to attend the January Commission meeting and workshop in Austin.

4. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, February 11, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3 pm.



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

TO: Regional Transportation Council DATE: February 4, 2016

FROM: Dan Kessler
Assistant Director of Transportation

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

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

Listed below, and in the following attachment, are proposed modifications to the FY2016 and FY2017 UPWP. Included in these amendments are project modifications and funding adjustments. There are no changes to projects funded with Transportation Planning Funds in this set of modifications. The proposed modifications were presented to the public during the January 7, 12 and 13, 2016, public meetings. The Surface Transportation Technical Committee took action at its January 22, 2016, meeting to recommend Regional Transportation Council approval.

Modifications

- 1.03 Advanced Fiscal Management and Information Systems – Grant Management Streamlining (Amend text to reflect staff work activities related to the assessment of risks associated with NCTCOG grant applications and potential subrecipients and the application of appropriate mitigating factors to minimize these risks. Training for staff, subrecipients, and contractors to disseminate the new Uniform Guidance on risk assessment is also included.)
- 3.04 Transportation and Air Quality Communications – Clean Cities Program (Program additional \$67,300 Department of Energy [DOE] funds to reflect an increase in funding of \$44,000 and to carry over \$23,300 in unspent dollars from FY2015 into FY2016.)
- 4.03 Coordination of Transportation and Environmental Planning Processes - Strategic Highway Research Program 2 Implementation Assistance (Eco-Logical) (Amend text to reflect a revision to the project work scope that will establish a framework for common goals with resource agencies.)

- 5.05 Congestion Management Planning and Operations - Regional and Corridor-Level TDM Strategies (Program \$400,000 STP-MM funds and \$100,000 Local funds, and amend text to reflect parking management initiatives to be conducted in partnership with the City of Dallas. These initiatives will serve as pilot programs for the region.)
- 5.09 Regional Aviation Planning and Education – Aviation Education Integration and Outreach (Program \$30,000 Local funds and amend the text to reflect the development of an aviation gaming application to be used as an outreach strategy to local middle- and high-school students with the goal of promoting interest in aviation careers.)
- 5.10 Regional Military and Community Coordination – Regional Joint Land-use Study (Adjust estimated, programmed dollars to actual funds received by reducing the Department of Defense [DOD] funds by \$15,000 and increasing the associated funding match by \$4,000 in RTC Local funds.)

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

jh
Attachment

1.03 Advanced Fiscal Management and Information Systems

The North Central Texas Council of Governments staff continues to support diverse programs, providing opportunity to facilitate projects with unique and innovative funding methodologies that include participation from multiple funding partners. This work program element includes efforts to organize, adjust, and enhance procedures and tools to incorporate these unique and dynamic programs into standard business practices of NCTCOG. **Work also involves the review of potential risk elements to determine mitigating factors to minimize risk and ensure compliance with both federal and state regulations.**

Grant Management Streamlining

Other Funding Sources

This subtask is a multi-year effort ongoing throughout both FY2016 and FY2017 for the development of enhanced policies and procedures supporting the fiscal management, **risk management**, and administration of transportation projects. It includes development of procedures, tools, and other resources to streamline and integrate management activities for effective planning and implementation, including departmental policies and procedures for grant management, pre-award activities and development of new projects **including assessing risk and determining appropriate mitigating factors to control risk**, and program oversight coordination. Surface Transportation Program-Metropolitan Mobility funds, Regional Transportation Council Local funds, and other local funds, as well as Transportation Development Credits support the activities conducted under this subtask. Anticipated products include:

- Enhanced fiscal information systems for compilation and maintenance of project data;
- **Procedures and tools to assess risk for NCTCOG grant applications and potential subrecipients to apply appropriate mitigating factors to minimize the risk;**
- **Trainings to disseminate new Uniform Guidance for staff, subrecipients and contractors;**
- Reports and other tools to monitor and track project status and schedule administrative actions, and;
- Standardized format for documentation of processes and workflow.

4.03 Coordination of Transportation and Environmental Planning Processes

Strategic Highway Research Program 2 Implementation Assistance (Eco-Logical)

Other Funding Sources

This element will be completed in FY2016. NCTCOG will continue to implement the FHWA Eco-Logical principles by integrating the Regional Ecosystem Framework (REF) dataset into the planning process, assessing mitigation opportunities, and engaging with resource and regulatory agency stakeholders. NCTCOG also seeks to **establish a framework for common goals with resource agencies** ~~implement a pilot phase of the Shared Value Mitigation Program (SVM)~~ and create an interactive REF and SVM Web site. Federal funds provided by the Federal Highway Administration will be utilized for this project. Anticipated products include:

- Documentation and presentation materials for workshops and other stakeholder meetings including appropriate public involvement;
- Maps and other databases;
- Presentations, interviews, technical reports, and process documentation;
- Development of Web site and mapping content; and
- Grant management requirements.

5.05 Congestion Management Planning and Operations

Development of Regional and Corridor-Level TDM Strategies

Transportation Planning Funds

This element is ongoing throughout FY2016 and FY2017, providing for the planning and development of regional travel demand management (TDM) strategies including, but not limited to, employee trip reduction, carpools/vanpools, park-and-ride, and transportation management associations. Revisions in demographic forecasts and innovations in communication technologies will influence new strategies. This element also supports the development of regional TDM strategies in the Metropolitan Transportation Plan. Regional travel demand management strategies identified in the Congestion Management Process (CMP) will be applied on a regional level, and additional travel demand reduction strategies will then be evaluated for their application on the corridor and subarea levels. Additional TDM strategies will also be evaluated for their application. At the project implementation level, TDM projects are monitored so they can be added to the regional Transportation Improvement Program (TIP) at the appropriate time with respect to the single-occupancy vehicle facility implementation. Anticipated products include:

- Monitoring of regional TDM goals and strategies outlined in the Metropolitan Transportation Plan and the Congestion Management Process document;
- Support and assistance to regional partners implementing parking technologies and services to better manage parking availability; and
- Maintenance of and updates to the Regional Park-and-Ride Inventory database and map.

Other Funding Sources

This program also uses Surface Transportation Program—Metropolitan Mobility (STP-MM) funds and local funds to support activities in this area. Consultant assistance will also be utilized. Anticipated products through the use of these dollars include:

- **A Curb Lane Management Study in the city of Dallas that is expected to be used as a pilot for the region to evaluate and recommend curb space facilities to coincide with existing and future development needs, and**
- **Creation of a mobile application mapping system that provides real-time information regarding City of Dallas owned parking facilities to include availability, rates, and access to payment, as well as access to multi-modal trip planning. This application is expected to be used as a pilot for the region.**

5.09 Regional Aviation Planning and Education

Aviation Education Integration and Outreach

Other Funding Sources

This element is ongoing throughout FY2016 and FY2017 and describes implementation and outreach efforts associated with recommendations from the North Texas Aviation Education Initiative study completed in 2010. Facilitation for development of regional aviation programs, as well as a variety of outreach strategies to local students, will be conducted. These efforts are funded through a combination of grants, RTC Local funds, and industry partnerships. Anticipated products include:

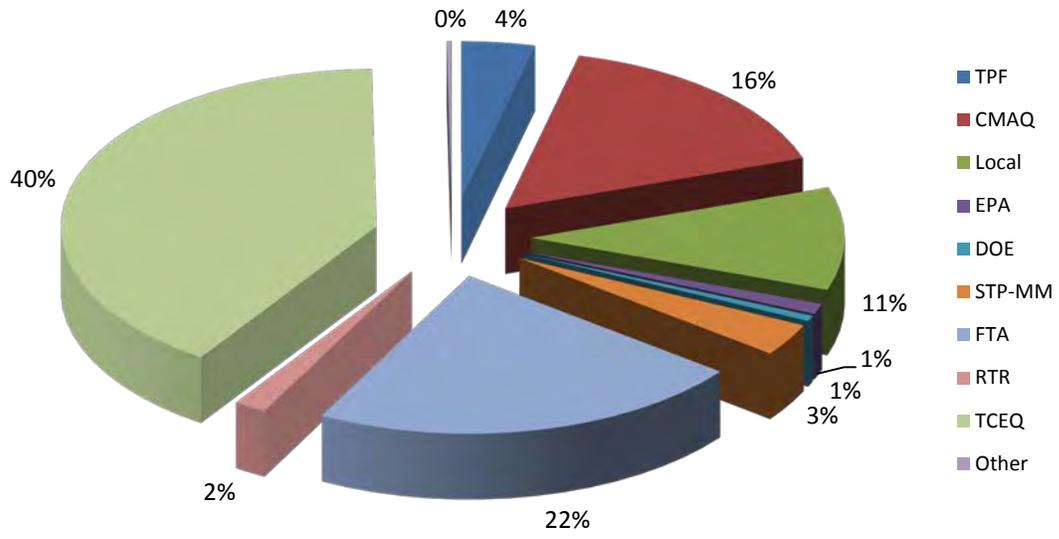
- Participation in aviation advisory committees and presentations to school boards;
- Enhancements to NCTAviationcareers.com;
- Aviation workforce data analysis;
- Aviation education outreach events;
- Program curriculum development and facilitation; ~~and~~
- Regional workshops with educators, industry stakeholders, and policy officials-, **and**
- **An aviation education gaming application.**

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$1,448,000	\$1,165,000	RTR	
		\$885,000	STP-MM	
Subtotal				\$3,498,000
3.02	\$825,000	\$157,000	TCEQ	
		\$202,000	STP-MM	
Subtotal				\$1,184,000
3.03		\$7,834,000	CMAQ	
		\$1,185,000	EPA	
		\$28,000	DOE	
		\$3,620,000	Local	
		\$2,000,000	STP-MM	
		\$44,228,000	TCEQ	
Subtotal				\$58,895,000
3.04		\$1,804,000	CMAQ	
		\$618,800	DOE	
		\$140,000	Local	
		\$574,000	STP-MM	
Subtotal				\$3,136,800
3.05	\$1,860,000	\$282,000	FTA	
		\$108,000	Local	
Subtotal				\$2,250,000
3.06		\$8,000,000	CMAQ	
		\$24,276,000	FTA	
		\$664,000	RTR	
		\$7,745,000	Local	
		\$265,000	TxDOT	
Subtotal				\$40,950,000
Total	\$4,133,000	\$105,780,800		\$109,913,800

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

Task 3.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$742,000			
		\$45,000	Local	
		\$41,000	NTTA	
		\$315,000	RTR	
		\$1,398,000	STP-MM	
		\$509,000	TxDOT	
Subtotal				\$3,050,000
5.02	\$988,000			
		\$71,000	RTR	
Subtotal				\$1,059,000
5.03	\$447,000			
		\$154,000	CMAQ	
		\$337,000	FHWA	
		\$1,497,000	Local	
		\$1,923,000	STP-MM	
Subtotal				\$4,358,000
5.04	\$171,000			
		\$78,000	Local	
		\$435,000	STP-MM	
		\$32,000	TXDOT	
Subtotal				\$716,000
5.05	\$562,000			
		\$8,195,000	CMAQ	
		\$375,000	FHWA	
		\$1,072,000	Local	
		\$365,000	RTR	
		\$5,709,000	STP-MM	
		\$236,000	TXDOT	
Subtotal				\$16,514,000
5.06				
		\$69,000	Local	
		\$725,000	STP-MM	
		\$113,000	TxDOT	
Subtotal				\$907,000
5.07	\$66,000			
Subtotal				\$66,000

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08	\$374,000	\$14,000	Local	
		\$106,000	STP-MM	
Subtotal				\$494,000
5.09	\$153,000	\$195,000	FAA	
		\$229,000	Local	
		\$40,000	STP-MM	
Subtotal				\$617,000
5.10		\$440,000	DOD	
		\$127,000	Local	
Subtotal				\$567,000
5.11		\$1,300,000	STP-MM	
		\$588,835	TXDOT	
Subtotal				\$1,888,835
Total	\$3,503,000	\$26,733,835		\$30,236,835

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

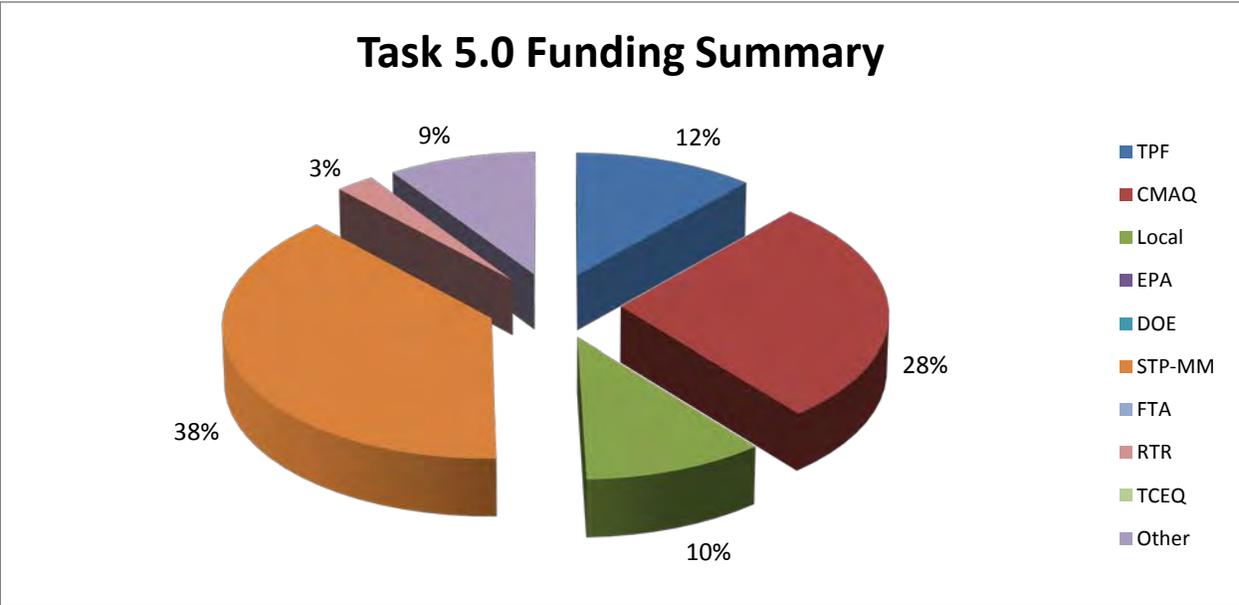
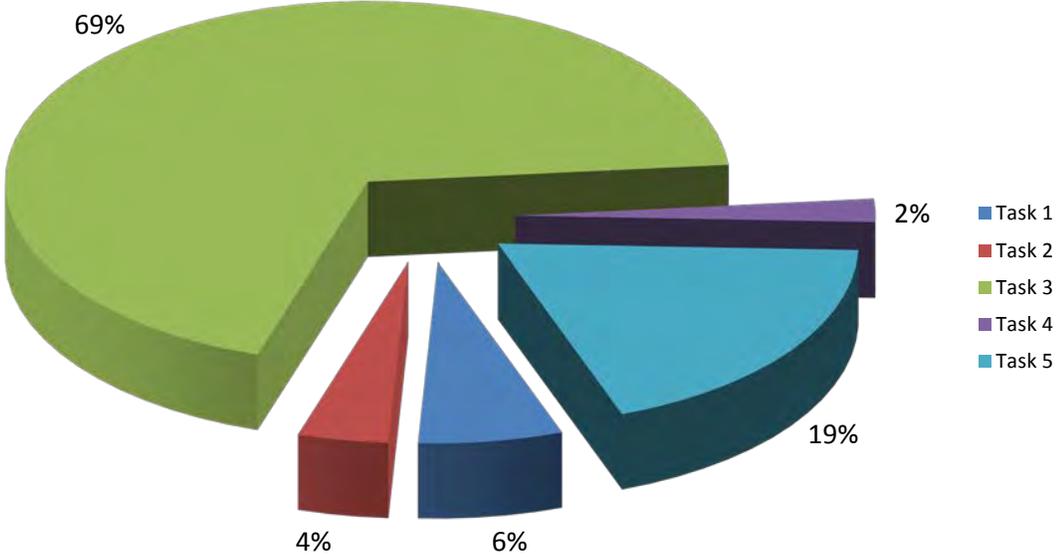


EXHIBIT VIII-3

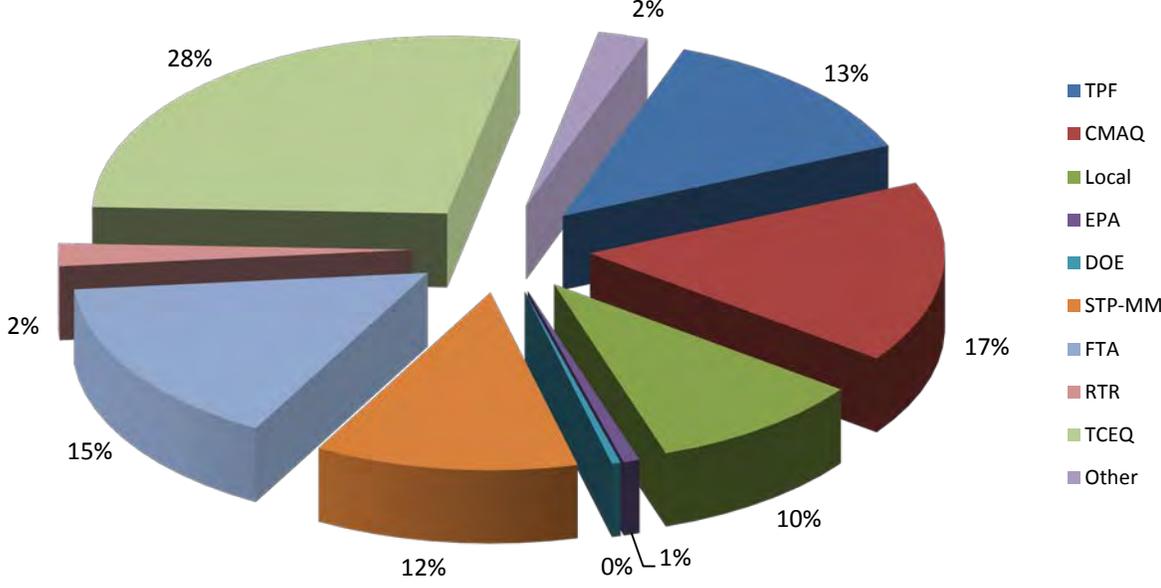
FY2016 AND FY2017 UPWP FUNDING SUMMARY

Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	1897000	44.22.00	44.24.00	44.23.01	44.23.02	
			44.25.00		44.24.00	
					44.22.00	
	4151000				44.27.00	
<hr/>						
TPF	\$7,572,000	\$3,333,000	\$4,133,000	\$2,194,000	\$3,503,000	\$20,735,000
CMAQ	\$543,000	\$0	\$17,638,000	\$0	\$8,349,000	\$26,530,000
DOD	\$0	\$0	\$0	\$0	\$440,000	\$440,000
DOE	\$0	\$0	\$646,800	\$0	\$0	\$646,800
EPA	\$0	\$0	\$1,185,000	\$0	\$0	\$1,185,000
FAA	\$0	\$0	\$0	\$0	\$195,000	\$195,000
FHWA	\$0	\$96,000	\$0	\$294,000	\$712,000	\$1,102,000
FTA	\$0	\$239,000	\$24,558,000	\$0	\$0	\$24,797,000
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local NCTCOG	\$712,000	\$239,000	\$11,613,000	\$94,000	\$3,131,000	\$15,789,000
Local	\$130,000	\$0	\$0	\$0	\$0	\$130,000
NTTA	\$0	\$0	\$0	\$0	\$41,000	\$41,000
RTR	\$0	\$0	\$1,829,000	\$726,500	\$751,000	\$3,306,500
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STP-MM	\$1,337,500	\$2,559,000	\$3,661,000	\$0	\$11,636,000	\$19,193,500
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$44,385,000	\$0	\$0	\$44,385,000
TxDOT	\$0	\$0	\$265,000	\$0	\$1,478,835	\$1,743,835
Subtotal	\$10,294,500	\$6,466,000	\$109,913,800	\$3,308,500	\$30,236,835	\$160,219,635

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2016 and FY2017 Unified Planning Work Program

**Regional Transportation Council
February 11, 2016**

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



Adjustments to Existing Projects

Project	Financial Action	Description
Advanced Fiscal Management and Information Systems – Grant Management Streamlining (1.03)	None	Amend text to reflect risk assessment activities and Uniform Guidance training for staff, subrecipients, and contractors.
Transportation and Air Quality Communications – Clean Cities Program (3.04)	\$44,000 DOE \$23,300 DOE	Program additional funds to reflect: 1) an increase in funding from the Department of Energy and 2) carry over of unspent dollars from FY2015 into FY2016
Coordination of Transportation and Environmental Planning Processes – Strategic Highway Research Program 2 Implementation Assistance (Eco-Logical) (4.03)	None	Amend text to reflect a revision to the project work scope which will establish a framework for common goals with resource agencies.

Adjustments to Existing Projects (cont'd)

Project	Financial Action	Description
Congestion Management Planning and Operations – Development of Regional and Corridor-Level TDM Strategies (5.05)	\$400,000 STP-MM \$100,000 Local	Program new funding and amend text to reflect parking initiatives to be conducted in partnership with the City of Dallas that will serve as pilots for the region
Regional Aviation Planning and Education – Aviation Education Integration and Outreach (5.09)	\$ 30,000 Local	Program new funding and amend text to reflect the development of an aviation gaming application to be used as an outreach strategy to local students
Regional Military and Community Coordination – Regional Joint Land-use Study (5.10)	(\$ 15,000) DOD \$ 4,000 RTC Local	Adjust programmed dollars to reflect actual grant award and associated funding match

Funding Adjustments (non TPF)

Funding Source	Amount	UPWP Task(s)
Local	\$134,000	5.05, 5.09, 5.10
DOD	(\$15,000)	5.10
DOE	\$ 67,300	3.04
STP-MM	\$400,000	5.05

Modification Schedule

January 7, 12-13	Public Meetings
January 22	Action by Surface Transportation Technical Committee
February 11	Action by Regional Transportation Council
February 25	Action by NCTCOG Executive Board
February 26	Submittal to Texas Department of Transportation

Unified Planning Work Program Modifications

Comments or Questions:

Dan Kessler

Assistant Director of Transportation

Phone: 817/695-9248

E-mail: dkessler@nctcog.org

Vickie Alexander

Administrative Program Supervisor

Phone: 817/695-9242

E-mail: valexander@nctcog.org

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

MESQUITE
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December 23, 2015

Stan Pickett

Mayor

Greg Noschese

Mayor Pro Tem

Bruce Archer

Deputy Mayor Pro Tem

Bill Porter

Councilmember

Jeff Casper

Councilmember

Shirley Roberts

Councilmember

Dennis Tarpley

Councilmember

Cliff Keheley

City Manager

Judge Mark Riley

Chair

Regional Transportation Council

North Central Texas Council of Governments

P.O. Box 5888

Arlington, Texas 76005-5888

Reference: Unresolved Section 5310 Funding Issue

Dear Judge Riley:

On May 20, 2015, our City Manager wrote to Mr. Morris requesting his personal involvement with respect to resolving an interpretation issue with the Federal Transit Administration (FTA) Region 6. The FTA Region 6 staff has interpreted Section 5310 funding guidelines and federal competitive contracting requirements in a manner that prohibits the City from directly contracting with STAR Transit, a governmental entity and rural transportation authority, to operate our demand responsive (DRT) public transportation service without going through a competitive bidding process. This interpretation has significant regional impacts as it implies that all cities and counties that are not a member of a transportation authority cannot contract directly with DART, DCTA, or the T unless they go through a competitive bidding process.

The Regional Transportation Council has approved funding for our DRT service with STAR Transit through the 2015 and 2016 Program of Projects public transportation funding process at an 80-20 cost share. From October 1, 2014 through November 30, 2015, the City has funded 100% of these public transportation costs totaling \$686,793. The RTC approved reimbursements owed the City over this same time period

RECEIVED

JAN 12 2016

TRANSPORTATION

total \$549,434. I briefly mentioned this issue during the RTC's discussions on emergency funding for TAPS (Item 7) at the December 10 regular meeting.

Pending final resolution of this issue with the FTA, I respectfully request an action item be placed on the RTC's regular meeting agenda for January 14, 2016 explaining the issue to the Council and authorizing a reimbursement advancement to the City from RTC local funds. The City is willing to sign an agreement stating that it will repay the RTC local funds upon resolution of the FTA interpretation issue and receipt of federal funds.

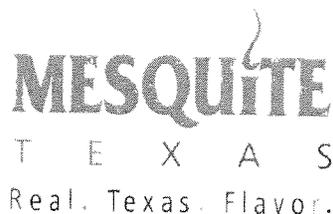
Please do not hesitate to contact me or the City's Deputy City Manager, Jerry Dittman, at 972-216-6403 with questions. Thank you for considering this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Stan Pickett", with a long horizontal flourish extending to the right.

Stan Pickett
Mayor

Attachment:
May 20, 2015 letter



May 20, 2015

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

Re: Unresolved Section 5310 Funding Issue

Dear Mr. Morris:

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

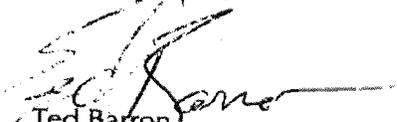
Last year, at the encouragement of NCTCOG staff, the City evaluated changing its paratransit service, formerly known as Mesquite Transportation for the Elderly and Disabled (MTED). This service was a City-operated paratransit service, which was transformed to a demand responsive public transportation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

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

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

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

Sincerely,



Ted Barron
City Manager

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



U.S. Department of Transportation
Federal Transit Administration

MAP-21

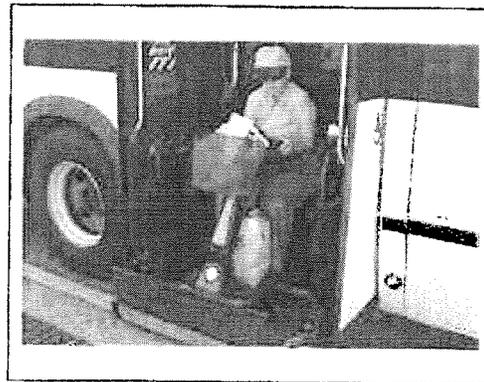
Moving Ahead for Progress in the 21st Century

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

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

Purpose

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



Statutory References

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

Eligible Recipients

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

Eligible Activities

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

What's New?

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

Funding

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



(cont.)

Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities

Funding (cont.)

- Federal share for operating assistance is 50%.
- Adopts New Freedom funding allocations:
 - 60% to designated recipients in urbanized areas with a population over 200,000.
 - 20% to states for small urbanized areas.
 - 20% to states for rural areas.

Ongoing Provisions

- Local share may be derived from other federal (non-DOT) transportation sources or the Federal Lands Highways Program under 23 U.S.C. 204 (as in former Section 5310 program).
- Permits designated recipients and states to carry out competitive process to select subrecipients.
- Recipients must certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan. The plan must undergo a development and approval process that includes seniors and people with disabilities, transportation providers, among others, and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies
- ★ Permits acquisition of public transportation services as a capital expense.
- Up to 10% of program funds can be used to administer the program, to plan, and to provide technical assistance.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.

MINUTES

**Regional Transportation Council
PUBLIC MEETINGS**

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

Look Out Texans Safety Campaign

Draft Mobility 2040 Recommendations

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Thursday, Jan. 7, 2016 – 6:30 pm – Center for Community Cooperation (Dallas); attendance: 49; moderated by Michael Morris, Director of Transportation
2. Tuesday, Jan. 12, 2016 – 6:30 pm – Lewisville City Hall (Lewisville); attendance: 16; moderated by Dan Kessler, Assistant Director of Transportation
3. Wednesday, Jan. 13, 2016 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 24; moderated by Natalie Bettger, Senior Program Manager

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015. Staff presented information about:

1. Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications – presented by Vickie Alexander (Dallas and Arlington); Dan Kessler (Lewisville)
2. Draft Mobility 2040 Recommendations – presented by Chad McKeown (Dallas and Arlington); Kendall Wendling (Lewisville)
3. Look Out Texans Safety Campaign – presented by Kevin Kokes (Dallas and Lewisville); Jeremy Williams (Arlington)

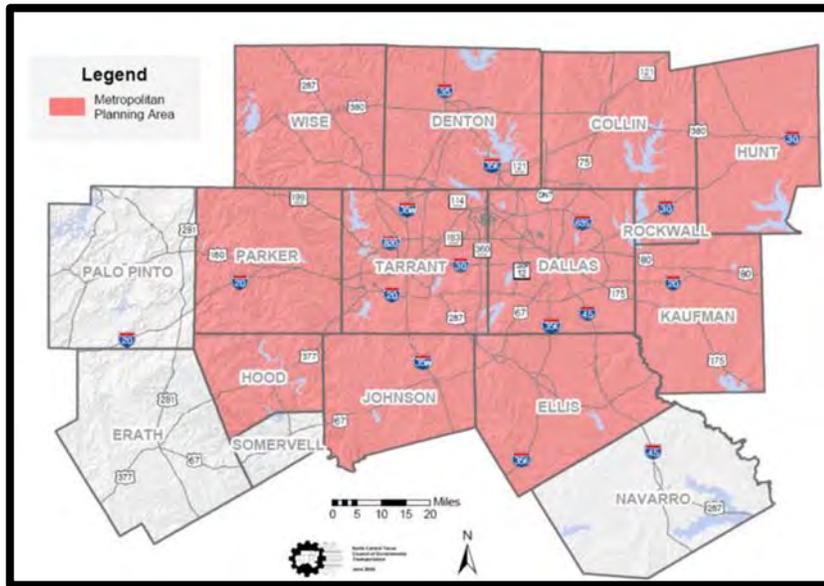
The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/input, and a video recording of the public meeting held in Arlington on Jan. 13, 2016, was posted at www.nctcog.org/video.

Each person who attended the public meetings received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

Summary of Presentations

- A. Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications**

- **Dallas-Fort Worth Metropolitan Planning Area**



- **Unified Planning Work Program for Regional Transportation Planning**
 - Task 1 – Administration and management
 - Task 2 – Transportation data development and maintenance
 - Task 3 – Short-range planning and programming and air quality and transit operations
 - Task 4 – Metropolitan transportation plan
 - Task 5 – Special studies and system operations

- **Adjustments to Existing Projects**

Project	Financial Action	Description
Advanced Fiscal Management and Information Systems – Grant Management Streamlining (1.03)	None	Amend text to reflect risk assessment activities and Uniform Guidance training for staff, subrecipients, and contractors.
Transportation and Air Quality Communications – Clean Cities Program (3.04)	\$44,000 DOE \$23,300 DOE	Program additional funds to reflect: 1) an increase in funding from the Department of Energy and 2) carry over of unspent dollars from FY2015 into FY2016
Coordination of Transportation and Environmental Planning Processes – Strategic Highway Research Program 2 Implementation Assistance (Eco-Logical) (4.03)	None	Amend text to reflect a revision to the project work scope which will establish a framework for common goals with resource agencies.

- **Adjustments to Existing Projects (Continued)**

Project	Financial Action	Description
Congestion Management Planning and Operations – Development of Regional and Corridor-Level TDM Strategies (5.05)	\$400,000 STP-MM \$100,000 Local	Program new funding and amend text to reflect parking initiatives to be conducted in partnership with the City of Dallas that will serve as pilots for the region
Regional Aviation Planning and Education – Aviation Education Integration and Outreach (5.09)	\$ 30,000 Local	Program new funding and amend text to reflect the development of an aviation gaming application to be used as an outreach strategy to local students
Regional Military and Community Coordination – Regional Joint Land-use Study (5.10)	(\$ 15,000) DOD \$ 4,000 RTC Local	Adjust programmed dollars to reflect actual grant award and associated funding match

- **Modification Schedule**

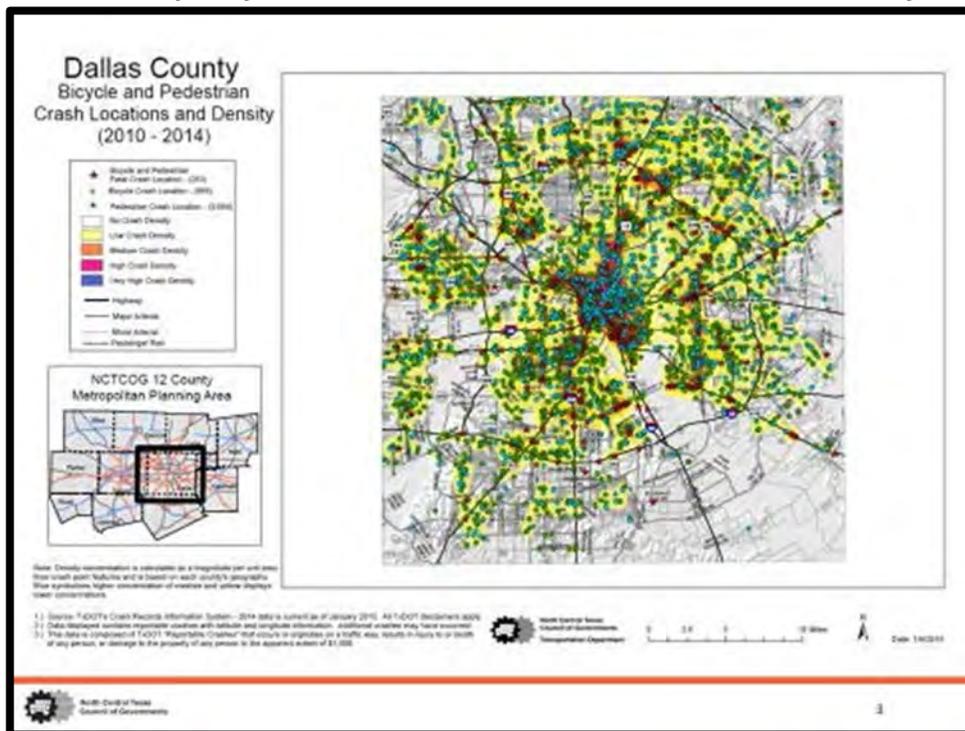
January 7, 12-13	Public Meetings
January 22	Action by Surface Transportation Technical Committee
February 11	Action by Regional Transportation Council
February 25	Action by NCTCOG Executive Board
February 26	Submittal to Texas Department of Transportation

B. Look Out Texans Safety Campaign

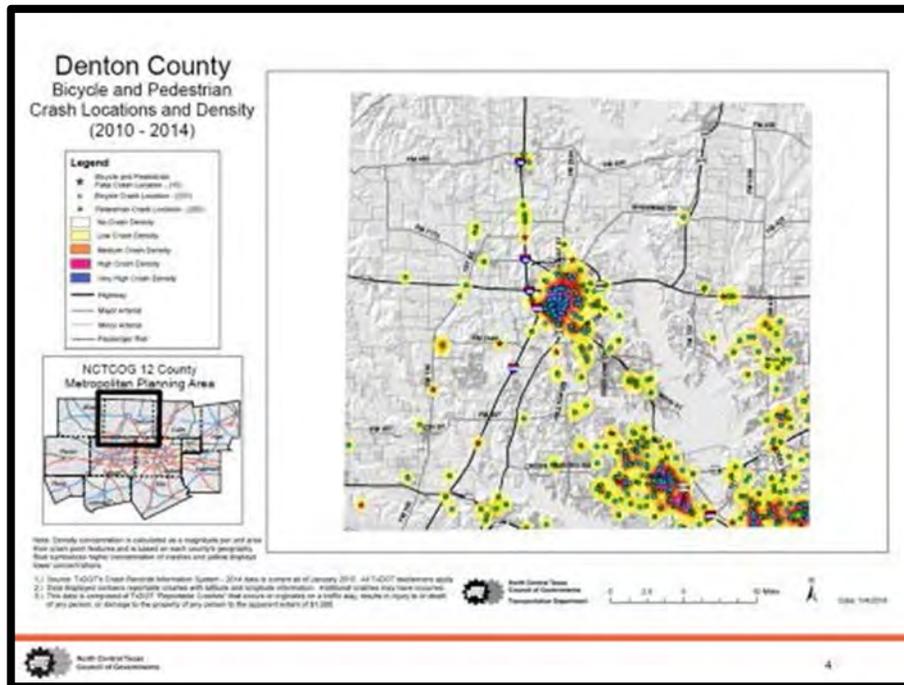
- **Federal Highway Administration Safety Focus Cities**



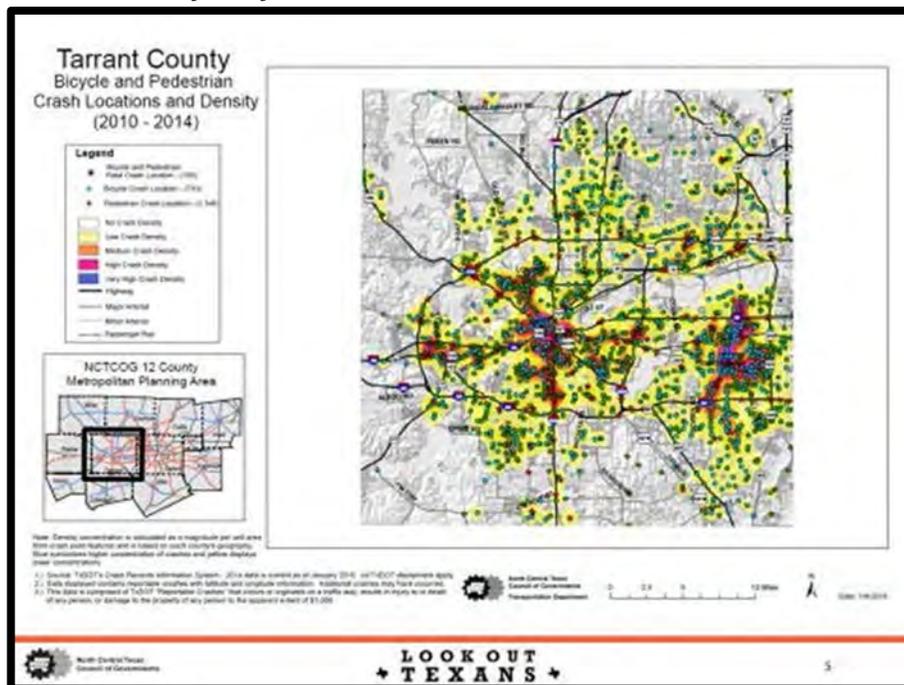
- The Federal Highway Administration has designated both Dallas and Fort Worth as two of its 35 Pedestrian-Bicycle Focus Cities, which are selected based on high rates of bicycle and pedestrian crash fatalities
- **Dallas County Bicycle and Pedestrian Crash Locations and Density**



- Denton County Bicycle and Pedestrian Crash Locations and Density



- Tarrant County Bicycle and Pedestrian Crash Locations and Density



- Regional Safety Campaign Background

Regional Safety Campaign Background



Regional Transportation Council selected project from
 TxDOT Transportation Enhancement Grant in 2013

Overall Goal Inform, encourage, and educate people of various ages, races, and backgrounds about the benefits of multi-modal transportation and promote a culture of safety around active transportation in the region.

Fall 2015

Campaign
Launched

➔

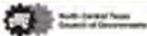
Spring 2016

Spring
Community
Outreach

➔

Fall 2016

Back to
School
Focus



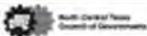
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- Audiences

Audience

	Bicyclists	Pedestrians	Motorists
Primary Messaging			
Targeted Messaging			



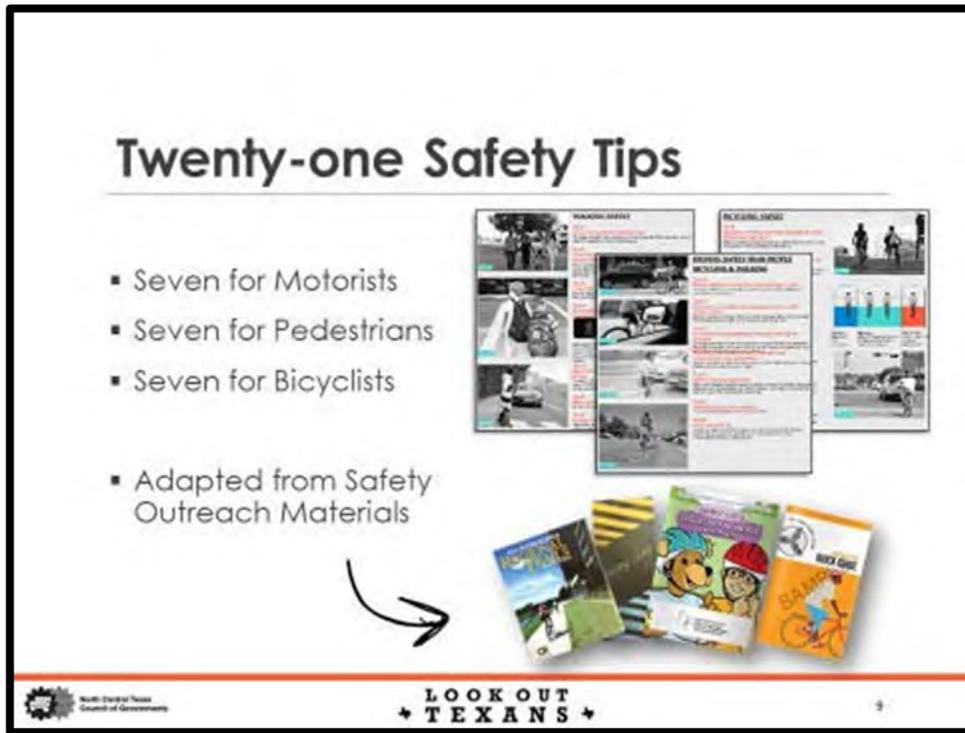
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- Campaign Title, Logo and Website



- Twenty-one Safety Tips



- Volunteer Photos

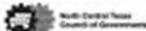
Volunteer Photos

- 23 North Texas Volunteers
- We all share the road with our family, neighbors and friends
- Photoshoots
 - Dallas
 - Denton
 - Fort Worth
 - Plano









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+ TEXANS +**

10

- Advertising Development

Advertisement Development



Safety Tip

+



Volunteer Photo

=





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11

- Print Advertisements

Advertisements - Print

- Safety messages for kids and parents
- Bicycle and pedestrian tips for any age group
- Portraits of real North Texans

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Advertisements - Transit



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Advertisements - Billboards



Advertisements - Billboards



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- Advertising on Digital Boards

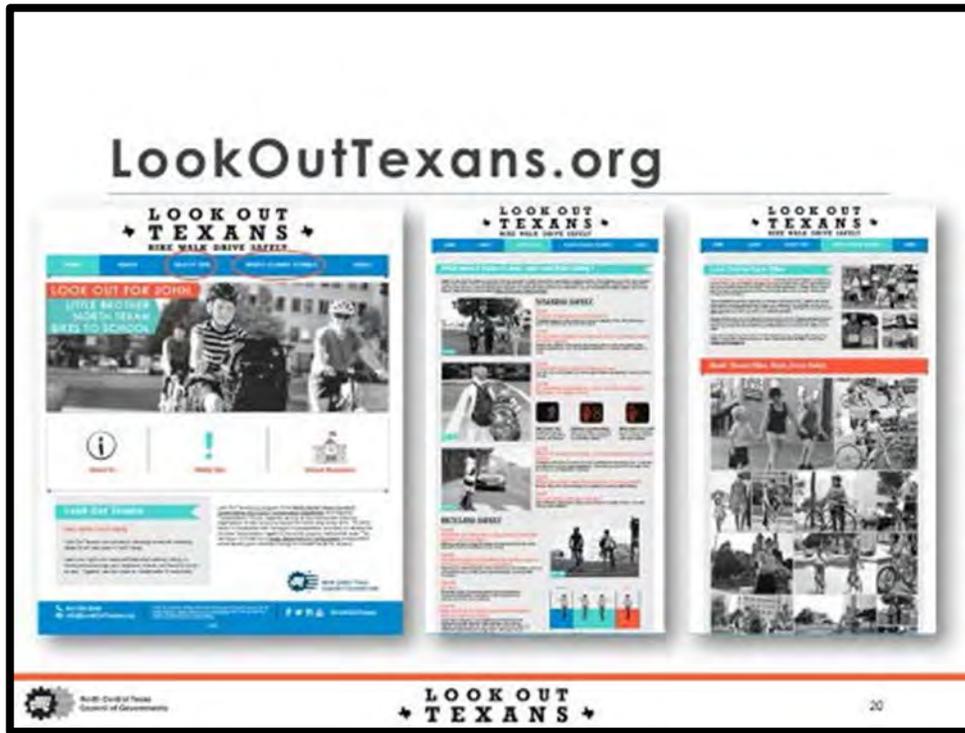
Advertisements – Digital Boards



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19

- Look Out Texans Safety Campaign Website

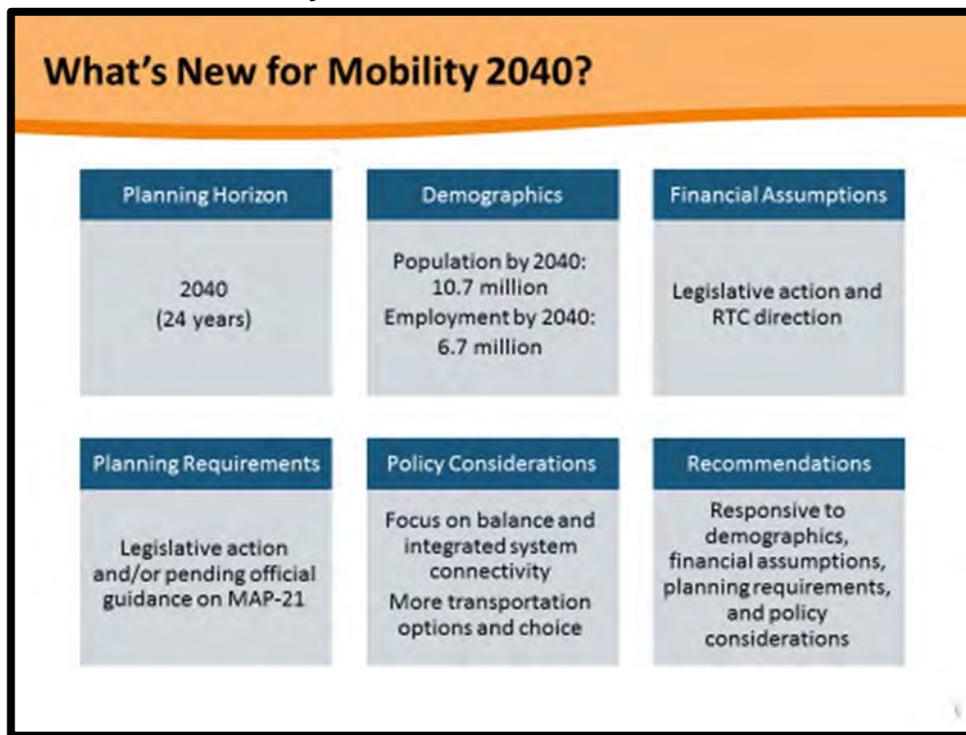


- Community Outreach



C. Draft Mobility 2040 Recommendations

- **Presentation Agenda**
 - Mobility 2040 draft recommendations
 - 2016 transportation conformity
 - RTC policy bundle concept
 - Mobility 2040 projects: TxDOT congestion relief funding
- **What is the Metropolitan Transportation Plan?**
 - Represents a blueprint for the region's multimodal transportation system
 - Covers at least a 20-year timeframe
 - Responds to Regional Transportation Council goals
 - Identifies policies, programs and projects for continued development
 - Guides the expenditure of federal and state transportation funds
- **What's New for Mobility 2040?**



- **Mobility 2040 Public Involvement to Date**
 - Spring/summer survey (approximately 2,500 responses)
 - Fall survey (approximately 1,200 responses)
 - 13 formal public meetings
 - 12 community outreach events
 - 15 community, industry, or special presentations
 - 8 Surface Transportation Technical Committee presentations
 - 9 Regional Transportation Council meeting presentations
 - 2 Regional Transportation Council workshops
- **Mobility 2040 Guiding Principles**
 - Conduct comprehensive corridor evaluations

- Re-evaluate toll facility recommendations
- Review needed arterial improvements
- Reassess regional rail recommendations
- Update the Regional Veloweb
- Maintain and enhance existing infrastructure
- Consider the role of new technology

- **Mobility 2040 Prioritization and Expenditures**

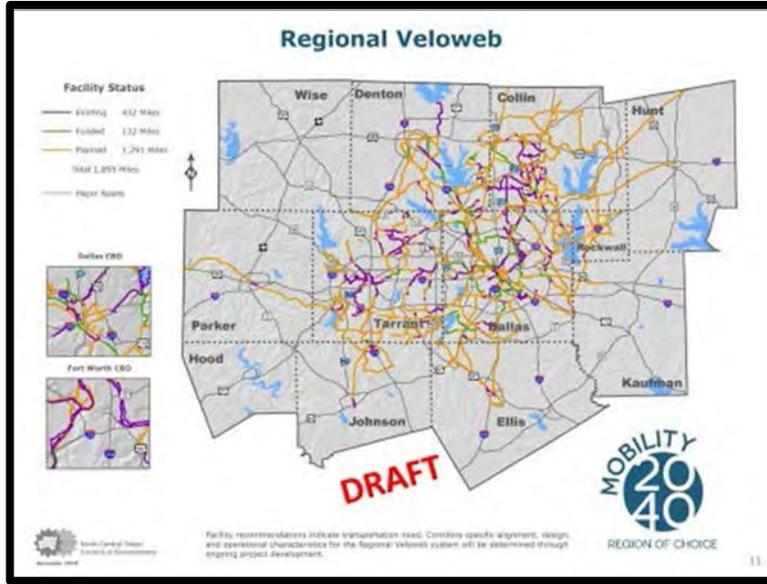


- **Mobility 2040 Summary**

- Financial Considerations
 - Reduces use of toll in proportion to new revenue made available from recent state legislative sessions
- Social Considerations
 - Emphasizes transportation choice for a diverse and growing region
- Environmental Considerations
 - Strengthens connection between environmental and transportation planning
- Operational Efficiency
 - Continues programs aimed at reducing travel and creating an efficient transportation system
- Mobility Options
 - Supports on- and off-street bicycle and pedestrian facilities
 - Recommends over 6,350 new lane miles on the region's roadway network

- Calls for more than 380 miles of passenger rail by 2040
- Introduces “high intensity bus” service to the region
- Accommodates high speed rail service to and within the region
- Recognizes the important roles freight and aviation play in our region’s economy
- Regional Performance
 - Documents significant performance measures to track system performance over time

• **Regional Veloweb**



• **Major Roadway Recommendations**

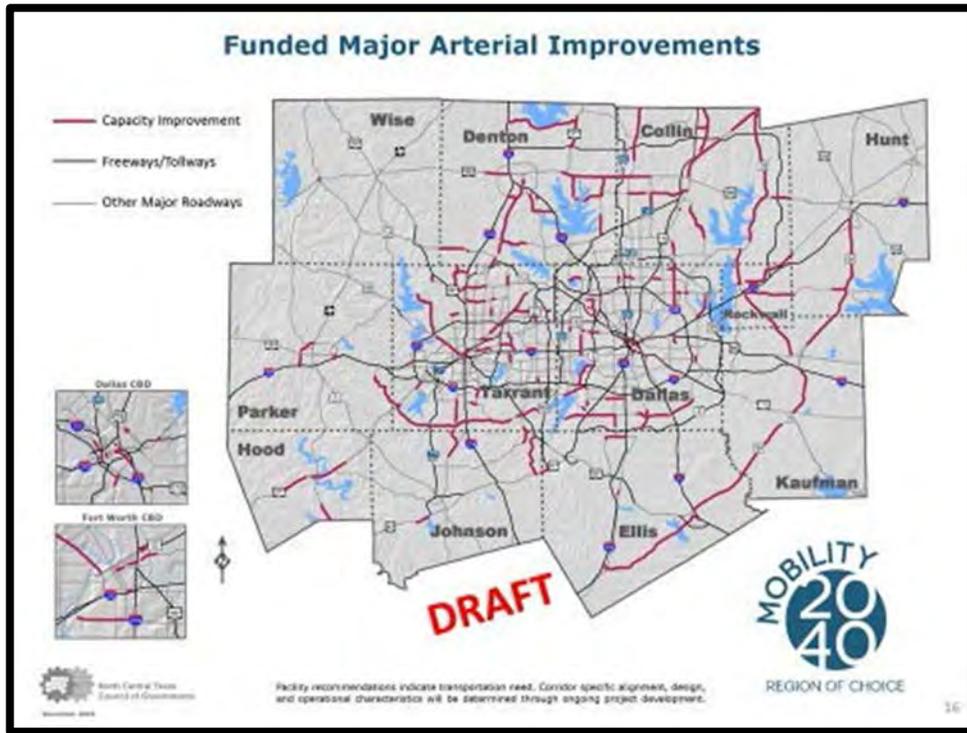


- **Southern Gateway General Consensus (Near Term)**
 - Make improvements on U.S. 67 to aid Southwest Center redevelopment
 - Need for a 5-2Reversible-5 lane configuration north of U.S. 67
 - Reconfigure and widen U.S. 67 north of IH 20 to 3-1Reversible-3
 - Widen U.S. 67 south of IH 20 to 3-3
 - No toll components
 - Stage construct at \$650 million
 - Build pedestrian cap north of Dallas Zoo
 - Importance of connectivity to Lowest Stemmons

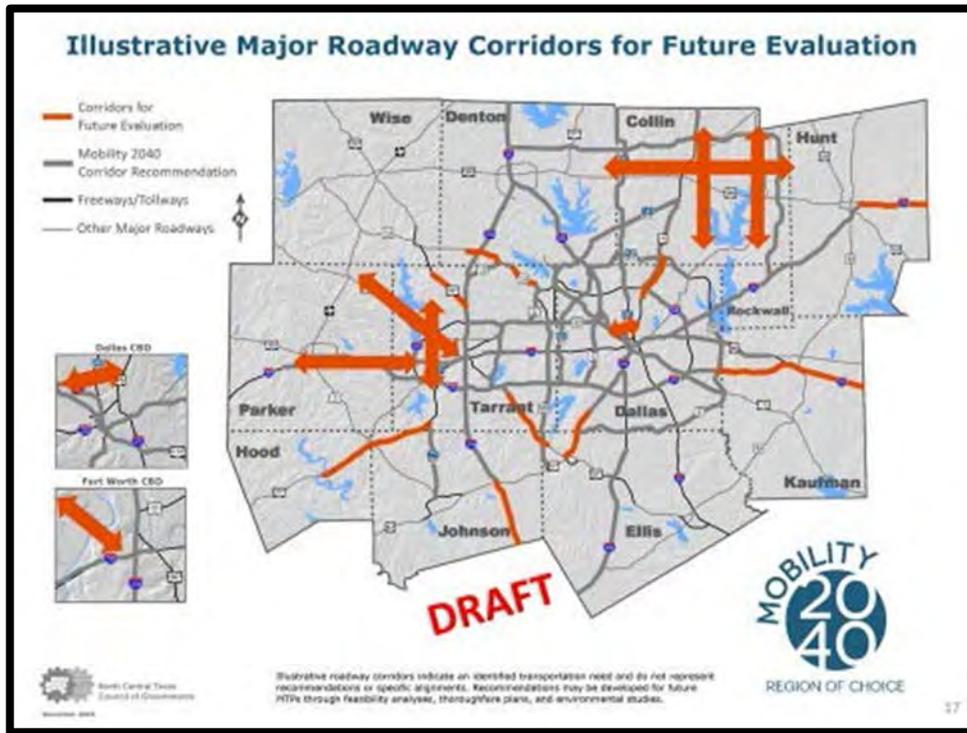
- **LBJ East General Consensus**
 - Build tolled managed lanes west of Royal/Miller
 - Expedite committed noise wall construction (January 2016 RTC)
 - Advance Skillman/Audelia construction (2016 ROW, 2017 construction)
 - Need for a 5-2-2-5 lane configuration
 - The elevated managed lanes section should not be evaluated further
 - The depressed section east of Royal/Miller Road should only be evaluated to save right of way (ROW) in small section
 - Continue to investigate opportunities to reduce ROW impacts, particularly east of Royal/Miller
 - The design will include continuous frontage roads and improved interchanges throughout the corridor
 - Phase IH 30 interchange if Prop. 7 allocations are less than expected

- **U.S. 75 General Consensus**
 - Complete construction in Allen area
 - Complete bottleneck improvement at PGBT/15th Street and remove pylons to allow for general traffic to use the HOV lane as part of immediate construction project
 - Phase 1
 - Close current HOV lane and remove pylons to convert back to shoulder
 - Implement peak period shoulder use similar to SH 161
 - Utilize shoulder for off-peak non-recurring congestion events managed through multi-agency task force including first responders
 - Phase 2
 - Continue to review options for ultimate US 75 improvements

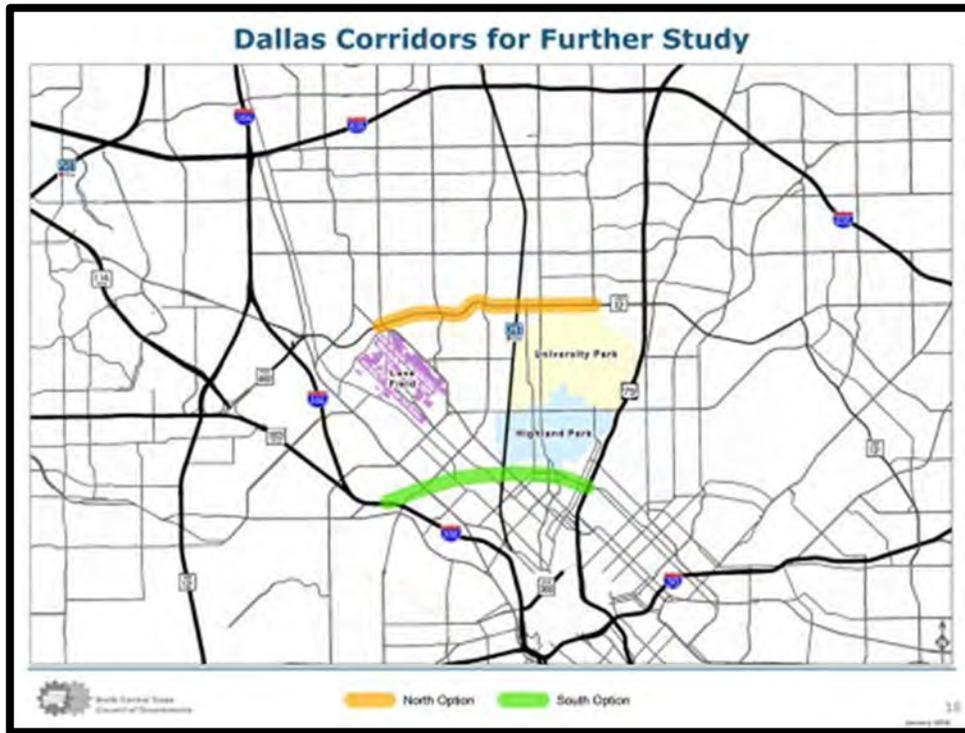
- Funded Major Arterial Improvements



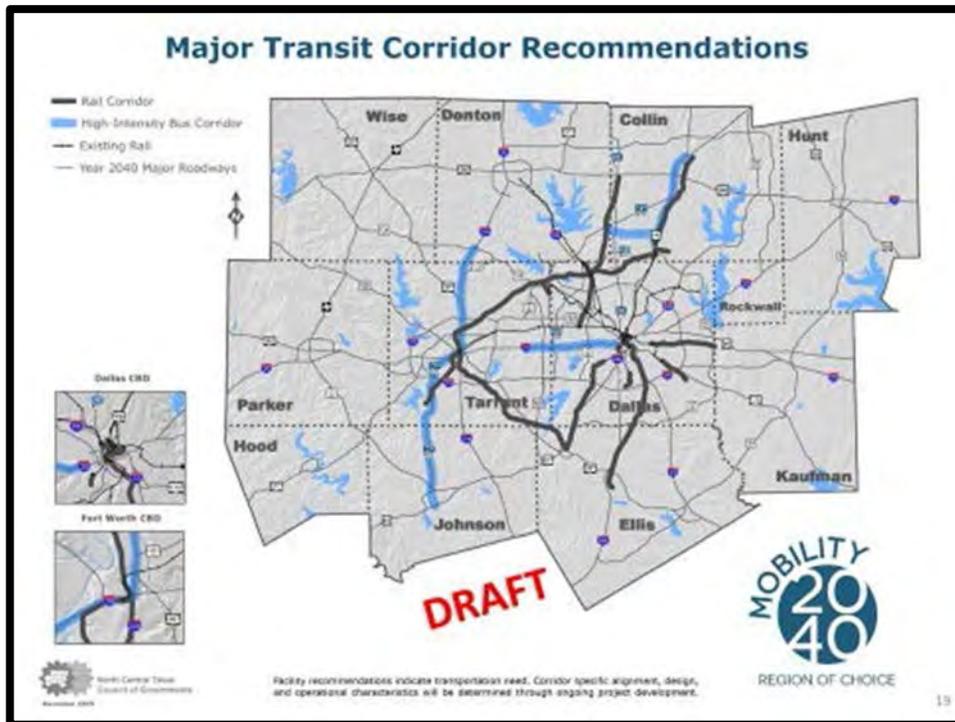
- Illustrative Major Roadway Corridors for Future Evaluation



- Dallas Corridors for Further Study



- Major Transit Corridor Recommendations



- **High-Intensity Bus Service**

High-Intensity Bus Service

High-Intensity Bus Service	Where
Lower-cost replacement for rail service	Speedway Line and Chisholm Trail Parkway
Precursor for rail service	In rail corridors, starting with US 75
Other opportunities	In other high-demand corridors, including corridors with managed lanes or toll roads with excess capacity

Premium bus service may include features such as:

- Travel time savings when operated in managed lanes
- Buses with commuter amenities
- Park-and-rides or other waiting areas with amenities
- Fare discounts if buses do not arrive on time



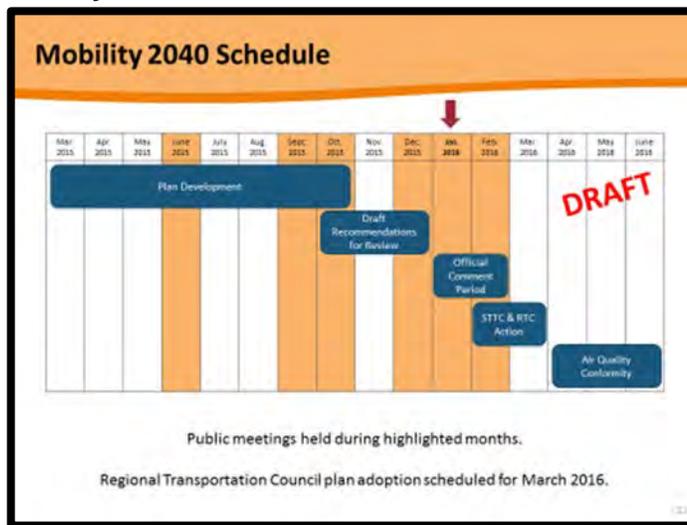
Image source: PrevoCar.com

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- **Cotton Belt Corridor Proposed Recommendations**

- Regional rail line from DFW Airport to Plano with one-seat ride connectivity with TEX Rail
- Expedite project delivery to include in “Ten-Year Plan”
- If rail service cannot be expedited, review potential for High Intensity Bus service as an early implementation phase

- **Mobility 2040 Schedule**



- **2016 Transportation Conformity**
 - Purpose: Federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval
 - Analysis area: ten-county ozone nonattainment area
 - Latest planning assumptions
 - Motor vehicle emission budgets*:
 - Nitrogen oxides (NO_x) = 148.36 tons/day
 - Volatile organic compounds (VOC) = 77.18 tons/day
 - Analysis Years: 2017, 2027, 2037, and 2040
 - Preliminary Results for 2017:
 - NO_x: 122.02 tons/day
 - VOC: 62.38 tons/day
 - Results not including RTC initiatives

- **RTC Policy Bundle Concept Summary**
 - Solutions beyond infrastructure improvements are needed to achieve regional transportation goals. Policies included in Mobility 2040 aim to encourage alternative solutions to reach these goals.
 - The RTC Policy Bundle Concept:
 - Works as a credit bank to help offset local funds on federal projects
 - Participation is a governmental entity's decision
 - ❖ Voluntary
 - ❖ Decide preference
 - ❖ 50 percent target
 - Policy Types

Policy Types			
Type 1: Joint Staff Coordination	Type 2: Governing Body Approval	Type 3: Ordinances	Type 4: Elections
<ul style="list-style-type: none"> • Meet with Major Employers to Promote Employer Trip Reduction Program • Implement Strategies to Reduce Wrong-Way Driving Crashes • Secure Transportation Infrastructure • Integrate Traffic Operations Systems • Develop Parking Management Strategies • Coordinate Implementation of Safe Routes to School • Improve Railroad Safety • Share Best Practices to Prevent Copper Theft 	<ul style="list-style-type: none"> • Clean Fleet • Support Traffic Incident Management • Develop Sustainable Land Use Strategies to Support Urban, Rural and Suburban Communities • Collaborate on ISD Growth Plans and City Plans • Implement Complete Streets Policy • Implement Urban Thoroughfare Revitalization • Implement Sustainable Stormwater Practices • Encourage Use of Lower-Emission Construction Equipment • Allocate Local Funds to Support Public Transit 	<ul style="list-style-type: none"> • Implement and Enforce Locally Enforced Motor Vehicle Idling Limitations • Enhance Freight-Oriented Land-Use Sustainability • Implement Operational Restrictions of Unmanned Aircraft Systems (UAS) 	<ul style="list-style-type: none"> • Participate in Membership with a Transportation Authority

- **Mobility 2040 Projects: TxDOT Congestion Relief Funding**
 - Background
 - Expedite congestion relief projects
 - Texas Department of Transportation (TxDOT) to allocate \$1.0 billion - \$1.3 billion statewide
 - Need early construction timeframes
 - Only available in Houston, Austin, San Antonio, and Dallas-Fort Worth
 - TxDOT Commission support anticipated on January 28, 2016
 - Funding Partnership
 - Create a funding partnership with TxDOT and the Texas Transportation Commission (TTC) to implement priority projects in the West and East
 - All projects move forward as a congestion relief package
 - Provide performance measures along with proposed project list
 - TxDOT commits funding (new Metro District Congestion Relief funding)
 - RTC commits funding and creates supplemental project commitments
 - ❖ Surface Transportation Program – Metropolitan Mobility (STP-MM)
 - ❖ Congestion Mitigation Air Quality Improvement Program (CMAQ)
 - ❖ Regional Toll Revenue (RTR)

- **Proposed Funding Allocations**

Proposed Funding Allocations		
Current discussions include a statewide allocation range of \$1.0 billion – \$1.3 billion		
	Anticipated DFW Allocation at Upper and Lower End of Range (\$ in Millions)	
TxDOT District	At \$1 Billion Statewide Allocation	At \$1.3 Billion Statewide Allocation
Fort Worth	126.00	163.80
Dallas	280.00	364.00
Total	406.00	527.80

- Proposed Projects for Eastern Subregion

Proposed Projects – Eastern Subregion	
Project/Location	Proposed Funding ¹
IH 35E	
Southern Gateway (IH 35E and US 67)	\$625 million +
Lowest Stemmons (IH 35E)	\$30 million for deck park
	\$100 million
SUPPLEMENTAL PROJECTS:	
IH 635 East	\$1,300 million
Noise Walls	\$31 million
Skillman/Audelia	\$65 million
US 75 (Peak Hour Shoulder Use)	\$40 million
¹ Includes additional funding sources beyond the Congestion Relief funding.	

- Proposed Projects for Western Subregion

Proposed Projects – Western Subregion	
Project/Location	Proposed Funding
SH 121/SH 360 Interchange	\$60.0 million
SH 199	\$56.5 million
IH 820 (from SH 121 to Randol Mill)	\$137.0 million

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Draft Mobility 2040 Recommendations

Bill Betzen, Citizen (Dallas)

- A. The Dallas Canyon

Question: Are there plans to work on the Dallas canyon?

Summary of response by Michael Morris: Very good question. With regard to the Dallas canyon, we've added IH 30 east of Dallas back into the plan. We hope to lower it through the East Dallas/Fair Park area. We would like to see if we can build some pedestrian elements to connect nearby neighborhoods. There's potentially a high speed rail station coming in above IH 30. We're really waiting on Victor Vandergriff's CityMAP initiative. They've hired engineers, economists, land-use planners and urban designers to get consensus on what the city of Dallas wants to do in regards to TxDOT's freeway system. With our interest in advancing Southern Gateway, LBJ and Central Expressway, we wouldn't put too much money right now on it anyway. We'll pick up the consensus position from Commissioner Vandergriff's CityMAP initiative to see what the future holds for IH 30.

Cheryl Price, Forest Meadows Neighborhood Association (Dallas)

- A. Noise wall construction along IH 635

Question: Can you clarify what you mean by immediate attention when referring to the noise walls along IH 635 in the Skillman/Audelia area? Has noise wall construction started along that corridor?

Summary of response by Michael Morris: Yes, the major noise wall construction in the Garland area has started. I've always been a firm believer that noise walls should be built first because it assures the public the noise wall is committed to what is being built and protects neighborhoods from construction noise. I put our staff through a very difficult fall trying to find money to immediately build them. We're going to the RTC in January, and we'll probably have to follow up with additional action from them in February. That will trigger TxDOT to go hire a contractor to finish all the other noise walls that have been required as part of the IH 635 improvement plan.

Question: Will certain areas take priority over others?

Summary of response by Michael Morris: We need to get your email address to make sure you know where all the noise walls are located. Kelly Selman at TxDOT has that information. As a result of a detailed evaluation of federal rules for noise walls, one has been built and all the others are coming, but they're not being expedited. I have to get 23 votes at the RTC to dedicate \$31 million to all other noise walls in the IH 635 corridor. I think staff feels confident we can convince the RTC to make that commitment now, but staff will also tell the RTC noise walls come as a package. If we're going to build the noise walls, we can't pick the walls and not advance the Skillman/Audelia project. We can't pick the Skillman/Audelia project without doing the noise walls. It's a whole package. When it comes to Skillman/Audelia, we're going to advance it as quickly as possible. There is lots of right of way that has to be built. TxDOT is

working with the city in a very imaginative fashion. Right now it looks like right of way will be completed in 2016. Construction is slated to start in 2017, but we're trying to move it to this year. If the RTC goes ahead and funds Skillman/Audelia noise walls this month, and we tidy up as a result of the governor's initiative, we won't have any financial constraints in moving ahead with all the noise walls. The Skillman/Audelia project will also be fully funded. The blessing from the governor's office has permitted us to move revenues up now, and IH 635 East will be the first corridor in the region to get Proposition 7 money.

Bill Blaydes, Citizen (Dallas)

A. Skillman/Audelia and IH 635 East

Question: With the timeframe you've set forth for Skillman/Audelia and IH 635 East, some of the buildings have to come down in order to put a service road through there. Are they going to be building the service roads at the same time as the sound walls?

Summary of response by Michael Morris: We're going to obviously have to build continuous frontage roads on IH 635. That contractor is not the contractor that is going to build the Skillman/Audelia project. There is right of way needed for both the IH 635 freeway improvements and Skillman/Audelia. We think we have agreement for TxDOT to buy both.

Comment: Can you guarantee the RTC will approve this entire process in January?

Summary of response by Michael Morris: We've been talking to the RTC about this every other month since the spring. This item will not be a surprise to them. I believe the RTC will support moving ahead on IH 635, the noise walls and Skillman/Audelia, letting the noise walls along Skillman/Audelia go first. Kelly Selman will then have approval to proceed, and the design is almost complete. Over the holidays we discussed the timeframe and how to get to the construction phase as quickly as possible.

Comment: One of the major concerns is whether or not the sound wall at the Plano Road exit off IH 635 will wrap down the exit ramp that will be built there. When can we see exactly where the sound walls are?

Summary of response by Michael Morris: You can see them any time you wish. If you send me any issues that you have with either right of way parcels or noise wall locations, we will get them to the city and to TxDOT. My understanding is TxDOT has a consensus on noise walls.

Kebran Alexander, Empowering Oak Cliff (Dallas)

A. Southwest Center Mall access from U.S. 67

Question: Has access to Southwest Center Mall from U.S. 67 been prioritized over access from IH 20?

Summary of response by Michael Morris: We can't proceed on IH 20. The project in front of us is IH 35E/U.S. 67. Anything we can do to provide access to the Southwest Center Mall off U.S. 67 is being built into that project. We have to come back in another project to bring everyone together on IH 20 and potentially move the IH 20 ramps a mile east of U.S. 67 all the way through U.S. 67 to about two miles west of U.S. 67. We don't have that project, and the engineer has just been hired by TxDOT. We're going to go back and go through a very detailed

process. To provide true beneficial access to that mall, you have to make improvements on IH 20. You have to have a lot of public outreach. A lot of land owners have good access off the current ramps, and those ramps would change. We need time to sort it through.

Question: Are they saying the Camp Wisdom exit isn't sufficient enough to handle the anticipated volume of traffic?

Summary of response by Michael Morris: We have consensus to do whatever we can to expedite U.S. 67 improvements. Everything on IH 20 and whether or not we can build a continuous frontage road through the middle of the U.S. 67/IH 20 interchange are open for discussion.

B. Zoo deck

Question: What is the potential structure for the deck around the zoo?

Summary of response by Michael Morris: The topography right across from the zoo is not good. We have to do two things: move farther to the north and make sure IH 35E is depressed. We're looking at the IH 35E profile to lower it to get to the point where the land profile on both sides is roughly the same. It's north of the zoo.

Comment: It's going to be south of 8th Street?

Summary of response by Michael Morris: It has to be south of 8th Street. We're not going to do anything that hurts access to the 10th Street neighborhood or that affects work on the Horseshoe project.

C. Directional signage along U.S. 75

Question: Will there be any work done to clean up the roadway signage from southbound U.S. 75 to IH 635? There seems to be a little bit of confusion south of Spring Valley as to what goes to the frontage road.

Summary of response by Michael Morris: As we advance the U.S. 75 project, we're going to clean up the whole lane balance underneath the U.S. 75/IH 635 interchange.

D. Trinity Parkway

Question: Are there east/west transportation patterns that justify further discussion of the widening of the Trinity Toll Road?

Summary of response by Michael Morris: We're proceeding with a four-lane Trinity Toll Road and 18 recommendations that came from an outside, urban design group. The Trinity Parkway alignment is the same alignment we've been looking at for 22 years. It would connect SH 183 down to U.S. 175, have fewer ramps and include the 18 design principles recommended by the Dallas City Council. The distance between IH 35E and the Trinity Parkway has remained constant throughout this process.

Comment: That toll road would be less than a mile and a half away from IH 35E. Wouldn't that call for the acquisition of some of the properties in that area?

Summary of response by Michael Morris: No, but we wouldn't build all the ramps. The city of Dallas has requested we eliminate a lot of them, and our analysis says we can do that without impacting traffic volume.

Comment: There was never a transportation pattern justification for the east/west pathway?

Summary of response by Michael Morris: I think there were too many interchanges on the Trinity. We're going into the computer and peeling back ramps, and we aren't seeing a huge change in traffic volume.

E. The effects of construction on air quality and the environment

Comment: I feel like we're going overboard with roadways and continuing to build roadways that promote individual car-use. How does that help air quality and environmental concerns?

Summary of response by Michael Morris: Our message is we have to advance all modes of transportation and more of the modes that haven't historically been built, which includes bicycle, pedestrian, transit, street cars, people movers and rail systems. If you build a region of 10.7 million people on just those modes, you're not going to solve the transportation problem.

Question: Why wouldn't we look to create a lane for trains along certain arteries?

Summary of response by Michael Morris: There's no reason why we couldn't. We're in the middle of a high speed rail study that looks at putting high speed rail down the IH 30 corridor from downtown Dallas to Arlington to downtown Fort Worth. Also, remember citizens of the state voted for Propositions 1 and 7 funding, and we can't use the money for transit. In urban areas like Dallas-Fort Worth we understand the importance of integrating transportation modes in the urban fabric, but it's not necessarily something everyone in Texas believes. If we can take Propositions 1 and 7 funds and use it for building roads, it frees up RTC federal funds for building rail in the Cotton Belt or extending the street car. We wrote the application to get the street car, and we're using CMAQ funds to extend it to Bishop Arts.

Annie Melton, Bowman-Melton Associates (Dallas)

A. Implement complete streets policy

Question: Has the policy bundle, specifically the complete streets policy on slide 27, been passed?

Summary of response by Michael Morris: Those policies will be folded into the mobility plan. The RTC will be asked to approve them in March.

B. Funding bicycle and pedestrian programs and projects

Question: How do you create bicycle and pedestrian facilities on state highways like SH 199 if you can't use congestion relief funds?

Summary of response by Michael Morris: If the congestion relief funding hadn't come along, I would've had to stretch all of our federal funds to try to get Southern Gateway done. But if the

funding works, RTC money will be freed up. And since our money is federal and unconstrained, it can be used for other initiatives like transit, advancement of the light rail or bicycle and pedestrian facilities.

Matt Tranchin, Citizen (Dallas)

A. Effects of public participation on the Mobility 2040 plan

Question: Public participation has increased, and I think that's a huge testament to how willing you all are to be transparent in your community outreach. I really appreciate it. Looking at the \$126 billion budget for the next 20 years or so, can you point to anything in the Mobility 2040 recommendations that is a direct result of public participation? What have people suggested or proposed?

Summary of response by Michael Morris: I think the clearest one is the desire to decrease toll roads. The RTC members who understand leveraging kind of like toll roads. Instead of putting in \$100 million, they can put in \$40 million and take \$60 million and help fix the problem. Now we're not going to be able to leverage funding and toll roads. We're probably leaving \$200 million behind by advancing Southern Gateway without a tolling component. There are also members of the RTC who say the only reason we're using tolls was because there was no other option. The legislature wasn't funding transportation. Congress wasn't funding transportation. We'll see where they end up voting. I think they're getting more and more comfortable with the public's interest to roll back tolls. Our staff said let's roll it back dollar per dollar. When Propositions 1 and 7 passed, that was about 30 to 40 percent of the funding, and we're cutting tolls by that same proportion.

B. Allocation of funding between roadways and transit

Question: Given the passing of Propositions 1 and 7, do you have an idea of how the remaining RTC funds would be divided between roadways and transit?

Summary of response by Michael Morris: If you look at slide eight of the presentation, you can see how we put together the mobility plan. It shows you, largely based on comments we've seen, that this is the best way to build a plan. Again, we're a region of choice. Everyone has the opportunity to have their mode and neighborhood evaluated in regards to transportation.

C. Dallas corridors proposed for further study

Comment: In regards to the two Dallas corridors proposed for further study, is the idea to expand the lanes?

Summary of response by Michael Morris: We haven't even started. I'm working with the Preston Hollow neighborhood, which is just east of the Dallas North Tollway. There's way too much regional traffic on Northwest Highway. You can't even plant a tree let alone build a sidewalk. We're bringing together a whole host of possible strategies. The first one is to move as much regional traffic off Northwest Highway as we possibly can. If you look at a map, Loop 12 is a thoroughfare street. Fifty years ago it should've been built as a freeway loop, but it wasn't. Now there's too much traffic. It's the most dangerous thoroughfare traffic area I've ever seen in my life. Half of that traffic is regional traffic that's cutting through the neighborhoods because there is a failure in the regional transportation system. This is a statement I'm making, and I have no idea what the solution is yet. We have to really think outside the box. I think these neighborhoods deserve to get the regional traffic off their thoroughfare streets.

D. Induced demand theory

Question: Do you agree with the idea of induced demand, the idea that building more lanes will exacerbate the situation?

Summary of response by Michael Morris: Over time, yes. You have to be very careful how you measure induced demand. When we did Central Expressway, people were coming to me to widen Greenville Avenue. Our computer simulation said the reason why we had too many cars on Greenville south of Northwest Highway was because Central Expressway was a disaster. When Central Expressway improved, the traffic from Greenville Avenue moved over to Central Expressway. We have to be very careful of the language we use when talking about induced demand. Regional people should be on regional facilities. Too often regional people are on neighborhood facilities. I don't think it's induced demand if we get the right people on the right facilities. We try to do a good job of picking the right mode in the right area. I think it's a healthy conversation we need to have as long as we use the appropriate definition.

Robert Porter, Citizen (Dallas)

A. Effects of technological advancement on transportation

Comment: I'm concerned Mobility 2040 doesn't take into account technological changes and how we're going to accommodate them. Sources are saying by 2035, 75 percent of vehicles on the road will be autonomous. What does that mean?

Summary of response by Michael Morris: It means people aren't going to build parking. Some say our vehicle miles traveled will increase because our vehicles will just travel around until we tell them to come get us. The direction that particular technology is headed is still up for discussion. There are lots of schools of thought, and we've studied the range of technology very closely. I think we're able to build a four-lane Trinity instead of a six-lane Trinity because of technology, but I don't think there's so much technology we can't build Southern Gateway or IH 635 East.

Summary of response by Chad McKeown: We're just going through the specific recommendations in the plan tonight. The issue you're talking about is addressed in the plan in our operational efficiency section. There's a lot of application of this we can't really do until there is a lot of fleet turnover. There are also still a lot of cars out there without technology. We're at a point of recognizing it's out there and make that point in the plan. There are so many developers and types of technology we can't really make recommendations at this point in time. However, we update this plan every 18 to 24 months. We're keeping up with it.

Comment: I'm delighted to hear it. Last time I read the plan, I was looking for it.

Summary of response by Michael Morris: It wasn't in the previous plan. We have a permanent test corridor on IH 30. It's a partnership we have with Federal Highway Administration, and we're going to test driverless trucks and vehicles.

Ken Dublé, Cedars Neighborhood Association (Dallas)

A. Tunneling the southern corridor

Comment: Unless the proposed southern corridor is tunneled, there will be real negative impacts on the whole Oak Lawn area.

Summary of response by Michael Morris: The southern corridor would have to be tunneled. That's the only way we're looking at it. The concept would be to relieve Woodall Rogers by building a tunnel from IH 35E to a parking garage in the Medical District where there would be a people mover station to access light rail, TRE, all the major hospitals and Love Field. You'd also be able to get over to the Dallas North Tollway.

B. Future of Loop 12

Comment: What are you proposing for Loop 12?

Summary of response by Michael Morris: It's a similar concept to the one I just mentioned where there is an ability to go underground and access parking. We're not making a freeway out of Loop 12. These are merely ideas and may go nowhere, but I think the residents of Dallas deserve to have a conversation about too much traffic on their thoroughfare streets. I may be totally unsuccessful, but I'd at least like to have the conversation.

Michael Miles, DART (Dallas)

A. Membership with transit authorities policy

Question: Can you tell me more about the participating membership with the transit authorities policy you're proposing?

Summary of response by Michael Morris: I think the members of DART, DCTA and The T aren't getting enough credit for putting those monies into the transit system. In this particular case they'd be given credits so when they try to match projects with us, they wouldn't have to use their local funds. We may be able to use our TDCs. I'm trying to develop incentives.

B. Disincentives for urban sprawl

Question: Have you considered any disincentives for urban sprawl?

Summary of response by Michael Morris: We don't think we would have the votes to penalize. We live in a state where land owners have rights, but I wouldn't trade it for anything. I'd rather use incentives than disincentives.

Question: Can you give any insight into what the game plan will be for the 85th legislative session?

Summary of response by Michael Morris: Chairman Riley has triggered an early implementation of discussion by the RTC. He's holding a major meeting next Thursday in regards to the public's understanding of toll managed lanes. I think a lot of the legislative push is to have options. It's why I've pushed Chad to title the plan as a region of choice. I think it will set us apart. If you adopt a philosophy to be an advocate for all, it's limitless. Can you imagine 10.7 million people without advancing a rail system? I can't.

Bud Melton, Citizen (Dallas)

A. Incorporation of bicycle and pedestrian projects in the Mobility 2040 plan

Comment: I'd like to know if there will be more trails incorporated into transit corridors? For example, Deep Ellum is now connected to Fair Park along the Green Line.

Summary of response by Kevin Kokes: We didn't show all the maps tonight, but there is a significant emphasis on first-mile and last-mile connections to rail stations and other transit facilities. There's definitely language in there, and the maps are much more detailed than the previous plan. We show more connectivity not only to transit facilities but other major community destinations.

Question: Referring to slide 16, are bicycle and pedestrian accommodations included in the funded major arterial improvements?

Summary of response by Michael Morris: I think we need to be careful in places where there is a lot of truck movement. But if a thoroughfare street gets approved, one of the first questions asked is what elements of the design need to be done to integrate bicycle and pedestrian activity into the street.

Comment: There was a time when there was no guidance for bike lanes. Cities would put down a white stripe a few feet away from the curb and say they had completed the accommodation. I like seeing the bicycle and pedestrian accommodations you're doing. They're a real plus.

B. Copper theft policy

Comment: In regards to the copper theft policy on slide 27, does that include the use of solar and LED?

Summary of response by Michael Morris: We are taking this up because copper is being stolen so often on major freeways there's no illumination, which is a public safety problem. It's hard to get enough solar to illuminate a freeway, but there's no reason why you can't advance it as best you can. If in fact the policy system passes, a city could adopt that particular policy and work with us to minimize the issue.

Evelyn Clemons, Pilgrim Rest Baptist Church-Crisis Ministry (Dallas)

A. High speed rail

Comment: I didn't hear any mention about the bullet train that's going to connect Dallas, Fort Worth, Austin and San Antonio. Is a private developer working on that?

Summary of response by Michael Morris: It is in the plan, but we didn't cover it tonight. A private developer is wishing to build a high speed train from Houston to downtown Dallas. Our office, working with TxDOT, wishes to extend that train from downtown Dallas to Arlington to downtown Fort Worth. We went to the Secretary of Transportation's office in late fall to ask him to fund TxDOT to connect Fort Worth and San Antonio through high speed rail. The state plan looks like an inverted "U", where Dallas-Fort Worth is the center of a statewide high speed rail system. That's what you'll see in the plan.

Question: Is it in the infancy stage?

Summary of response by Michael Morris: We're in environmental so it's not too infant. Construction could start in the next year and a half if money is available. Dallas to Houston will be 100 percent private. We're seeking federal funds for connectivity from Dallas to Fort Worth.

Paul Carden, Citizen (Dallas)

A. Potential express lanes throughout Mesquite and on IH 20

Comment: I see we're looking at expanding capacity on IH 20 and IH 635. In the Mesquite area, we have to move trucks around. As much as I like my car, trucks need a highway more than I do. How come we aren't looking at doing an express option through Mesquite to complete the semicircle?

Summary of response by Michael Morris: Very good question. Fifteen or 20 years ago we said we needed to work on IH 635. We said we had to go from IH 20 up through Mesquite, Garland and all the way over to Luna Road on the west side of IH 35E . We divided it into three phases. Mesquite was phase one, U.S. 75 to IH 35E was phase two and the Garland section was phase three. This is a staged roadway, and the Garland project is slotted from a decision we made 20 years ago. No, we aren't going to go back and do IH 635, but we are going to do the IH 30/IH 635 interchange. We're also going to make improvements on the southside of IH 20, but we think we've completed the IH 635 section.

Question: Will you be doing express lanes on IH 20?

Summary of response by Michael Morris: We're going to let the data tell us what to do on IH 20 since it's a relatively new project. We don't want to throw away major pieces and cost tax payers a lot of money.

Summary of response by Chad McKeown: The purple lines you see on the map are strategic improvements within the existing right-of-way. There is one section in blue that's located in Tarrant County. It's a very complicated area and could have a proposed expansion.

Summary of response by Michael Morris: It would be an express lane without a tolling component. If southern Dallas County needs improvement, it's probably best to just widen it. Our big push will be to look at the frontage roads along U.S. 67 to provide better access to the Southwest Center Mall.

B. Building new bridges

Question: Are we adding new bridges across the lakes in Collin County?

Summary of response by Michael Morris: No. I think the big push will be IH 30 headed toward Greenville as well as U.S. 380, which is really a national truck route. We also want to make improvements to IH 20 on the south side of the city. We're having lots of conversations with TxDOT about adding two additional bridges across Lake Ray Hubbard in the IH 30 corridor. You don't necessarily want to widen existing ones because every time there's an accident you lose all capacity. We're better off building another facility to create a more reliable system.

C. Funding the Southern Gateway project

Question: I noticed you put \$625 million toward reconstruction of the Southern Gateway. It also looks like there's an additional \$30 million available for the deck park. Can you explain that?

Summary of response by Michael Morris: It's \$625 million plus \$30 million. The deck park is roughly \$50 million. We think we can get TxDOT to build \$20 million. I'm hopefully going to get an additional \$20 million from the RTC and then the city of Dallas would need to provide \$10 million as well as commit to maintaining the pedestrian capacity.

Oscar Ward, Irving City Council (Lewisville)

A. Status of Midtown Express, diamond interchange and BNSF project

Comment: I'm very much interested in Mobility 2040. Midtown Express is off to a great start. As funding becomes available, we would also like to see what the city of Irving calls the diamond interchange, where Loop 12, SH 183 and SH 114 converge, expedited and made a priority. I understand from staff that BNSF is in the plan as well. Are there transit or rail recommendations on the website? I'd like to see that. Thank you for everything. We appreciate it.

Summary of response by Dan Kessler: Thank you, Councilman. I think that rail recommendation is in the plan, and we do recognize the importance of the Midtown Express. That corridor has a lot of investment. We appreciate your comments.

Cezar Molina, City of Carrollton (Lewisville)

A. Rail vs. high-intensity bus service in the Cotton Belt corridor

Question: You talked about rail in the Cotton Belt and mentioned that if you cannot expedite funding, you'll be looking at high-intensity bus. Can you elaborate?

Summary of response by Kendall Wendling: The RTC's first priority is for there to be rail in the Cotton Belt corridor. However, if rail service can't be expedited in the next 10 years or so, they do want to look at the potential for high-intensity bus. High-intensity bus is a type of premium bus service. It features travel time savings, commuter amenities and potential for fare discounts if buses do not arrive on time. In the chart on slide 20, it lists locations where bus service would potentially occur and serve as a precursor for rail service. However, the RTC's preference and recommendation for Mobility 2040 is to proceed with rail in that corridor.

Comment: Our city is very interested in rail as well. We would love rail to come to the Cotton Belt corridor as soon as possible, but we also want to be pragmatic. If funding isn't there, we would like to see some kind of bus service fill the gap until we can find funding. Thank you, and I appreciate all the hard work you and your staff are doing.

Summary of response by Dan Kessler: We certainly recognize the importance of what was known as the entire Cotton Belt corridor. I think Tarrant County is moving closer to implementing the TEX Rail. For some time we've recognized the importance of demographic forecasts. There's growth that moves from southwest Tarrant County through northeast Tarrant County, to the southern portions of Collin and Denton Counties and pretty much follows the alignment of the Cotton Belt. We're all focused on getting funding in place to ensure rail service in that corridor.

Helen Thorton, Chariot Bus Lines, East Texas Regional Planning Committee (Lewisville)

A. Transit services in East Texas

Comment: I'm a mobility manager for Chariot Bus Lines out in Athens and would like to be an ear for them even though I live here in Lewisville. Also, I would like to know about transit services in East Texas.

Summary of response by Dan Kessler: We have reached out to East Texas and will continue to do so. The Cotton Belt line runs all the way to Commerce, and we've had a lot of conversations with people at Texas A&M Commerce. I really do envision a day when we'll have a true regional commuter rail line there. We've also had meetings in Mineola to discuss regional commuter rail. I do think a lifestyle is coming to Texas where people can live anywhere from 50 to 100 miles from the metroplex and jump on some type of commuter rail and have access to local cities. We have reached out in all directions, particularly to the south and east to make sure we're planning for future rail options. If we can help in any way, let us know.

Chad Edwards, DART (Arlington)

A. New funding sources for transit projects

Question: On slide 32, you have \$625 million for the eastern subregion plus \$30 million for the deck park. Does that new funding source free up funding for other projects?

Summary of response by Adam Beckom: Yes. It all goes back to the regional pool and at that point we'll decide which projects to fund.

Comment: The reason I ask is because transit is already limited in funding availability. It would be nice to be able to use supplemental funds for transit projects across the region.

Deborah Spell, NAACP (Arlington)

A. High-intensity bus service in Arlington

Question: I was looking at the high-intensity bus corridor for IH 30 on slide 19. It seems to stop. Is Arlington considered in any part of this?

Summary of response by Chad McKeown: The reason it stops there is that is the limit of the managed lane on IH 30 that is under construction. Just east of Collins is where you have the opportunity to run a bus line.

Question: Are you in talks with the city?

Summary of response by Chad McKeown: This one is still being planned. It's not far along, but we would engage the city of Arlington on that.

Summary of response by Natalie Bettger: We do have a project on this corridor called our Value Pricing Pilot Program, which is what initiated the discussion of a high-intensity bus. The details haven't been worked out as Chad alluded to, but we are trying to see if we can tie some of these transit systems together a bit better.

Erin Moore, Office of Commissioner Theresa Daniel (Arlington)

- A. Managing high-intensity bus service

Question: Who would be operating these high-intensity bus services?

Summary of response by Natalie Bettger: It is still to be determined. We are working closely with our partner agencies because we have to work with them to make the connections successful. We haven't declared who it would be yet.

Look Out Texans Safety Campaign

Bill Betzen, Citizen (Dallas)

- A. Probability of getting injured while riding a bicycle

Question: What's the probability of getting injured while riding a bicycle?

Summary of response by Kevin Kokes: We have not figured that calculation. When you view the maps, most of the dots represented on there are pedestrian accidents and fatalities versus bicycle. They're color-coded.

Summary of response by Michael Morris: Let us do some homework. I think that's a very good question.

Comment: It would be good to see a comparison between trails near streets and the growing Dallas trail system. I think it would help people to know that information.

Susan Ernst, Citizen (Dallas)

- A. Bicycle and pedestrian fatality rates

Comment: I rode my bike over here. I ride it a lot, and I was shocked at the fatality rates.

Summary of response by Kevin Kokes: In the past five years there have been approximately 500 fatalities in the region. It's a greater percentage of pedestrians than bicyclists.

Helen Thorton, Chariot Bus Lines, East Texas Regional Planning Committee (Lewisville)

- B. Bicycle coordination with NCTCOG

Comment: I'm a member of an organization that is getting ready to give bicycles to a refugee population in Denton County. How can this plug into the Look Out Texans campaign? What's the best way to approach this?

Summary of response by Kevin Kokes: If you can provide us your contact information, we are trying to coordinate with local agencies and nonprofits to not only spread the safety message but to reach environmental justice communities and needy families in the region.

Matt Gauntt, Citizen (Lewisville)

- A. Traffic safety in North Texas

Comment: I wanted to bring up the issue of traffic safety. Texas has one of the highest fatality rates in the country. In 2013, there were over 3,000 fatalities here in Texas. You mentioned metropolitan Chicago, and I moved here recently from Illinois. I didn't see anything in the presentations that specifically addressed traffic safety. Is there any way to prioritize corridors that have higher accident rates than others?

Summary of response by Dan Kessler: Traffic safety is largely addressed through operational improvements that happen within our cities, particularly via TxDOT and those folks responsible for building and operating our facilities. It is something Michael Morris and myself deem very important, and I think that also rings true for our elected officials and staff. You don't see it much in this plan, but we do have a team in our office that is dedicated to traffic safety. We've really spent the last decade developing a better relationship with TxDOT and the Texas Department of Public Safety to get access to traffic records and capture that data to make sure we're taking into account traffic safety as one of the performance measures when we're selecting projects. However, it's a huge challenge, and we have a long way to go.

Gustavo Baez, Baez Consulting (Arlington)

- A. Comparison of Dallas-Fort Worth bicycle and pedestrian fatalities to New York and San Francisco

Comment: Jeremy, the amount of fatalities that occurred between 2010 and 2014 caught my attention. Do you have any idea how we compare to New York or San Francisco?

Summary of response by Jeremy Williams: It is high. We are consistently within the top 10 when you look at the rates. The rates the Federal Highway Administration used to designate focus cities account for the number of people walking and biking to work and the number of deaths. So when you look at the rates of people walking compared to the risk of them being killed as a bicyclist or pedestrian, Dallas and Fort Worth are consistently within the top 10.

Other

Brenda Arnold, Citizen (Dallas)

- A. Sink holes, electrical lines and city parks

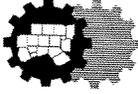
Comment: I think a lot of people are concerned about sink holes, electrical lines and the preservation of city parks.

Summary of response by Michael Morris: We're not the right point of contact for those concerns, but I can pass this information along to my colleagues. I think your point is important though. As our region continues to grow, we have to focus on quality of life elements. Transportation cannot function in isolation. We have to reach out and work with our local governments to create a broader vision.

WRITTEN COMMENTS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Cheryl Price	Citizen	Status of noise walls and construction along Skillman/Audelia	Attachment 1
Ken Dublé	Cedars Neighborhood Association	Studies involving Loop 12 and Oak Lawn area	Attachment 2
Robert Porter	Citizen	Advancement of technology and its role in the future of transportation	Attachment 3
Michael Miles	DART	Draft Mobility 2040 recommendations	Attachment 4
Bud Melton	Citizen	Bicycle and pedestrian projects and practices to prevent copper theft	Attachment 5
Evelyn G. Clemons	Pilgrim Rest Baptist Church-Crisis Ministry	Bullet train connectivity timeframe and decreasing the use of toll roads	Attachment 6
Brenda Arnold	Citizen	Pot holes, electrical lines and park presentation	Attachment 7
Annie Melton	BMA and Bike Texas Board of Directors	Funding bicycle and pedestrian projects	Attachment 8
Brad Knowlton	Citizen	IH 635 East, U.S. 75 and IH 345	Attachment 9
Jesse Smith	Citizen	Walkable, urban environments	Attachment 10
Michael Voit	BikeDFW and Plano Bicycle Association	Bicycle and pedestrian projects and road conditions	Attachment 11
Thomas Kriehn	Lake Highlands "L" Streets	Bus rapid transit, rail in the Cotton Belt corridor, bicycle and pedestrian routes, sound walls and toll roads	Attachment 12
Oscar Ward	City of Irving, Councilman	Projects included in Mobility 2040	Attachment 13
Helen Thornton	Chariot Bus Lines and East Texas Regional Planning Committee	East Texas pollution and Lewisville training schedule	Attachment 14

Matt Gauntt	Citizen	Roadway safety	Attachment 15
Anna Mosqueda	DCTA	Major roadway recommendations (SH 380 and Southeast Denton County), high speed rail and Mobility 2040 Plan	Attachment 16
Nathan Reddin	Town of Northlake	SH 114 from SH 170 to the Texas Motor Speedway west of IH 35W	Attachment 17
Bruce Nipp	Raba Kistner Infrastructure	Draft Mobility 2040 recommendation	Attachment 18
Paul Carden	Citizen	Regional capacity	Attachment 19



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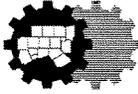
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- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Cheryl Price
 Organization Citizen, Ctr. for Comm. Cooperation
 Date 7 Jan 2014
 Meeting Location _____

Please provide written comments below:

You state immediate action
on Rose walls & Skillman/Audelia...
quantify
Have construction begun along 635?



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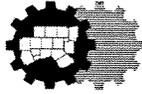
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Name ROBERT PORTER
 Organization _____
 Date 1/7/2016
 Meeting Location DALLAS

Please provide written comments below:

What is the Mobility 2040 assumption
for the population of autonomous and
connected vehicles?



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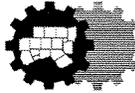
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Name MICHAEL MILES
 Organization DART
 Date 1/7/16
 Meeting Location DALLAS

Please provide written comments below:

- ① DRAFT PLAN (PAGE 24) TRANSIT PROVIDERS INFORMATION - YOU HAVE TWO SPOTLIGHT ON ... BOXES FOR DCTD & THE T. ~~BT~~ THERE IS NOT ONE HIGHLIGHTING DART. WHY? OVERSIGHT?
- ② PAGE 28 - PEOPLE MOVERS - QUESTION: HOW DO THESE GET DEVELOPED (I.E. PLANNING/DESIGN/CONST./OPERATE) & FUNDED? MAY I ASSUME THERE WILL BE ROBUST INVOLVEMENT & COORDINATION WITH TRANSIT AGENCIES AND/OR PRIVATE OPERATORS?
- ③ APPENDIX E-G PAGE 13 - RAIL OWNERSHIP MAP - SHOWS DCTA LINE AS DCTA OWNERSHIP, DART OWNS R-O-W
- ④ ~~APPENDIX E-G PAGE 13 - RAIL OWNERSHIP MAP~~
POLICY BUNDLES - TYPE: ELECTIONS - ~~DO~~ CAN YOU EXPAND ON "PARTICIPATE IN MEMBERSHIP WITH A TRANSIT AUTHORITY?"
- ⑤ POLICY BUNDLES - ANY CONSIDERATION TO IMPLEMENT DIS-INCENTIVES AGAINST FUNDING URBAN SPRAWL?

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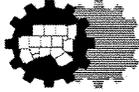
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Name Bud Melton
 Organization _____
 Date 1/2/16
 Meeting Location Dallas Live Oak

Please provide written comments below:

1. Great work on progress recognizing land use, transportation and Air Quality Connections. And on VeloWeb progress.
2. Will more trails be incorporated into rail-transit corridors?
3. Re Slide 16 - Are bike & ped accommodation included in Funded Major Arterial Improvements?
4. Re Slide 27 "Share best practices to prevent copper theft"
 Q. Do these include use of solar/LED?

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Name EVERLYN G. CLEMONS
 Organization PIRGIM REST BAPTIST CHURCH, CRISIS MINISTRY
 Date 1-7-2016
 Meeting Location CENTER FOR COMMUNITY COOPERATION

Please provide written comments below:

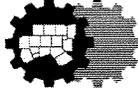
GOOD TO HEAR APPEARS TOLL ROADS ARE ~~BEING~~ NOT
~~REQUIRED~~ EXPAND AS MUCH AS REGULAR FREEWAYS.

IS THERE A PLAN FOR BULLET TRAIN TO CONNECT
DALLAS, AUSTIN, + SAN ANTONIO? IF SO WHAT IS THE
TIME FRAME?

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5



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Name Brenda Arnold
 Organization resident White Rock Lake
 Date Jan 7 2016
 Meeting Location _____

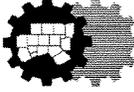
Please provide written comments below:

STAKE HOLES (before construction)
back hole of Dallas water dept remove / replace
soil of sewer line KILLED
my Boss & A.K. (impossible)
with soil replacement amendment
which they used.
"leaked like" cardboard, shredded
sand? NOT much would grow.
Howard Garrett, Diet Doctor, LAKEWOOD, DALLAS
POT HOLES

Bumpy Electrical Lines in Dallas, like Plano
(before streets)

((Preserve Parks, please))

6



North Central Texas
Council of Governments

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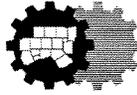
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Name Annie Melton
 Organization BMA, Bike Texas board of directors
 Date 1/7/14
 Meeting Location Dallas - Center NP mgmt

Please provide written comments below:

- Complete streets policy implementation
 - Congest. relief funding - no bike ped funding
 ex: SH 199
 - how will b/p be funded on SH's 3rd in
 General?

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I wish to make both oral and written comments at the public meeting

Name BRAD KNOWLTON

Organization NE DALLAS (Lake Highlands) citizen

Date Jan 7, 2015

Meeting Location Center for Community Cooperation,

Please provide written comments below:

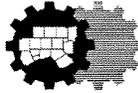
- I-345 - ~~Deep Ellum~~ Does your planning account for idea/proposal to remove I-345 and reconnect Deep Ellum to downtown.

- 635 EAST- EXPRESS LANES - why do they end at Royal/Miller. Doesn't that ignore the congestion in Garland, to ~~the~~ Mesquite back

If 75 to Royal Miller is 5-2-2-5, then what is the road configuration from Royal/Miller to I-30

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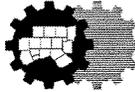
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Name Isse Smith
 Organization Citizen
 Date 1/7/16
 Meeting Location Center For Community Cooperation

Please provide written comments below:

How do you reconcile your regional connectivity goals w/ urbanism & people wanting to live in a walkable, urban environment? I want more walkability & density in our downtowns & much fewer highways and I think a majority of city/urban residents share that sentiment.



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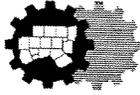
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Name MICHAEL VOIT
 Organization BIKETDFW (BOARD MEMBER) PLANO BICYCLE ASSOCIATION
 Date 1/7/2016
 Meeting Location LIVE OAK - DALLAS

Please provide written comments below:

- ① ALL NEW ROAD & INFRASTRUCTURE DESIGN SHOULD ALLOW FUTURE PEDESTRIAN & CYCLIST ACCESS, CONNECTIONS, AND/OR THROUGH-WAYS DO NOT BUILD IN BARRIERS TO CONNECTIONS.
- ② ENGINEERING MUST RECOGNIZE THE LEGAL RIGHT OF CYCLISTS THE ROAD & THE ^{UNIQUELY} EXPOSED STATE OF CYCLISTS ON THE ROAD
- ③ WHAT DOES NCTCOG DO TO HELP OR AFFECT ROAD CONDITIONS (POT HOLES, CRACKS, BUMPS, ETC.)
- ④ ENFORCEMENT WAS MENTIONED BUT NOT ELABORATED...
- ⑤ PER POINT ② ABOVE, DOES NCTCOG HAVE ANY SAY OR INFLUENCE ON CHIP SEAL AGGREGATE SIZE W/ THIS REGION?

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 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name THOMAS R. KREHN

Organization LAKE HIGHLANDS "L" STREETS

Date JAN. 7, 2016

Meeting Location CENTER FOR COMMUNITY COOPERATION.

Please provide written comments below:

- 1) SUBSCRIPTION BUS SERVICE. A SUBSCRIPTION BUS IS A GLORIFIED CARPOOL. IF A BUS COMPANY WISHES TO USE DART'S CARPOOL MATCHING SERVICE TO PROMOTE ITS SUBSCRIPTION BUS SERVICE, THAT COMPANY IS WELCOME TO DO SO.
- 2) I'M MORE INTERESTED IN BUS RAPID TRANSIT - SPECIFICALLY WITH EXPRESS BUS STOPS. MY MODEL IS STILL THE TRANSMILENIO BUSWAY SYSTEM IN BOGOTA, COLOMBIA. MARIE CURIE PARK OVER THE A6 MOTORWAY IN THE FINCHLEY NEIGHBORHOOD OF SUBURBAN LONDON IS MY APPROXIMATE MODEL FOR A DEDICATED PARK WITH BUS STOPS. RIVERSIDE STATION ALONG THE OC-TRANSPD BUSWAY SYSTEM IN OTTAWA, ONTARIO, IS MY APPROXIMATE MODEL FOR AN ELEVATED RETAIL PLATFORM WITH BUS STOPS.
- 3) SOUND WALLS ALONG EASTERN SEGMENT OF IH-635: WHY WERE THE VINES REMOVED FROM THE CHAINLINK FENCING ALONG IH-635, ESPECIALLY ALONG BSTATE LANE? THE VINES WERE AN EXCELLENT

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 E-mail: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>

SOUND WALL AND CARBON SINK.

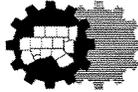
4) COTTON BELT RAIL LINE, MY MODEL FOR BUS-ON-RAIL ALONG THE COTTONBELT RAIL LINE IS THE O-BAHN BUS TRACKS SUPERIMPOSED UPON THE LIGHT RAIL ~~TRAC~~ SUBWAY TRACKS IN ESSEN, GERMANY. I'M NOT SO SURPRISED ABOUT THE BRITISH-FRENCH VERSION OF BUS-ON-RAIL; BUSES WITH RETRACTABLE STEEL WHEELS. IN EITHER CASE, I THINK THE VOTERS IN ADDISON MIGHT SETTLE FOR NOW FOR BUS-ON-RAIL ALONG THE COTTONBELT TRACKS BETWEEN D/RW NORTH STATION AND DOWNTOWN CARROLLTON STATION. THESE BUSES CAN RUN IN ORDINARY STREET MODE ~~BETWEEN~~ ALONG BELLEVUE ROAD BETWEEN DOWNTOWN CARROLLTON STATION AND ADDISON TRANSIT CENTER. THE VOTERS MIGHT ALSO BE HAPPY WITH TEXRAIL SERVICE ALL THE WAY BETWEEN FORT WORTH'S ITC AND DOWNTOWN CARROLLTON STATION. I DON'T KNOW HOW THE VOTERS WILL REACT TO BUS RAPID TRANSIT ALONG SH-121 BETWEEN THE ITC AND D/RW NORTH STATION. THE VOTERS IN PLANO AND RICHARDSON WILL PROBABLY TAKE A NEUTRAL STANCE TOWARDS BUS-ON-RAIL IN STREET MODE ALONG THE #350, #362, AND #400 BUS ROUTES EAST OF ADDISON.

5) BICYCLE/PEDESTRIAN ROUTES. I'VE READ THAT THE STEELFRAME CATWALKS AT THE BUS STOPS ALONG BOGOTA'S TRANSMILENIO BUSWAY SYSTEM ARE PRONE TO LOUD NOISES. THESE CATWALKS SEEM TO REVERBERATE FROM PASSING BICYCLE/PEDESTRIAN TRAFFIC. THE METALLIC CLANGOR IS DISRUPTIVE TO NEIGHBORHOOD RESIDENTS. THE RECOMMENDATION IS TO BUILD THE CATWALKS WITH Poured CONCRETE INSTEAD OF BOLTED STEEL.

6) FREEWAY SOUND WALLS BUILT WITH PHOTOVOLTAIC PANELS; I PREFER TO LET SOMEBODY ELSE ADVOCATE USING THE PHOTOVOLTAIC POWER ~~FOR~~ FOR SERVICES SUCH AS RETAIL PLATFORMS AT THE ~~EXPRESS~~ BUS STOPS.

7) TOLLS. USE THE TOLLS AS ~~CONGESTION~~ CONGESTION PRICING, NOT FOR HIGHWAY CONSTRUCTION AD INFINITUM. THUS COMMUTERS WILL BE INDUCED INTO TRANSIT INSTEAD OF SOLO COMMUTING. USE THE TOLL REVENUE TO BUILD THE NEEDED TRANSIT FACILITIES.

8) EAST-WEST CORRIDOR ALONG NORTHWEST HIGHWAY, SOUTHERN ROUTE. MY MODELS ARE THE ORANGE LINE BUSWAY ALONG LAUREL CANYON BLVD. IN LOS ANGELES, AND THE HEALTHLINE BUSWAY ALONG EUCLID AVENUE IN CLEVELAND. UNLIKE THE BUSWAY ALONG THE ORANGE LINE HIGHWAY, I THINK THE BUSWAY ~~ALONG~~ ALONG NORTHWEST HIGHWAY SHOULD BE CONFIGURED TO FORCE SOLO MOTORISTS INTO ELABORATE MICHIGAN LEFT TURNS. THE ~~OTHER~~ MOTORISTS SHOULD PARALLEL THE ~~OTHER~~ SIDE OF THE ROAD, AND SIMPLY WALK ACROSS THE BUSWAY TOWARDS THEIR DESTINATIONS.



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2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

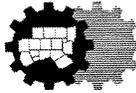
Name OSCAR WARD
 Organization City of Irving - Council Member
 Date 1-12-2015
 Meeting Location Lewisville, TX

Please provide written comments below:

Listed below are each project included in Mobility 40?

- Diamond Interchange -
- BNSF - Downtown Irving - North to 3
- Hunter-Ferrill - from Meade to Loop 12
- High-performance rail from Dallas to FTW using the TRF right-of-way w/ one stop at DFW Airport - Engineer to be selected

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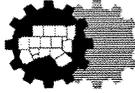
- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Wesley D. Sherman
 Organization Lewisville Resident, Mobility manager by The Christ Bus Lines, Athens, Texas
 Date Jan 12-2016
 Meeting Location Lewisville, Texas

Please provide written comments below:

? CHW included in bilingual training & lit? what languages?
 Lewisville training schedule
 Planned coordination w/ E-Stop Rail -
 E-Stop Pollution?

of a member of the East Texas Regional Planning Committee
 EATXCO NCTCOG



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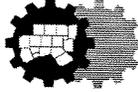
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Name Matt Gaunth
 Organization N/A
 Date 1/12/16
 Meeting Location Lewisville

Please provide written comments below:

Texas has one of the highest fatalities per
VMT in the nation. In addition to the obvious
impact to families with the loss of life, accidents
have a significant impact on roadway congestion
and incident management. Would encourage
NCTCOG to dedicate funding to reducing
accidents through improved roadway facilities
and addressing deficiencies.



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Name Anna Mosqueda
 Organization DOTA
 Date 1/12
 Meeting Location Lawsville

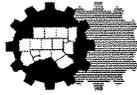
Please provide written comments below:

1) Does 2040 Priority + Appendix (slide 8) 37.4 Better in the future include existing transit or just Roadway

2) Is high speed rail included in ^{Appendix} constrained plan or if so what is recommended alignment

3) Major Roadway Recommendation - does not include 380 in additional capacity or toll ~~but~~ but there is corridor just north between Denton & Collin County
 - no recommendation for South-East Denton County

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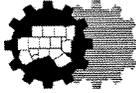
Name Nathan Reddin
 Organization Town of Northlake
 Date 1-13-16
 Meeting Location NCTCOG

Please provide written comments below:

While I'm happy to see 114 from 170 to the Speedway west of 35W listed as a corridor for future evaluation, I believe this relatively short segment should be prioritized for funding with the 2040 plan. This area might have been on the fringe a short time ago, but that is changing rapidly with explosive residential growth in the area, including Northlake, and a fast growing number of new businesses & employment centers. Northlake currently has 1.5 million sf of office/industrial under const. with another 2.5 million sf planned in the coming years in the area just northeast of 114 to 35W. Currently, 114 is just 4 lanes in this area using just what will be the future frontage roads, and the main lanes have not been constructed but all right-of-way is available. Considering this, the growth, and the fact that this segment is internal to the main highway infrastructure in the region, providing a key connection for east-west traffic,

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I recommend this segment being prioritized and added to the plan



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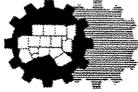
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Name BRUCE NIPP
 Organization EMPLOYED RARA KESTYK INDUSTRIAL (CITIZEN OF PRISCO)
 Date 1/13/16
 Meeting Location ALLINGTON, TX

Please provide written comments below:

WITH +2016 IN NEW EMPLOYMENT
OPPORTUNITIES IN THE AREA ~~OF~~ WITHIN THE
QUANTITY OF SRT & DHT & LEASES & LEASING DRIVE
THE NEED FOR ADDITIONAL CAPACITY
TO MOVE AUTOMOBILE / TRANSIT (IF AVAILABLE)
THROUGH THIS AREA WITH ADDITIONAL
NORTHWEST & SOUTHWEST MOVEMENTS IS
NEEDED WITHIN THE PLAN

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Name Paul Carden
 Organization _____
 Date 1-13-16
 Meeting Location Arlington (NCTCOG HQ)

Please provide written comments below:

The region should continue to focus on adding more managed capacity while limiting the addition of free capacity on regional highways. This is especially important for highways going through urban centers. The region should also focus on increasing local mobility for people, bikes, and cars so that regional facilities are not used unnecessarily. To further reduce the need for regional capacity in the everyday life of regional ~~constituents~~ constituents, we should encourage intensification into urban town-centers. Areas such as Legacy in Plano, uptown Dallas, and downtown Fort Worth should be supported and encouraged. Areas such as the Cooper St. corridor in Arlington should be looked at for future intensification.

Regional capacity is for mid and long range trips and NOT for the local trip to the grocery store.

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Donna Bening, Dec. 20, 2015

Thank you for the opportunity to comment as a pedestrian.

Subject: parking lot barriers unsafe for pedestrians.

In mid-October, after a meeting I fell in a hospital parking lot, tripping on the cement log that is in front of every parking space –and in this case a poorly-lit area in the handicap parking spaces. Since then, I see that the hospital has placed supplementary lighting as a remedy on the 4 corners of that building. In late December I am still healing from my fractures after two hospitalizations plus 10 days of rehab strengthening. While in the rehab center, I met 4 people who had been injured tripping over those “cement logs” in various public parking lots . Fractures can be expensive and life-changing; fortunately I did not fall on my skull.

Request:

If those cement logs are necessary, ask/recommend that cities and businesses that provide parking to have fluorescent paint markings or motion-detecting lights to warn pedestrians of hazards in their surroundings. If the paint markings for the parking spaces are up to date and clearly visible, the cement logs are not needed.

Randall Heye, Jan. 7, 2016

Subject: RE: Draft 2040 Veloweb and On-Street Bikeway Maps - Dec 2015

Kevin,

Per our telephone conversation, please consider this the Town of Sunnyvale's request and public comment to include the Lake Ray Hubbard SES Rail Spur into the 2040 Regional Veloweb. This is the rail line that runs north-south in Sunnyvale from the Lake Hubbard Power Plant to the Dallas Water Utilities Eastside Water Treatment Plant. If there is anything more formal I need to do, please let me know. Thanks for your help.

Jeremy Herbertson, Jan. 7, 2016

I live on Kenwhite dr. in Merriman Park estates of Lake Highlands. 1. I support expediting the Skillman Gateway project a. To increase safety and straighten out the Skillman /LBJ /Audelia crossing b. I support the signature bridge to provide a real gateway into our community and CONNECT north of 635 with south of 635 c. We need the economic development this project will bring and the additional opportunities for development 2. I support expediting the Sound Walls along all residential areas protecting our neighborhoods from the public nuisance of 635 a. Quality of life, property values, and individual peace of mind must be improved with the sound walls that have been promised for years b. With increased congestion and traffic the issues have increased exponentially, and the proper height and length of the sound walls are essential 3. I support the LBJ East Expansion project with additional free use (tax funded) lanes even if it included optional tolled express lanes from 75 to Miller Road. a. I understand that without the partial tolling of the optional express lanes, the project could be delayed indefinitely, and this project is essential to our quality of life and mobility b. I support the 5:2:2:5 lane allocation with 5 free use lanes going each way and 2 tolled lanes going each way (the tolled lanes are only from 75 to Miller road exit and become free east of Miller Road) c. We need continuous frontage roads to help with access and provide opportunity for economic development to meet restaurant

and retail needs Secondary Issues: 1. I support expediting Skillman Gateway project and the sound walls separate from LBJ East expansion and begin ASAP! 2. LBJ East Expansion project should be the highest transportation project in the region 3. I support additional options including a pedestrian cap (similar to Klyde Warren Park) over 635 to provide green space and park opportunity for an area of the city in desperate need of recreational amenities

Bob Trecartin, Jan. 7, 2016

I am president of Oak Tree Village Homeowners Association in Lake Highlands. We are located one mile south along Skillman south of 635. We are at the southern edge of where the Skillman Gateway Project starts. I cannot attend the January 7 meeting, but I want to go on record in support of expediting the Skillman Gateway Project and Signature Bridge, Sound Walls along 635, and the LBJ East Expansion Project with continuous frontage roads from US-75 to I-30. We accept that there will be traffic issues during the construction period, but expedited start and completion of these projects is extremely important to our neighborhoods in northeast Dallas. Thank you for listening.

James Stewart, Jan. 8, 2016

I support expediting the Skillman Gateway project, including increasing safety by straightening out the Skillman/LBJ/Audelia crossing. I support the signature bridge to provide a real gateway into our community and connect north of I-635 with south of I-635. Removal or at least mitigation of this extreme physical barrier will help provide better income diversity and create greater opportunity to curb the elimination of middle class housing offerings in our area. We need the economic development and the additional opportunities for development this project will bring. The increased tax base will be beneficial to multiple governments.

Jeremy Crabtree, Jan. 11, 2016

Subject: Infrastructure suggestion

I posted this map to my Facebook timeline saying it would be nice if these two points were connected by some kind of bikeable path. At present there isn't a way to get to a TRE station from anywhere south of Trinity Blvd without actually riding ON Trinity Blvd - which is incredibly dangerous. My friend Zach Ford told me there are infrastructure planning hearings underway for the 2040 plan and suggested I attend and make this specific suggestion / comment or, send it to one or both of you guys. (since I probably can't make it to an actual hearing)

To elaborate, I find the TRE is a nice way to shave miles off of the ride to and from Dallas or Fort Worth (I've done both), and it's nice to have a chance to rest coming back. The problem, however, is that there simply isn't a safe cycling route between central Arlington, where I live, and either of the two closest TRE stations - Bell or Centreport. The attached map shows the Northeastern end of the River Legacy cycling trail and its proximity to Centreport station. If this final connection could be made the River Legacy bike / pedestrian paths could be transformed from mere recreational facilities to actual, useful transportation infrastructure. To use my personal route as an example again, if I want to go to the TRE station in Hurst I have to ride about 11 miles of city streets including Trinity Blvd. If there were a connection at the two points on my map the distance wouldn't change, but I could ride nearly half of it non-stop through the River Legacy park, where I would not have to worry about, or impede, automobile traffic.

Aside from the additional rights of way and the physical installation of such a connection the existing trails would likely require lighting improvements for safety after dark.

Thanks for passing this on, if you can.



Response by Kevin Kokes, NCTCOG

Thanks for your interest Jeremy and your comments below. Good news related to the CentrePort connection. Last September the RTC approved funding to construct a 12-ft wide path from CentrePort Station to the River Legacy Trail as well as a northward extension along SH360 to Trinity Blvd where the new American Airlines Corporate Campus will be located. It is the blue line shown on the attached map. Extension of the River Legacy Trail was approved funding by the RTC in 2014 (pink line on the map) and the City of Arlington is currently working on the designs.

A more detailed map of existing, funded, and planned trails and on-street bikeways in Tarrant Co. can be viewed by clicking on the following link:
Tarrant County Bikeway Network - Draft December 2015 [PDF] 6 MB

As for providing other comments in general about the need for additional bike and trail infrastructure in the 2040 Mobility Plan, there is a meeting this evening in Lewisville and another tomorrow afternoon here at NCTCOG.
<http://www.nctcog.org/trans/outreach/meetings/>

You and other interested individuals may provide comments at either of the meetings, or submit comments via the 2040 Plan web page. In either format, these comments will become part of the official record of public input: <http://www.nctcog.org/trans/mtp/2040/>

Susan Kuddes, Jan. 13, 2016

To NCTCOG re: Cotton Belt Project

We are in full support of the "quiet rail" as opposed to a bus only solution. My neighbors and I want to ride a train as opposed to a bus anytime. It is a more attractive prospect in many ways - fast, quiet, less pollution, more of a big city feel. I would not likely use a bus solution. I would feel proud to have that quiet rail as part of my community and city. I like the image it provides. Please make note that our vote and overall support is with the "quite rail". Thanks.

Steve Turner, Jan. 13, 2016

I feel that it is a mistake and I do not support your idea of adding ROUNDABOUT (Traffic Circle) intersections. Your proposal is no different than the ones that we got rid of years ago. The major "traffic Circle" at Harry Hines and Northwest highway was considered a traffic hazard and was done away with much to the cheering of motorists. Another traffic circle that was abandoned was the one on Buckner Blvd and Hwy 67 & 80 (where I 30 is now) near Buckner Orphans Home. What you are proposing is not any different than those were and they were abandoned because they did not work. Entering traffic interfered with exiting traffic. It is old technology and doesn't work. Try the traffic circle on Camp Bowie at I 20 in Ft. Worth. If you come down west on Camp Bowie and want to go to the German Restaurant there, you take your life in your hands when traffic is heavy Traffic circles have been tried and abandoned here and there is no reason to bring it back, B I G M I S T A K E. I don't want my tax money spent on such a foolish proposal. If you implement them they will not work and after many needless accidents, they will be abandoned again.

John and Jeanne Irvin, Jan. 14, 2016

Re: Cotton Belt Project

My husband and I have been Richardson residents for over 30 years. We as well as our neighbors are excited about a "quiet rail" to the airport. We feel this would be a great addition to the Dallas rail system and one that would be used instead of a bus. We believe that if a bus (even a dedicated bus) is the only solution, most people will opt to just drive their cars instead. A bus would be hampered with weather, traffic, accidents, etc.

Please take into consideration our vote and full support of the "quiet rail".

Jeremy Thomason, Jan. 14, 2016

Mr. McKeown and Mr. Wendling,

I am writing to you regarding the recent public meeting at Richardson City hall where the 2040 Mobility plan was discussed.

As it pertains to the Cotton Belt project, I am not in favor of any type of bus solution. This should be a rail solution. Rail projects a strong image for our community that buses simply do not provide. As a business traveler, I frequent the mass transit systems in many cities around the United States and abroad, all of which have both bus and train. I would never consider riding a bus for business travel, but have often used train travel in places like Chicago, London, San Francisco, Boston, New York, Washington D.C. and Paris. Most often this travels involves

connections to the airports. I think you would agree that these cities all have a reputation for having progressive mass transit systems that are internationally friendly. And though Dallas may be many decades behind these cities in its development of mass transit, I believe that DART's progress since the early 80's has really improved our city's international reputation especially in the development of the rail system. We are catching up very fast! Please don't let the first opportunity to provide an East-West rail connector line to be compromised into a bus corridor. I've told my school age kids that we will one day be able to walk to a train station from our house in Richardson near UTD and go to the airport, which is quite exciting to them and to me.

Joyce Dreiling, Jan. 15, 2016

Would like to see about these updates be done nearer to Greenville, Texas in the future. Most of them are in Dallas or Arlington.

Steve Turner, Jan. 16, 2016

I feel that you are going over old technology which was tried and proved ineffective.

Velinda Savariego, Jan. 18, 2016

I am very interested in learning more about the Park being built as we are real estate investors that could develop some housing communities.

Comments Regarding December 2015

#KyllieShun

Public Meetings

Please continue to work closely with interested parties to bring the Cotton Belt (Eastern Portion) into operation well before 2035 or 2040. As you are aware, Addison is talking about pulling out of DART over this issue. Let's avoid losing the great service that we currently have in Addison over this Cotton Belt issue. ^{One} idea would be to bring the Cotton Belt on line in a phased approach. Cities such as Addison need the Cotton Belt for travel to DFW Airport. This would reduce road congestion, which is a major problem in our Region.

A reduction in the use of tolls is a positive approach. I am pleased that alternative funding is in place.

From the Draft of the MTP Policy Bundle -
Voluntary Measures

Existing Policy Tied to Funding

#1 Air Quality - Continue to improve air quality - it's for our immediate health and ^{also} long-term for the environment

Proposed Policies for Bundling

#2 Wagon Way Driving - please keep this as a priority issue. Too many people are dying on the roads because of wrong-way drivers

Continued →

#8 - Railroad Safety - more accidents in the recent past prove that there is an increasing need for education and additional crossing barriers.

#16 I am in favor of the allocation of local funds for supporting initiatives such as public transit and transit oriented development.

#17 In order to improve air quality, there should be more limitations on idling, including buses at transit centers and trucks when they are stopping for longer periods of time. Involve transit agencies in the limitations of the idling of buses.

RECEIVED

JAN 13 2016

TRANSPORTATION

#M&L C-27591 Jan 12

IRS Asset forfeiture

Sanger Cultural Education Facility

Which Democrat Will You Vote For? Which Republican Will You Vote For?

This election for the next presidential candidate has got to be one of the most interesting by far. This one involved rappers,...

Bernie Sanders 315 votes 53%	Donald Trump 531 votes 36%
Hillary Clinton 199 votes	Marco Rubio 245 votes

Martin O'Malley 16%	Ben Carson 159 votes 11%
Jim Webb	Ted Cruz 152 votes 10%
Lindin Chafee	Jeb Bush 104 votes 7%
	Rand Paul 86 votes 6%
	Chris Christie 41 votes 3%
	Carly Fiorina

 DEMOCRATS
2016 Democratic National Convention Details

Dates: July 25-28, 2016
The 2016 Democratic National Convention is the event where delegates of the United States Democratic Party will choose...

John Kasich	 REPUBLICANS 2016 Republican National
Lindsey Graham	
Mike Huckabee	
Bobby Jindal	
George Pataki	
Kick Santorum	

Human Rights Commission
Fax # Justin 512-499-3278 RTC
#817-640-3028
North Central Texas Council of Gov
Texas Commission on Human Rights Jan 28, 2015

[Redacted search box]

SEARCH

EMAIL SEND SAVE SPELLING DELETE NEW WINDOW

Lasandra Huggins sondrahugs2@aol.com

Autosaved 3:32pm Co Bcc

To: Alfred.Henderson@fortworthtexas.gov,

HUMAN RIGHTS COMMISSION

Subject: ADA rights

89+

Stationery

Hello, Mr. Henderson,

Unfortunately I do not feel good and my Mitts (Mobility Impaired Transportation Services) seem really that ridership is not at its optimal. I truly feel I should be able to take a bus from my parents house to City Hall or at least as far as the 8250 McCart Address which I have addressed to Council and T officials since 2000. And I think since our first acquaintance, I believe solvent public transportation is fundamental to our cities and environments. I know in some cases it should be considered illegal, embezzlement of state/government funds not to have it or to have it at certain designated locations where aid has been provided and need established. Hence one of my personal routes.

But I am lamenting. I meant to say I do not think I will be attending tonight's City Council meeting either. Another unfortunate since I do not have my taxes and have received about the third letter from the IRS/Social Security offices that it will be another 28 days before they disperse my funds. Ridiculous, especially since I really would like a TTY access device for my new abode(s) as well as having enhanced my accessibility to my flights of fancy as I see fit and might be more inclined to do in light of better accessibility in environs of my choosing instead of those being chosen for me or handed down by less informed or inclined persons. I do have a criminal court case now because of this which I hope my script will speak for me at tonight's meeting as I believe is my right as a certified ADA individual in light of the technologies.

Lasandra Huggins
sondrahugs2@aol.com

La Sondra Huggins Fort Worth Mayoral Candidate 2015
La Sondra Huggins U.S Presidential Independent 2016

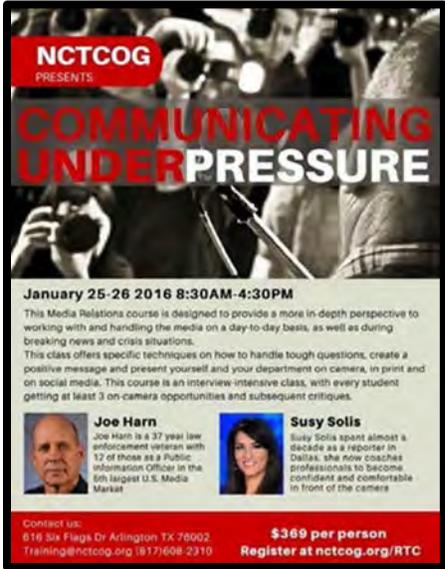
CC

North Texas Council of Governments
Central
RTC

< [Barcode] >

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

More than a dozen have signed up for media training @NCTCOGtrans still a few spots left! – Susy Solis (@teamsusyolis)



NCTCOG
PRESENTS

COMMUNICATING UNDER PRESSURE

January 25-26 2016 8:30AM-4:30PM

This Media Relations course is designed to provide a more in-depth perspective to working with and handling the media on a day-to-day basis, as well as during breaking news and crisis situations. This class offers specific techniques on how to handle tough questions, create a positive message and present yourself and your department on camera, in print and on social media. This course is an interview-intensive class, with every student getting at least 3 on-camera opportunities and subsequent critiques.

Joe Harn
Joe Harn is a 37 year law enforcement veteran with 17 of those as a Public Information Officer in the 8th largest U.S. Media Market

Susy Solis
Susy Solis spent almost a decade as a reporter in Dallas, she now coaches professionals to become confident and comfortable in front of the camera

Contact us:
816 Six Flags Dr Arlington TX 76002
Training@nctcog.org 817.608.2310

\$369 per person
Register at nctcog.org/RTC

Influence the future of #DFW public transit! @NCTCOGtrans is hosting three public meetings: <http://hubs.ly/H01LGcb0> – Child's Alliance (@Child_Wellbeing)



Regional Transportation Input Opportunity

Engineering department: #Frisco is close to get funding for roundabout on Warren and Ohio. Funding will come from @TxDOT and @NCTCOGtrans – Community Impact FRS (@impactnewsfrs)

Michael Morris of @NCTCOGtrans said having big projects ready is crucial to staying ahead of transportation needs. #TTF2016 – TxDOT (@TxDOT)

LBJ East Corridor Mobility Options @NCTCOGtrans #RTC action for Jan/Feb
#LBJEastExpansion #driveD10 #transportation – B. Adam McGough (@Serving_Dallas)

RTC Action for January/February

- All part of one partnership
- LBJ East
 - Total Cost of \$1.3 billion
 - Tolled managed lanes from US 75 to Miller/Royal and express managed lanes from Miller/Royal to IH 30
 - First project with Proposition 7 funding (IH 635 at IH 30 Interchange)
- Advance \$31 million for LBJ sound walls (Regional Toll Revenue)
- Advance IH 635 at Skillman/Audelia (\$66 million) (Proposition 1)
 - Anticipate right-of-way 2016 and construction 2017
 - Resolving local match for signature elements (if any)

.@NCTCOGtrans dir Michael Morris says deck park decision won't come until CityMap release... <http://transportationblog.dallasnews.com/2016/01/will-interstate-35e-south-of-downtown-get-citys-next-deck-park.html/> ... – Brandon Formby (@brandonformby)



Will Interstate 35E south of downtown get city's next deck park?
Updated throughout at 6:24 p.m. State funds aimed at curbing urban congestion could pave the way for Dallas' first deck park since Klyde Warren Park set a new s...
transportationblog.dallasnews.com

Be safe out there ... always! – Texas Highways (@TexasHighways)

NCTCOG Transportation @NCTCOGtrans

.@TxDOT is reminding football fans to find a sober ride home during the playoffs and big game. SoberRides.org has helpful tips.

.@RideDCTA to host open house meetings to discuss Connect and Connect RSVP bus service. <http://bit.ly/1ZkHj5Y> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans Thank you! – DCTA (@RideDCTA)

Last fall, I walked from the Trinity trails to the zoo. No sidewalks, fast traffic. This would be a huge improvement. Even though the deck park itself is underwhelming. – Chris Storm (@cstorm15)



TheMap.io @themapdallas

Here's a draft of the deck park...you can see where they're proposing deck park on I-35 near the zoo

Check out what is happening at NCTCOG! @NCTCOGEP @NCTCOG911 @NCTCOGtrans <http://campaign.r20.constantcontact.com/render?ca=01046f54-d492-4235-80f0-4d7e7f1bea9f&c=37a6e5e0-0970-11e5-bd5a-d4ae52806b34&ch=3887a8f0-0970-11e5-bef0-d4ae52806b34> ... #regionalism – TARC (@txregionalism)

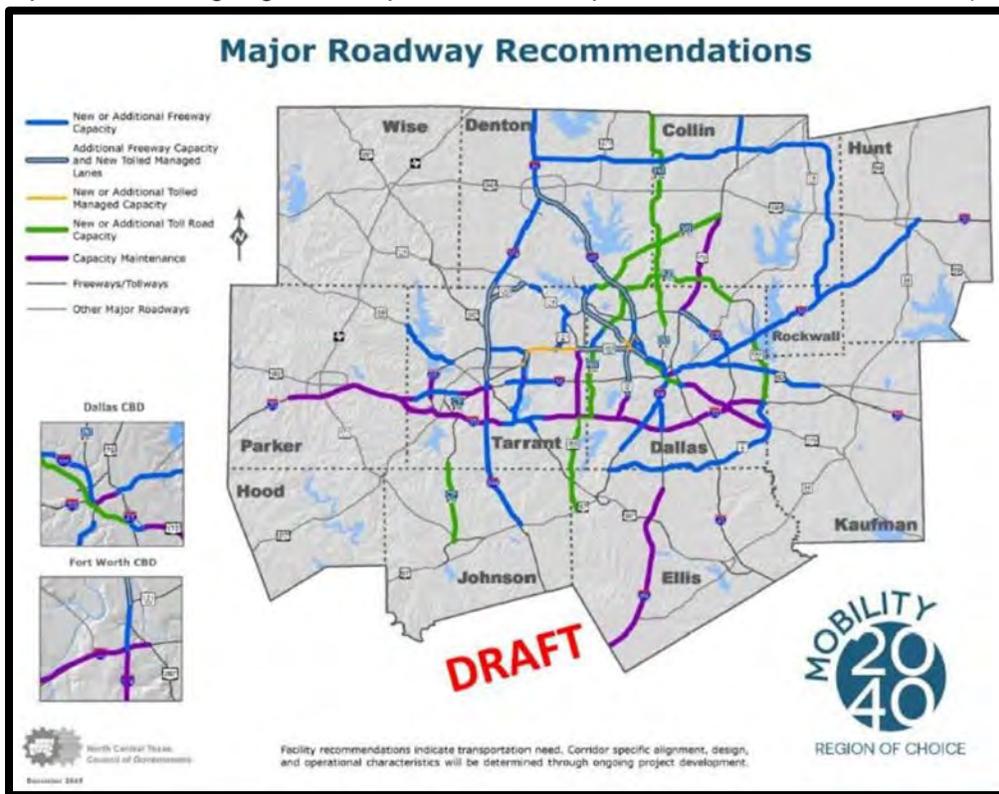
Traffic relief for Dallas / Fort Worth in sight. @NCTCOGtrans picks priority highway projects for state funding <http://bit.ly/1SkHFKF> – WTS Dallas Ft. Worth (@WTSDFW)

Dallas / Fort Worth area to grow from 7M to 10M by 2040. Comment on @NCTCOGtrans draft transportation plan: <http://www.nctcog.org/trans/mtp/2040/index.asp> ... – WTS Dallas Ft. Worth (@WTSDFW)

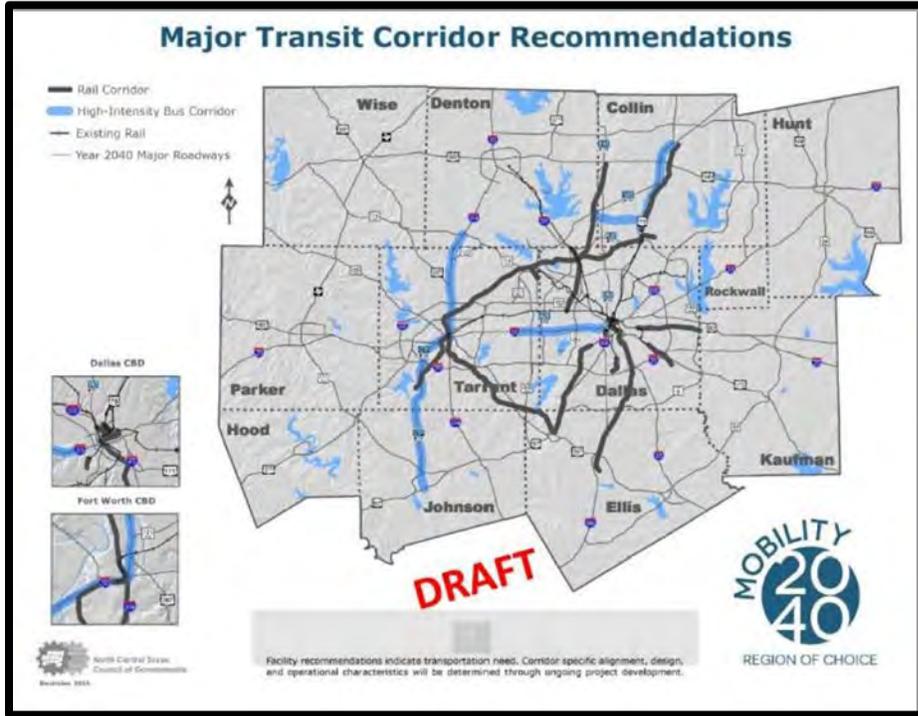
Voting on LBJ/Skillman project, noise walls & LBJ East today. @NCTCOGtrans #AllInD10 – B. Adam McGough (@Serving_Dallas)



Map of priority highway projects for Dallas / Fort Worth region. More on @NCTCOGtrans site <http://www.nctcog.org/trans/mtp/2040/index.asp> ... – WTS Dallas Ft. Worth (@WTSDFW)

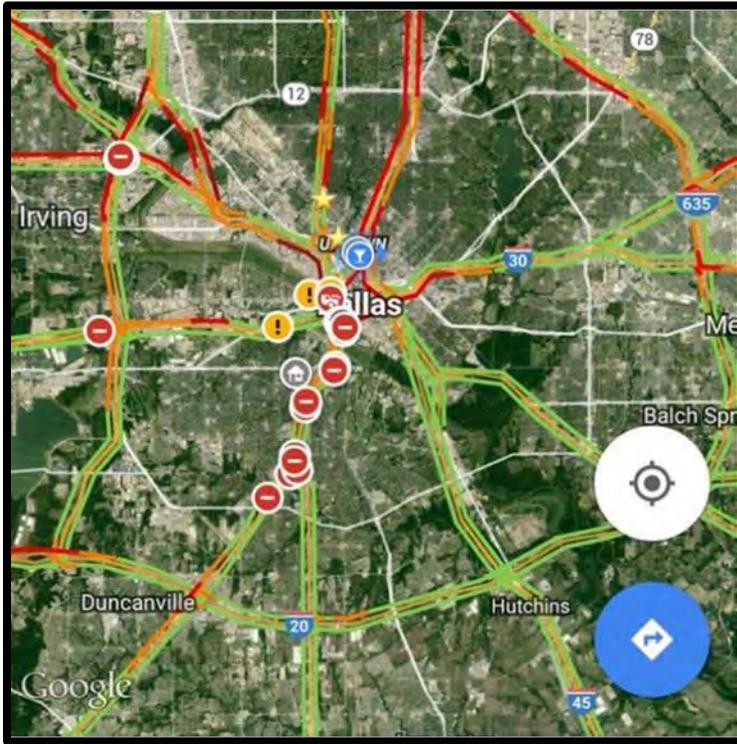


Map of priority transit corridors for Dallas / Fort Worth region. More via @NCTCOGtrans <http://www.nctcog.org/trans/mtp/2040/index.asp> ... – WTS Dallas Ft. Worth (@WTSDFW)



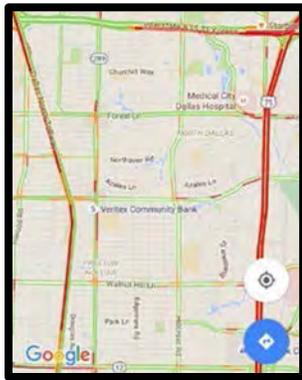
RTC passes: Advance noise walls, Advance Skillman/Audelia, Move LBJ east and Southern Gateway project forward @NCTCOGtrans – B. Adam McGough (@Serving_Dallas)

Widen everything south of 30 – partick kennedy (@WalkableDFW)



@1DaIM @WalkableDFW Please note the @NCTCOGtrans declared "traffic nightmare" that is the southern gateway. – Dallas May (@1DaIM)

@WalkableDFW also note the desperate need for the @NCTCOGtrans crosstown connector. – Dallas May (@1DaIM)



@1DaIM @WalkableDFW @NCTCOGtrans remind me why this is needed besides "cause we said so"? – Philip Goss (@gosspl)

Attention: @NCTCOGtrans – Chris Storm (@cstorm15)



We want your feedback! Public meetings on the region’s long-term transportation plan, UPWP modifications and more are scheduled for Thursday, Jan. 7 in Dallas, Tuesday, Jan. 12 in Lewisville and Wednesday, Jan. 13 in Arlington. For more information: <http://bit.ly/1PIsYxv>. – NCTCOG Transportation Department

<http://mobilitylab.org/.../major-u-s-dot-study.../> – Wylie H Dallas

The CR Smith Museum is working with women aviation professionals to encourage middle school girls to explore the world of aviation. Learn more about the Girls Soar Aviation Day Camp at, <http://on.fb.me/1UP23By> – NCTCOG Transportation Department

It is going to be a great camp! – American Airlines C.R. Smith Museum

Denton is home to the only Tesla Supercharger in North Texas, connecting Texas to a network of more than 250 Superchargers nationwide and enabling long distance travel for Tesla drivers. The ribbon cutting ceremony will be held on January 30 at 10 am in Denton’s Rayzor Ranch Marketplace. – NCTCOG Transportation Department



Sounds cool, but when can we get modern pedestrian and bike infrastructure... and have our streets upgraded to 21st century standards? – Wylie H Dallas

TRANSPORTATION PUBLIC MEETINGS

Draft Mobility 2040 Recommendations

As the metropolitan planning organization for the Dallas-Fort Worth area, NCTCOG is required to maintain a long-range transportation plan that defines a blueprint for the region's multimodal transportation system and guides expenditures of local, state and federal transportation funds. This long-range plan must have a time horizon of at least 20 years. Over the last year staff has been developing Mobility 2040, the next long-range transportation plan, and will present draft recommendations and information for public review and comment. Draft recommendations for major roadways, transit projects and bicycle and pedestrian infrastructure will be highlighted along with a program to encourage local agency adoption of transportation-related policies and a list of near-term Transportation Improvement Program projects affected by the Mobility 2040 plan. Mobility 2040 is expected to be adopted by the RTC in March 2016.

2016 Transportation Conformity

Transportation Conformity is a federal requirement in nonattainment areas to conduct air quality analysis on projects, programs and policies identified in transportation plans, transportation improvement programs, federally funded projects or projects requiring federal approval. Conformity determinations must demonstrate consistency between ozone-causing emissions expected from the implementation of transportation plans and programs and requirements set by the state. Ten Dallas-Fort Worth area counties are designated nonattainment for the pollutant ozone. Staff will present information regarding draft results for the 2016 Transportation Conformity.

Other Information to be Highlighted at the Meetings:

- Vehicle Repair and Replacement Assistance Available Through AirCheckTexas Program
- Dallas-Fort Worth Clean Cities Annual Report and Recognition
- Annual List of Obligated Projects

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



NCTCOGtrans



North Central Texas
Council of Governments

TUESDAY, FEB. 9, 2016

6:30 PM

Richardson Civic Center
411 W. Arapaho Road
Richardson, TX 75080

WEDNESDAY, FEB. 10, 2016

2:30 PM

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

MONDAY, FEB. 15, 2016

6:30 PM

Mary Lib Saleh
Eules Public Library
201 N. Ector Drive
Eules, TX 76039

For anyone wanting to ride transit to the Feb. 10 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-serve basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Jahnae Stout at least 72 hours prior to the meeting at 817-608-2335 or jstout@nctcog.org.

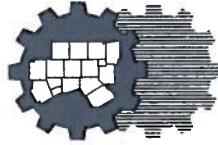


CentrePort/DFW Airport Station
Arrival Options Feb. 10

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

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



North Central Texas Council Of Governments

January 28, 2016

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

RE: Dallas-Fort Worth 2008 Eight-Hour Ozone Nonattainment Area Attainment Demonstration
 (AD) SIP Revision for the 2017 Attainment Year (Non-Rule Project No. 2015-014-SIP-NR)

Dear Ms. Singleton:

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: the *Dallas-Fort Worth 2008 Eight-Hour Ozone Nonattainment Area Attainment Demonstration State Implementation Plan Revision for the 2017 Attainment Year* (Non-Rule Project No. 2015-014-SIP-NR), proposed on December 9, 2015.

This effort results from a DC Circuit Court of appeals opinion published on December 23, 2014¹, in response to a lawsuit challenging the EPA's 2008 8-hour ozone standard implementation rule, reversing the attainment dates for nonattainment areas from December 31 to July 20. As a result, the DFW nonattainment area's new attainment date becomes July 20, 2018, requiring the emission analysis year for the AD SIP to shift from 2018 to 2017. We commend the TCEQ in devoting limited resources and quickly turning around this SIP for the 2017 attainment year.

In addition, we send our appreciation to the TCEQ for holding a public hearing in the DFW region and the TCEQ staff that were present. The RTC extends our apologies to your staff who endured inappropriate, unprofessional, and meaningless vulgar comments in addition to physical gestures from the majority of the public in attendance. This display of profanity in our establishment is unacceptable and has prompted us to review existing conference room policies to appropriately adjust and ensure professional dialogue at all times. Unfortunately, it may place all commenters in a similar "bucket" and I encourage your consideration of the non-vulgar comments you received.

The RTC is responsible for air quality conformity, which is an analysis ensuring federal funding approval goes to those transportation activities 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 (MVEB), based on the on-road emission inventories contained in the SIP narrative. Once declared adequate by the EPA, updated

¹ [https://www.cadc.uscourts.gov/internet/opinions.nsf/E97A64FFBFE4DC1D85257DB70054D5EE/\\$file/12-1321-1528834.pdf](https://www.cadc.uscourts.gov/internet/opinions.nsf/E97A64FFBFE4DC1D85257DB70054D5EE/$file/12-1321-1528834.pdf)

January 28, 2016

MVEBs will be required for use in all subsequent transportation conformities. Due to the local responsibility and regional importance of transportation conformity to the implementation of long range transportation plans, RTC staff has reviewed the proposed SIP concur with the following:

- On-road mobile source NOx and VOC emission inventories (Appendix B, Sections: 3.1 through 3.3, pages 56 through 60)
- Resulting 2017 NOx and VOC motor vehicle emission budgets (Appendix B, Section: 3.4, pages 63 through 64), and
- Local initiatives as referenced in Appendix H: *Local Initiatives Submitted by the North Central Texas Council of Governments*, which 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.

The RTC respectfully requests the TCEQ remove reference to Transportation Control Measures (TCM) from the control strategy section of this ADSIP submittal (Chapter 4, Section 4.2, Table 4-1, pages 4 through 8). This current "moderate" AD SIP for the 2017 attainment year includes reference to a set of TCM's from the May 2007 "serious" AD SIP for the 2007 attainment year. The interest in these projects categorized as a TCM is due to their regulatory nature and inflexibility to modify if project scopes change. The TCEQ's photochemical modeling does not include the benefits from these additional control strategies, suggesting they are not needed to demonstrate attainment, and per the Clean Air Act's *Plan Submission Requirements*² section, TCMs are not required for areas classified as "moderate" nonattainment. All projects in the 2007 TCM list that have benefit in 2017 have been inventoried and included in Appendix H: *Local Initiatives Submitted by the North Central Texas Council of Governments*. The RTC commits to supporting an array of transportation emission reduction projects that will have real world meaningful impacts.

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. Should you have any questions, please contact Mr. Chris Klaus, Senior Program Manager at (817) 695-9286.

Sincerely,



Michael Morris, P.E.

Director of Transportation

JPL:mg

Richard A. Hyde, P.E., Executive Director, TCEQ
David Brymer, Director, Air Quality Division, TCEQ
Chris Klaus, Senior Program Manager, NCTCOG

² <https://www.gpo.gov/fdsys/pkg/USCODE-2013-title42/html/USCODE-2013-title42-chap85-subchapl-partD-subpart2-sec7511a.htm>

- [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 and infrastructure. It also provides information that is helpful once you have received grant funding through NCTCOG.

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

Current Vehicle Grant Funding Opportunities

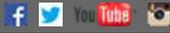
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	Eligible Focus Areas								Eligible Applicant Type	
	Heavy-Duty Vehicles					Light-Duty Vehicles				
	School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis		Idle-Reduction Technology
AirCheckTexas Drive a Clean Machine Program							X			General Public
Drayage Loan Program Deadline: First Come, First Served		X				X				Private Sector
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector
Texas Emissions Reduction Plan (TERP) Emissions Reduction Incentive Grant (ERIG) Program NEW! Deadline: February 2, 2016, 5 pm	X	X	X	X	X	X				Public Sector, Private Sector, General Public
Texas Emissions Reduction Plan (TERP) Texas Natural Gas Vehicle Grant Program (TNGVGP) NEW! Deadline: First Come, First Served until May 26, 2017	X	X	X	X		X				Public Sector, Private Sector, General Public

[NCTCOG Funding Opportunity Archive](#)

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

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

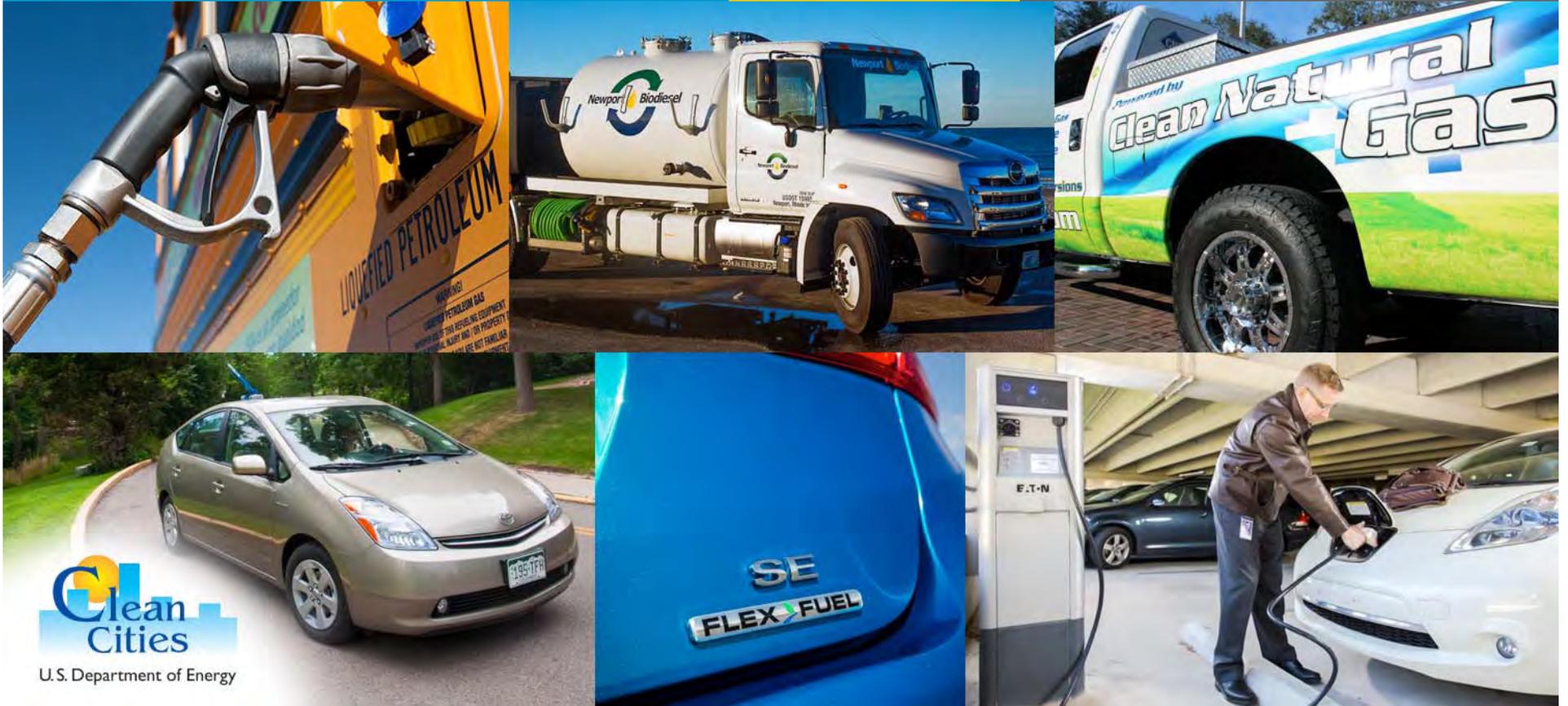


North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

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

CLEAN CITIES OUTSTANDING FLEET RECOGNITION AND ANNUAL REPORT

U.S. DEPARTMENT OF
ENERGY | Energy Efficiency &
Renewable Energy




U.S. Department of Energy

Regional Transportation Council

February 11, 2016

About the Awards

Provide recognition to regional fleets

- Improve air quality
- Reduce petroleum consumption
- Adherence to the Clean Fleet Policy

Utilizes Clean Cities/Clean Fleet Policy Annual Report

- Increase annual report submittals
- Fulfills reporting requirements for US Department of Energy

Scoring based on elements in the Clean Fleet Policy

- Reduce emissions
- Reduce overall fuel consumption
- Partner with NCTCOG/DFWCC
- Familiarity with air quality and petroleum reduction goals

Award Winners

Silver Winners

City of Euless
Town of Addison

Bronze Winners

City of Coppell
City of Lancaster
City of Lewisville
City of Richardson
City of Southlake
Dallas Area Rapid Transit
Town of Flower Mound

2015 Silver Fleet



Dallas-Fort Worth
CLEAN CITIES

2015 Bronze Fleet



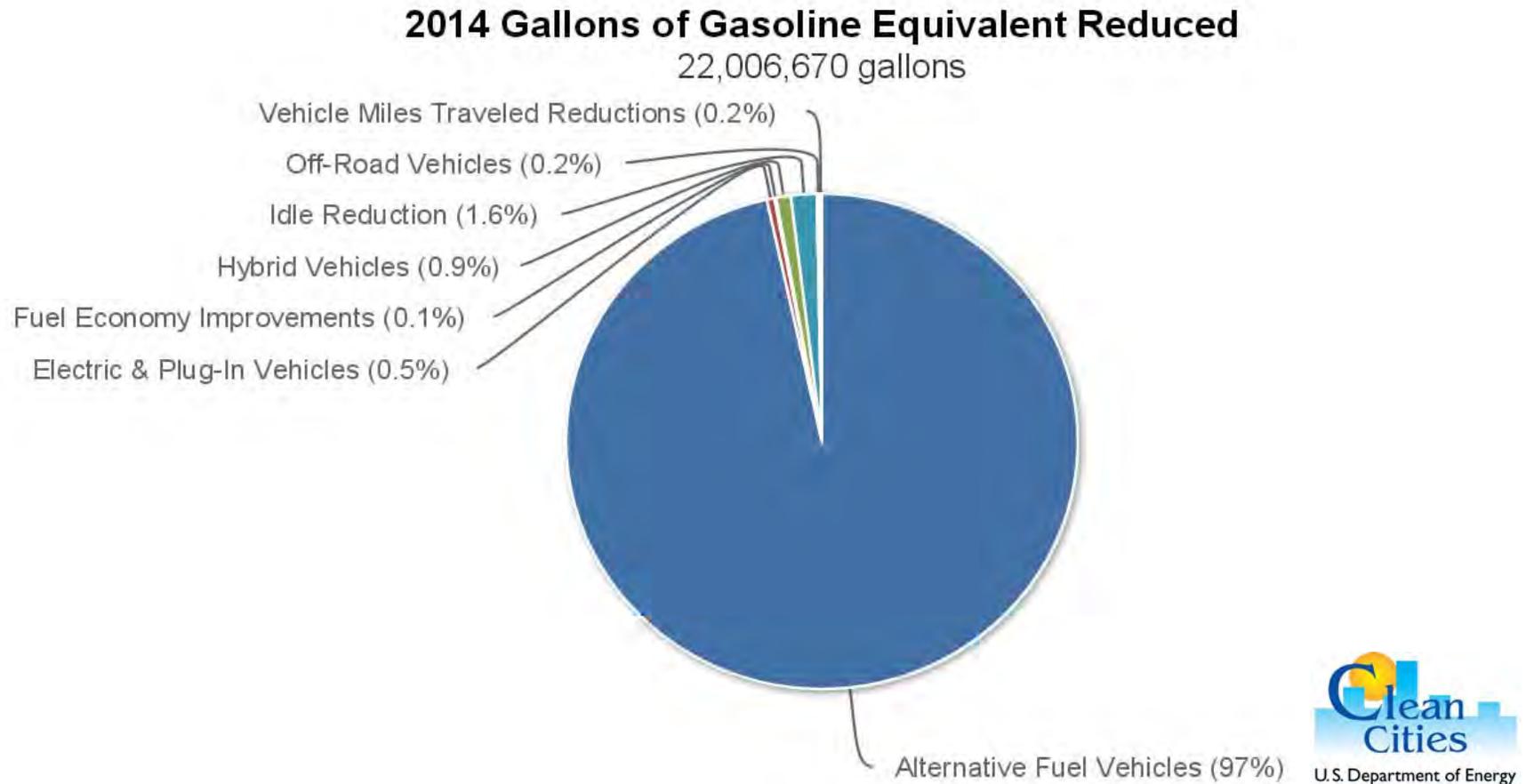
Dallas-Fort Worth
CLEAN CITIES

Annual Report

Collected every year and sent to the Department of Energy (DOE)

DOE goal to save 2.5 billion gallons of petroleum per year by 2020

DFWCC goal to increase petroleum reduction by 15 percent every year



DFWCC Staff Contacts

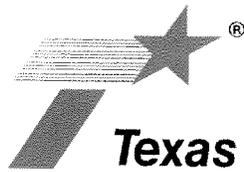
Pamela Burns
Communications Supervisor
817-704-2510
pburns@nctcog.org

Kenny Bergstrom
Communications Specialist
817-704-5643
kbergstrom@nctcog.org

www.dfwcleancities.org
www.nctcog.org/fleetpolicy



Dallas-Fort Worth
CLEAN CITIES



Texas Transportation Commission

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

January 28, 2016

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

Dear Mr. Morris,

Thank you for taking the time to attend the Texas Transportation Commission Meeting on January 28, 2016. I appreciate the opportunity to hear your thoughts and ideas on congestion solutions in your community and look forward to working with you in the future to improve Texas' transportation system. If I can be of assistance, please do not hesitate to contact me at (512) 783-8218 or Tryon.Lewis@txdot.gov.

Sincerely,

A handwritten signature in black ink that reads "Tryon D. Lewis". The signature is written in a cursive, flowing style.

Tryon D. Lewis
Chair
Texas Transportation Commission



January 14, 2016

The Honorable Mark Riley
Chairman
Regional Transportation Council
P.O. Box 5888
Arlington, TX 76005-5888

Dear Judge Riley,

Thank you for your leadership and service as the Chair of the Regional Transportation Council. On behalf of the Southeast Tarrant Transportation Partnership and our partners, we write in support of the Southeast Corridor project (I-820, I-20, and US 287) in Tarrant County.

The southeast corridor project is essential to the mobility and connectivity of the growing population in southeast Tarrant County to several major employment and economic centers. The current facility does not have the capacity to handle the current demand safely and efficiently – let alone the demand to come as Tarrant County and the region grows exponentially.

Please accept this letter as our formal support of the improvements outlined in *Mobility 2040* for the Southeast Corridor Project. For our organization, accelerating the development of this project is our top priority and would hope to see any improvements to this project expedited.

Should you have any questions, please do not hesitate to contact 817-548-3900.

Sincerely,

Mayor Ron Jensen, Grand Prairie

Randall Canedy, Frost Bank, SETT Chair Elect

Council Member and Mayor Pro-Tem Kathryn Wilmon, Arlington

Mayor Brian Johnson, Kennedale

Commissioner Andy Nguyen, Tarrant County

Mayor David Cook, Mansfield

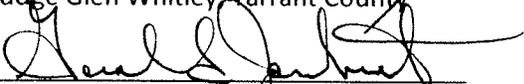
City Manager Tom Hart, Grand Prairie

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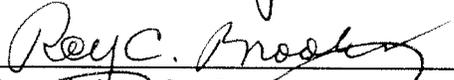
FEB 02 2016



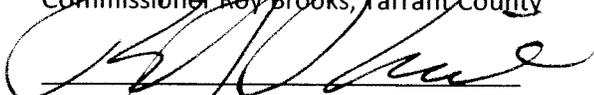
Judge Glen Whitley, Tarrant County



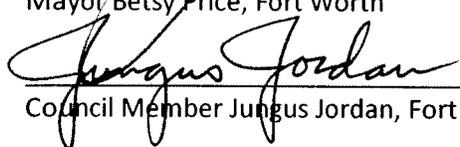
Mayor Gerald Joubert, Forest Hill



Commissioner Roy Brooks, Tarrant County



Mayor Betsy Price, Fort Worth



Council Member Jungus Jordan, Fort Worth



January 27, 2016

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

Dear Mr. Morris,

On December 18, 2015, the City sent an official letter to you regarding its desire to be recognized as the Direct Recipient of Federal Transit Administration Section 5307 Urbanized Area Formula funding for the McKinney UZA, pending evidence of local coordination with other MUZA municipalities. As indicated in that letter, the City has reached out to all the municipalities and Collin County, and we have since met with the city managers for Celina, Prosper, and Princeton, and Collin County Judge Self.

At the meetings, the City of McKinney informed the other municipalities of its intent to pursue Direct Recipient status and to answer any questions. During the meetings, no municipality voiced opposition to the City's pursuit of Direct Recipient status. The City of Melissa declined to meet but did not voice any concerns regarding the City moving forward. The City did not meet with the Mayor of City of Lowry due to the Mayor's scheduling conflicts. Attachment A includes the date and municipality attendee for each meeting.

Consequently, the City seeks formal concurrence of Direct Recipient status by the Regional Transportation Council as soon as possible and, subsequent to this action, that your office conveys such support to the attention of the Public Transit Division of Texas Department of Transportation.

The City looks forward to assuming this important role for the UZA and rebuilding cost-effective transit services for our community. Furthermore, I would like to express my personal thanks for the support you and your staff have provided the City of McKinney during this time of transition.

Please contact Mr. Chandler Merritt, Director of Strategic Services, City of McKinney, should you need further assistance. You may reach Mr. Merritt at cmerritt@mckinneytexas.org or 972-547-7616.

RECEIVED

FEB 01 2016

City of McKinney

TRANSPORTATION

P.O. Box 517 • McKinney, Texas 75070 • Metro 972-562-6080

Signed,

A handwritten signature in black ink, appearing to read "Tom Muehlenbeck". The signature is fluid and cursive, with the first name "Tom" being particularly prominent.

Tom Muehlenbeck, City Manager
City of McKinney

Cc:

Mr. Eric Gleason, Director of Public Transportation Division, Texas Department of Transportation
Judge Keith Self, Collin County
City Manager Jason Little, City of Melissa
City Manager Mike Foreman, City of Celina
Mayor Derek Stephens, City of Lowry Crossing
City Manager Derek Borg, City of Princeton
Town Manager Harlan Jefferson, Town of Prosper
Mayor Brian Loughmiller, City of McKinney
Mayor Pro Tem Travis Ussery, City of McKinney District 3
Councilman Don Day, City of McKinney District 1
Councilman Rainey Rogers, City of McKinney District 2
Councilman Chuck Branch, City of McKinney District 4
Councilman Randy Pogue, City of McKinney At Large
Councilwoman Tracy Rath, City of McKinney At Large



MEMORANDUM

To: The Goodman Corporation
From: Chandler Merritt, City of McKinney
Date: January 25, 2016
Re: McKinney UZA (MUZA) Direct Recipients

To date we have meet with the following direct recipients under the McKinney UZA (MUZA):

Judge Keith Self- Collin County:	January 12, 2016
Derek Borg- City Manager of Princeton:	January 14, 2016
Harlan Jefferson- Town Manager of Prosper:	January 20, 2016
Mike Foreman- City Manager of Celina:	January 22, 2016

Jason Little, City Manager of Melissa, declined to meet.

Mayor Derek Stephens, City of Lowry Crossing, was unable to meet due to travel schedule.

LAURA MILLER
5335 South Dentwood Drive
Dallas, Texas 75220

January 28, 2016

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

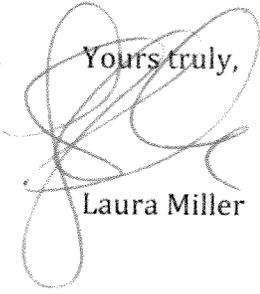
Dear Mr. Morris,

I am a Taskforce member serving on the Northwest Highway and Preston Road Area Plan, which was created last year by Dallas City Councilmember Jennifer Gates to create a master plan for sustainable growth in the area of Preston Center in North Dallas. Finding solutions to our current traffic congestion and lack of parking are key components of our work, which NCTCOG is overseeing.

At our meeting on December 3, 2015, our Taskforce agreed unanimously that we would like NCTCOG to study the feasibility and cost of building a tunnel under Northwest Highway in order to divert area thru traffic, which currently accounts for almost half of the 48,380 cars traveling daily through the intersection of the Dallas North Tollway and Northwest Highway. We would hope that the study would show us the pros and cons of doing the tunnel at varying lengths - from a few blocks centered around Preston Center, where we would like to calm traffic in order to create pedestrian and bicycle amenities, or as long as several miles if it can be determined that non-local drivers would opt into a tunnel in order to bypass signal lights on Northwest Highway.

Please let me know if the Taskforce needs to take any other action to encourage NCTCOG to include this project in its long-range planning efforts. We know that your agency has been exploring solutions to the current lack of east-to-west highways in central Dallas for some time, and we hope that our urgent desire to reduce traffic along Northwest Highway dovetails with your interest in moving traffic more efficiently around our region.

Yours truly,


Laura Miller

RECEIVED

JAN 28 2016

TRANSPORTATION



ORIGINAL

DON HUFFINES
STATE SENATOR • DISTRICT 16

January 15, 2016

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

Dear Mr. Morris,

In the past month, a number of my constituents in the Lake Highlands area have expressed concerns about the delayed start of the I-635 East project. In order to answer their questions with the correct information, I would appreciate your assistance by responding in writing with the following information:

Skillman Interchange

- When will construction begin on the Skillman interchange?
- What is the project completion date?
- What specific issues - if any - are delaying the start of construction?

I-635 East

- When will construction begin on expansion of and improvements to I-635 (East of US 75)?
- What is the timeline for total project completion?
- What specific issues - if any - are delaying the start of construction?

I would also like to propose a joint meeting with the residents of the Lake Highlands area to discuss these projects and address the residents' frustrations with its delay. Please contact me with any questions, and I look forward to your response.

Sincerely,

Don Huffines
State Senator, District 16

RECEIVED
JAN 27 2016

TRANSPORTATION



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

January 18, 2016

The Honorable Victor Vandergriff
Texas Transportation Commissioner
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Dear Commissioner Vandergriff,

Dallas County, the City of Dallas and the North Central Texas Council of Governments have been working together since 2012 to provide the Dallas County Highway Traffic Program. This program provides the traveling public with quick response to crashes and safety improvement from fast clearance of crashes. One of the best ways to reduce injuries and fatalities from rear end collisions is to clear incidents faster. The Texas Department of Transportation (TxDOT) has provided Congestion Mitigation Air Quality (CMAQ) funding to the Regional Transportation Council to pilot this program over the past several years. In addition, the City of Dallas has provided financial support to continue this program. Attached are performance measures from this pilot program.

Regional partners have looked for ways to identify sustainable funding sources, although to date, the region has not been successful in securing other funding. Dallas County has continued to have budgetary challenges associated with this program and much of the benefit is observed by road users and operators. Based on this, I would like to reach out to the TxDOT to see if you would consider continuing to fund this pilot program to provide quick response and clearance of crashes to improve overall roadway operations. Fifty percent of user delay is due to incidents and accidents. Here is an example of mobility, congestion relief and safety in the same program.

The Honorable Victor Vandergriff
Page Two

January 18, 2016

Please let me know your interest in this partnership. I am happy to discuss this program with you to provide additional detail and performance measures. Thank you for consideration of this request. I look forward to hearing from you, I can be reached by telephone at (817) 695-9241 or by email at mmorris@nctcog.org.

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

MM:kad
Attachments

cc: The Honorable Clay Jenkins, Dallas County Judge
Kelly Selman, P.E., District Engineer, TxDOT Dallas District
Bill Hale, P.E., Chief Engineer, TxDOT Headquarters
A.C. Gonzalez, City Manager, City of Dallas

Dallas County Sheriff's (2012, 2013, 2014)
Response and Clearance Time (Minutes) Summary

2012	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
Response Time (All)	6.85	7.56	8.42	7.64	7.86	8.98	7.88	7.7	7.89	7.64	7.67	8.4	7.87
Minor Crash	7.13	7.82	8.39	8.19	8.32	8.89	7.98	7.99	7.87	7.97	7.8	8.3	8.05
Major Crash	6.41	7.01	7.56	6.31	6.6	9.29	7.52	7.08	7.83	6.38	7.3	8.18	7.29
Fatal Crash	9	4.5	42.5	3.5	13	7.5	na	4	9.16	17	8	5.33	11.23
Clearance Time (All)	21.03	19.34	23.16	15.3	20	17.47	19.07	17.86	20.54	18.27	17.43	26.36	19.65
Minor Crash	16.92	15.73	16.83	14.31	16.36	12.2	14.95	13.54	15.51	13.87	16.59	16.84	15.30
Major Crash	29.15	24.6	35.11	27.7	26.72	27.35	28.84	26.64	28.65	30.66	24.73	40.06	29.18
Fatal Crash	120	143.5	94	123	100.66	135.5	na	133	99.83	65.33	129	155	118.07
Total Crashes (All)	322	376	483	408	412	392	422	427	449	455	465	534	428.75

2013	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
Response Time (All)	7.64	8.06	8.77	8.39	8.88	8.67	9.32	9.11	9.23	12.26	8.78	9.32	9.04
Minor Crash	7.97	8.2	9.06	8.9	8.91	8.93	9.95	9.4	9.65	13.93	9.05	9.03	9.42
Major Crash	6.69	7.75	8.22	7	8.84	8.11	8.06	8.4	8.03	8.27	8.2	10.04	8.13
Fatal Crash	7	6.75	6.33	9.4	7	8.14	3	12.66	6.8	13.5	7	6.28	7.82
Clearance Time (All)	17.12	19.81	28.25	18.75	22.26	22.36	26.63	17.51	23.9	19.76	24.02	29.33	22.48
Minor Crash	16.62	14.41	25.2	15.83	16.91	18.06	21.01	19.97	19.14	16.37	17.43	19.76	18.39
Major Crash	17.29	27.42	30.87	20.83	37.42	25.05	36.63	24.09	31.54	26.93	31.86	41.63	29.30
Fatal Crash	144	110.75	216.66	143.8	30	146	232	61.66	160.8	81	17.43	131	122.93
Total Crashes (All)	391	397	463	413	415	403	367	391	391	453	460	373	409.75

2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
Response Time (All)	8.36	9.36	9.38	10.51	9.08	9.43	9.37	8.42	9.41	10.49	5.94	8.69	9.38
Minor Crash	8.84	9.46	9.68	11.08	9.41	10	9.66	8.89	10.02	11.21	4.78	9.18	9.35
Major Crash	7.59	8.43	8.75	9.1	8.29	8.1	8.45	7.21	8.2	8.78	9.04	7.47	8.28
Fatal Crash	7.33	4	3	7.66	8.5	3.66	9.66	0	4.2	9.5	14.33	0	5.99
Clearance Time (All)	45.98	22.8	22.67	18.48	20.93	20.72	19.76	18.94	22.7	22.67	23.46	17.45	23.57
Minor Crash	39	19.72	17.73	14.08	16.13	18.02	16.14	15.63	16.45	18.17	19.26	11.93	18.52
Major Crash	48.55	23.91	31.85	25.75	29.82	25.43	25.97	26.74	34.75	31.7	35.06	31.01	30.88
Fatal Crash	202	215.3	220	164.66	104.5	107.66	91.67	148	83	90.5	38.66	90	129.66
Total Crashes (All)	403	389	431	390	427	398	412	387	390	492	454	426	411.90

January 14, 2016

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

Reference: Mobility 2040 Draft Recommendations

Dear Mr. Morris,

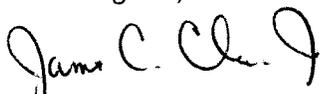
The Denton County Transportation Authority (DCTA) appreciates this opportunity to provide comment on the Mobility 2040 Draft Recommendations. On behalf of DCTA Board of Directors and staff, I'd like to commend the NCTCOG staff on the great effort put forth during the development process of the Mobility 2040 Draft Recommendations. The planning process has included very important elements to ensure stakeholder involvement and community feedback which both are critical to the success of a regional mobility plan.

On December 17, 2015, the DCTA Board of Directors approved a list of transportation projects critical to the mobility needs of Denton County for inclusion in the Mobility 2040 Plan. This letter is to serve as official comments regarding this approved list of projects for NCTCOG consideration during the Mobility 2040 planning process. Please see the attached document for DCTA's Projects of Interest for inclusion in the Mobility 2040 Plan.

Again, thank you for your hard work on this important regional process and for the opportunity to provide comments on the Mobility 2040 Draft Recommendations. We look forward to meeting with NCTCOG staff prior to the end of the comment period to ensure any clarification is made prior to comment closure.

If you have any questions regarding the attached Projects of Interest or if I may ever be of assistance to you or your team, please do not hesitate to contact me or Kristina Brevard.

Best Regards,



James C. Cline, Jr., P.E.

President, Denton County Transportation Authority

RECEIVED

JAN 15 2016

cc: Kristina Brevard

TRANSPORTATION

NCTCOG 2040 Plan DCTA Interest Areas

Commuter Rail

- A-train Extension – North to SH 380
- A-train Extension – South to Belt Line/Future Cotton Belt Rail Line
- 35W – Add from Alliance to Denton; possible right-of-way only
- 35W – Sustain from Fort Worth CBD to Alliance
- BNSF to Downtown Frisco – Sustain from Carrollton to Frisco

Regional Bus

- 35W Corridor – Denton to Fort Worth
- SH 380/ FM 423/DNT – Denton to SRT (SH 121)
- DFW Airport Connection
- 35E/35W Connector (FM 3040 or FM 1171)
- Clear understanding of passenger travel guarantee concept

Highway

- 35W – Roadway construction from Alliance to Denton
- 35W Bus Lane – Ultimate design and Interim during construction
- SH 380 – Widening and grade separations
- Sam Rayburn Tollway (SRT) – Capacity improvements

Hike/Bike/Veloveb

- Trail Connection from Hebron Station to Carrollton Trail System
-



City of Plano
1520 K Avenue
Plano, TX 75074

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

January 12, 2016

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

RE: Cotton Belt Corridor

Dear Mr. Morris:

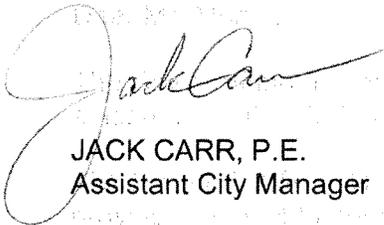
The City of Plano has purchased the property shown on the attached exhibit for a future passenger station along the Cotton Belt Corridor.

The Memorandum of Understanding that outlines the terms and conditions regarding the acquisition, provides, subject to approval of the RTC and NCTCOG, the City may use the property for another purpose during the pendency of the MOU.

I am hereby requesting approval of the use of the property as a staging area/yard to be used during the construction of a project that will take approximately three years to complete. In the event this property is needed for the Cotton Belt Passenger Station, the temporary use will cease as provided by the MOU.

If you have any questions or need additional information regarding this request, please contact me at 972-941-7225.

Sincerely,



JACK CARR, P.E.
Assistant City Manager

Enclosure



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

January 8, 2016

Mr. James Bass
Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Dear Mr. Bass:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I would like to congratulate you on being named Executive Director of the Texas Department of Transportation (TxDOT).

TxDOT's partnership with MPOs, cities and counties is vital to transportation planning, as it helps to identify and prioritize projects that improve mobility and safety throughout the state. We look forward to furthering the partnership between our agencies and continuing to work with you on important transportation matters.

Once again, congratulations on your appointment. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241 or mmorris@nctcog.org.

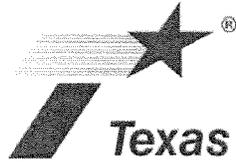
Sincerely,

A handwritten signature in black ink, appearing to read "Mark Riley". The signature is fluid and cursive, with a large, stylized "M" and "R".

Mark Riley, Chair
Regional Transportation Council
Parker County Judge

RH:ch

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



Texas Transportation Commission

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

January 7, 2016

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

Dear Mr. Morris:

Since taking office in January 2015, Governor Greg Abbott has made addressing the state's most congested "chokepoints" a top priority. In September, Governor Abbott directed the Texas Transportation Commission to develop a plan to address congestion relief in the urban areas of Texas, and Chairman Lewis appointed me to lead this congestion relief effort for the Texas Transportation Commission.

As part of this initiative, it is important for community leaders and the Texas Transportation Commission to engage and understand local congestion relief needs. Therefore, as a Commissioner of the Texas Transportation Commission, I would like to formally invite you to a meeting focusing on listening to your congestion relief priorities in the Dallas metropolitan area.

Please join me for this important meeting on **January 19, 2016** from 1:30 p.m. - 3:30 p.m. at the Kay Bailey Hutchison Convention Center, Ballroom C-1 located at **650 S. Griffin Street Dallas, Texas 75202**. Parking will be available and validated in the connected garage.

In order to reserve free parking and a seat for the discussion, please RSVP to Audrey Koehler via email at Audrey.Koehler@txdot.gov or (512) 463-4694.

Sincerely,

J. Bruce Bugg, Jr.
Commissioner
Texas Transportation Commission

TAPS to suspend operations for 90 days so staff can focus on finances

Valerie Wigglesworth Follow @vlwigg Email
vwigglesworth@dallasnews.com

Published: January 6, 2016 5:37 pm

The TAPS Public Transit board of directors voted unanimously today to temporarily suspend its operations for 90 days so the agency can focus on getting its finances in order.

Several area transit agencies have agreed to step in to provide on-demand bus service to its riders in a six-county area, hopefully by using existing TAPS vehicles and existing TAPS drivers.

Officials said Wednesday that they don't believe TAPS riders will notice any lapse in service. Riders should continue to use the TAPS toll free number to reserve rides, which will be restricted to seniors and those with disabilities as well as those needing medical-related trips such as doctor appointments.

The transition will happen as soon as possible, according to the board resolution approved after a two-hour executive session Wednesday.

"We're going through a very tough time, but we're going to turn thing around," board chairman Spanky Carter said, emphasizing that this move is not the end of TAPS Public Transit.

The plan, which has been in the works for nearly two months, is to focus on getting money in the door and getting bills paid, he said.

The 19 remaining administrative staffers will be focuses solely on TAPS' finances and finding the documentation needed to request reimbursements from the Texas Department of Transportation, the Federal Transit Administration and the North Central Texas Council of Governments.

Interim CEO and executive director Tim Patton said after the meeting that the goal is to come back at the end of 90 days and resume bus services for the six-county area. The board voted last year to terminate all services in Collin County. There is no discussion at this time about resuming service in Collin County.

“It’s really a positive move for us,” Patton said. “It reduces our costs day to day and let’s us focus on financial recovery.”

The move will also help the agency to catch up on payroll. Its current employees did not receive their most recent paychecks. And all the employees laid off in November are still waiting for their final paychecks. Patton said TAPS owes about \$460,000 in back payroll.

“This is our best opportunity to pay them,” Patton said of the suspension.

<http://thescoopblog.dallasnews.com/2016/01/taps-to-suspend-operations-for-90-days-so-staff-can-focus-on-finances.html/>

More North Texans working from home and loving low-stress 'telecommute'

Number of Americans who have worked from home has quadrupled since 1995

Technology gives rise to online workplace

New perk for employees: flexible hours

By Gordon Dickson

gdickson@star-telegram.com

When her children became teenagers, Julie Geiger decided it was time to put her master's degree back to use and return to work.

But the former public relations executive, who for several years had been a stay-at-home mom in Frisco, still wanted to be at least partially in control of her schedule.

So Geiger joined the growing number of Americans who have found jobs that allow employees to spend at least some — and in some cases all — of their shifts at home.

"Those kids and a desire for a work/life balance are the reason I opted to work at home," said Geiger, who for the past seven months has worked as a marketing specialist for [DVM Elite](#), a firm that helps veterinarians across the United States and Canada with publicity.

Geiger works at home five days a week. . She spends a lot of time on telephone conference calls, and makes presentations for clients on a computer screen that she controls but that they can also view online.

Work numbers

A variety of data sources all show that the number of Americans working from home — also known as telecommuting — has been on a steady rise for two decades.

Thirty-seven percent of workers have telecommuted at least once, a whopping four times the 9 percent of workers who reported working from home in 1995, according to a [Gallup annual work and education poll](#) released late last year.

It's a virtual company. We function as a company but I have never met my co-workers in person.

Julie Geiger, who works in her Frisco home

An estimated 13.4 million workers now spend at least part of their work week at home, including 9.4 million who work at home essentially every work day and 4 million who do their jobs from home occasionally, according to the [Census Bureau's American Community Survey](#), based on in-depth questions during the 2010 Census. That's a 69 percent increase from 1997, when 9.3 million employees telecommuted — 6.4 million every day, and 2.9 million occasionally.

Also, 22 percent of workers surveyed nationwide said they telecommuted more in 2014 than the year before, according to [FlexJobs](#), an online company that, for a fee of \$14.95 a month (or \$29.95 for three months), helps prospective employees such as Geiger link up with companies that offer a work-from-home option.

"Flexible work will not only play a significant role in the future of work, it will be a key differential of successful employers," said Sara Sutton Fell, FlexJobs chief executive. "Telecommuting and other types of work flexibility are starting to have a much-needed impact on the 21st century workplace, and there is no sign of it slowing down."

Old work habits obsolete

Alan Pisarski agrees. Pisarski has written a series of books titled *Commuting in America* that track long-term trends in workers' driving habits, and in a recent interview he said he sees the 8-to-5 shift gradually becoming obsolete.

Part of the reason is more workers seeking jobs that allow them to avoid wasted hours stuck in traffic. Also, employers who were once reluctant to let workers spend time unsupervised at their homes are now offering telecommuting as a job perk.

For many workers, the ability to keep flexible hours and spend time at home is worth more than a higher salary, Geiger said.

Fort Worth-based American Airlines last year hired more than 8,700 workers, including 1,400 reservation agents. Of those, 400 were home-based.

About 13.4 million Americans telecommute, including 9.4 million who do their jobs at home full-time and 4 million who work from home occasionally, according to the U.S. Census Bureau.

American auditioned those candidates using voice interview software, said Eva Zablodowsky, a new-hire recruiter assistant. The program, which has also been used by pilot and flight attendant recruiters, is sent to applicants who make it through the online application and screening process. Job candidates are told to call in and are recorded answering five questions.

Some employers are initially reluctant to let workers do their jobs at home, fearing they won't work as productively with the distractions of their personal lives so readily available. But many employers find that it's a worthwhile tradeoff to allow workers to spend at least a day or two per month at home because it often provides a huge boost in morale, said Sonya Landrum, a principal transportation planner at the North Central Texas Council of Governments.

"More companies are making it available," said Landrum. "It's just a matter of getting a complete buy-in from middle management."

No place like home

In her seven months working for DVM Elite, Geiger, 46, has developed friendships with several co-workers, bonds that have been formed even though she has never met them face-to-face.

"It's a virtual company. We function as a company but I have never met my co-workers in person," she said. "The employees are all around the country. We have our daily huddles. I speak to them every day on the phone."

From a small office in her Frisco home, Geiger works full-time helping veterinarians across North America develop advertising, marketing campaigns and websites.

Her husband works outside the home and her children are at school. Her dog, Sadie, is often by her side in the home office.

"I can sit at my desk for 30 hours per week. It allows me to get the kids to school, walk the dog and be at my desk by 8:30," she said.

Geiger added that, although she might make a higher salary with better benefits and health care coverage by working in a more traditional workplace environment, she benefits in other ways.

“I don’t have to factor in [the cost of] my wardrobe,” she said. “There are no commuting costs, which can be a big expense including gas and trips down the tollway. ... And my family eats out less because I’m at home in time to prepare it.”

THIS REPORT INCLUDES INFORMATION FROM THE STAR-TELEGRAM ARCHIVES.

Gordon Dickson: [817-390-7796](tel:817-390-7796), [@gdickson](https://twitter.com/gdickson)

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article54516655.html#storylink=cpy>

Could a deck park rejoin and rejuvenate the Oak Cliff neighborhoods that I-35E tore asunder?

By NANETTE LIGHT and CONOR SHINE

Staff Writers

Published: 16 January 2016 11:14 PM

On Feb. 1, 1962, former Dallas Mayor R.L. Thornton set off fireworks to commemorate the opening of a new stretch of Interstate 35E in Oak Cliff that would bear his name, calling the freeway “essential to the future progress of the city.”

Those eight lanes of gleaming white concrete had begun their plunge through vibrant Oak Cliff neighborhoods the previous decade, dividing communities along the way in the name of economic growth.

While the interstate, now grayed with the years, did bring development, the places it carved through on its path to the suburbs saw their fortunes decline — victims of the damaging impact that highways wrought on inner-city neighborhoods around the country.

Now, there’s renewed hope that two of those neighborhoods — one west of I-35E that has hobbled along since its days as Oak Cliff’s commercial center; the other on the east side and ravaged by decades of concentrated crime and poverty — might be stitched back together and see the door open to new opportunities.

The tool to begin the healing process and help expand the recent economic rebound in north Oak Cliff to other parts of southern Dallas would be a deck park between downtown and the Dallas Zoo — just north of the site where Thornton stood a half-century ago and hailed the highway.

The park, which has yet to be funded, is included in plans for the \$626 million Southern Gateway project to expand I-35E. Regional transportation officials voted last week to fast-track the project.

“The psychological impact and the physical impact of the freeway is so great that ... some people don’t even realize that the other side of the freeway is still Oak Cliff,” said Paul Carden, an area resident who has pushed for inclusion of a deck park in the plans. “I see it as a way of giving Oak Cliff a shot to have its redevelopment opportunities.”

Backers of the plan are confident the new green space could provide a foothold for new investment, following the lead of the Klyde Warren deck park downtown.

Word of the grand vision has spread slowly through the neighborhoods adjacent to I-35E in north and east Oak Cliff. While residents welcome the idea of bringing a deck park to an area in need of open spaces, they’re skeptical that it would provide enough lift to overcome decades of neglect.

The view on Jefferson

On Jefferson Boulevard, a few blocks west of I-35E, strollers, shelves and appliances spill onto the sidewalk from a thrift store near a payday lender, a money transfer store and a mobile phone retailer. Down the street, the historic Oak Cliff United Methodist Church is vacant and up for sale.

The stretch of road near Marsalis Avenue was once the heart of Oak Cliff’s bustling commercial center, home to one of the city’s first J.C. Penney stores as well as other department stores and grocers that drew in the neighborhood’s affluent shoppers.

The solid wood beams and embossed tin ceilings inside the former J.C. Penney at 611 E. Jefferson speak to the building’s former grandeur. Bedding, clothes, dishes and other housewares still pack the store, but these days its customers are the city’s poor and homeless, who can get goods there for free.

The store’s manager, Cleo Sims, has spent the last 20 years on Jefferson and has seen it decline even as investment has flowed to other parts of north Oak Cliff, including the thriving Bishop Arts District.

“We need some North Dallas stuff over here, you know what I mean?” said Sims, who manages the store for the nonprofit Dallas County Community Action Committee. “North is coming south, slowly, but we need more. A park is fine, but we need other things. Like decent grocery stores, a nice cafe.”

Faded memories

Katherine Homan, 75, remembers shopping at the J.C. Penney on Jefferson decades ago, but she said that version of the neighborhood has long since vanished.

Instead of buying her groceries in the neighborhood, Homan, who has lived in the East Kessler area for 40 years, drives to Oak Lawn, while some of her friends head for Cedar Hill.

She sees the arrival of the interstate, which destroyed a swath of homes in its path and devalued nearby properties, as the start of the area's downturn.

"Pretty soon we had lost everything we had, and you were having to leave Oak Cliff to do anything," she said.

Homan is one of the community members, along with Carden, who helped push for a deck park as part of a plan to expand I-35E between downtown and U.S. Highway 67.

She said that the highway was built for a car culture that's losing relevance, and that the park would help make the neighborhood more walkable and restore some green space.

"Decking it over is one more way we can make up for the damage [the road] had done 60 years ago, to make up for the community this road had taken away," Homan said.

While the Jefferson Boulevard corridor and neighborhoods immediately west of the highway have scraped by in the decades since the arrival of I-35E, the east side has seen a greater fall.

Poverty and crime

Dilapidated wooden homes, many of them boarded up with plywood, are scattered through the area stretching several blocks east from the interstate. The area's median income of \$13,558 is a quarter of the countywide figure, and violent crime is significantly higher than in areas west of the highway.

The neighborhood is home to Oak Cliff Cemetery, the city's first public cemetery and the resting place of historic figures including Leslie Stemmons, a prominent businessman who donated much of the right of way for what would become Stemmons Freeway.

The area is also home to numerous long-established churches and to a Dallas school district magnet program.

But the few businesses in the neighborhood are mostly auto shops, gas stations or fast-food restaurants.

Back on Jefferson Boulevard, on the other side of the highway, opinions vary widely on what a new park would mean.

Lingering concerns

Some worry that it would be tainted by the graffiti, homelessness and blight that lurk throughout the community.

Others worry the park's success could bypass those who live nearby, bringing in residential and commercial developments that would drive up prices and force out longtime residents or transient populations drawn by the area's affordability.

"More parks are always great. I know we need more baseball fields — we don't have any," said German Peña, owner of The Garage Sale, a furniture and appliance store on Jefferson. "But when you're coming in and fixing up an area, that can actually push the people who already live in that area out. You're making it very unaffordable for the average person in Oak Cliff."

Inner-city highways, with the smog, noise pollution and physical barriers they create, are notorious for driving down property values and thwarting development in the adjacent areas.

A deck park wouldn't undo all of those problems, but it could be a positive first step, especially when paired with the nearby Dallas Zoo, toward reversing decades of decline.

Hurdles ahead

There are still several hurdles the deck park plan would need to clear before becoming reality. The state would have to sign off on funding for the larger Southern Gateway project, and some combination of city dollars and private donations would be needed to pay for the park, which is expected to cost at least \$30 million.

But there is hope, or at least a sense that something has to change.

"The buildings over here are dilapidated and so old ... the whole community needs to be upgraded," said Paul Conner, owner of Quality Furniture on Jefferson. "The park would be walking distance. We're a couple of minutes from downtown. ... If Bishop Arts is expanding and everything else is being upgraded, why would you just stop there?"

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Big names on both sides of Trinity Parkway debate named to advisory committee

Updated at 4:40 p.m. with a complete write-through and with comments from Angela Hunt added.

**By BRANDON FORMBY
and ELIZABETH FINDELL
Staff Writers**

Both long-time champions and big-name opponents of Trinity Parkway will help decide if reworked plans for the riverside toll road can marry two possibly divergent goals.

Dallas Mayor Mike Rawlings on Friday announced that the Trinity Parkway citizens advisory committee will include project supporters Ron Kirk, a former Dallas mayor; Lee Jackson, a former Dallas County judge; and Mary Ceverha, a Trinity Commons Foundation board member.

It will also include vocal project critics Rafael Anchia, a state representative from Dallas; Angela Hunt, a former council member; and Robert Meckfessel, another Trinity Commons board member.

Those six will join — and were collectively selected by — City Council member Sandy Greyson and former toll agency chairman Jere Thompson to form the eight-person advisory committee.

“They are all strong people,” Greyson said.

Federal officials have already approved a large-scale version of the road that they expect to eventually be built. But the advisory committee will provide feedback to a technical panel of government employees and urban planners designing the road’s first phase of construction.

In hopes of stemming public opposition to the larger version of Trinity Parkway, that panel is trying to make the initial version of the road smaller and with features akin to

a park access road. That includes adding trees, meanders and parking lots off of the toll road.

“That’s a big deal for a lot of folks,” Thompson said.

But the technical panel is also trying to make the road act as a major traffic reliever for nearby highways so that federal approval isn’t threatened. That’s likely to require high speeds and capacity for a large number of cars.

“If Dallas does nothing to address its core transportation needs, it will not magically become compact and walkable. Its downtown area will not look like much smaller Boston or San Francisco,” Jackson and Kirk wrote in *The Dallas Morning News* last year. “We might, though, become more like Los Angeles, with 30 to 40 great neighborhoods separated by miles of congestion.”

But critics have long said that characteristics required to help carry traffic aren’t compatible with a roadway next to the massive park planned inside the Trinity River levees. The road has also been a source of contention because it will create more traffic for a large swath of Dallas than it reduces on a handful of downtown highways. And opponents have been distrustful of supporters because reasons for building the road have shifted throughout the years. “The major question we need to understand is what is the purpose of the Trinity Parkway,” Hunt said. “That is ever-changing and that is ill-defined.”

Rawlings last year championed a reimagining of the road’s first phase of construction. A team of transportation experts and urban planners led by Larry Beasley designed a road that has 20 goals aimed at making it more like a meandering parkway than the hulking highway federal officials approved.

But it’s not yet known which characteristics federal officials will allow. That’s part of what the technical committee is doing – fitting the Beasley goals within the framework of what federal officials already approved.

Rawlings said the advisory group will work somewhat in tandem with the technical committee to weigh in on whether ongoing design work is living up to the so-called Beasley plan.

“I felt these citizens could help this process to do it before versus after,” Rawlings said.

Federal authorities will also likely have to clear proposed changes, like additional trees in the Trinity River flood plain and parking lots off of the high-speed toll road.

Questions have already arisen over whether the road can meander the way a team of urban planners suggest.

“There may be technical issues that are hard to overcome,” Rawlings said.

Once the technical panel of government employees and urban planning experts presents its final work to the City Council’s Transportation and Trinity River Project Committee, the citizens advisory committee will weigh in on whether the plans meet the spirit of what was promised to the public last year.

“We’re very close to pulling the city together on this issue,” Rawlings said.

Greyson said trying to reach a consensus on the project required getting prominent players from both sides.

“It’s important because if in the end we are able to come to some kind of agreement, it’s significant that people who have spoken out on both sides of the issue have been able to come together,” she said.

Transportation committee chairman Lee Kleinman said he’s cautiously optimistic that both sides will like what comes out of the technical committee’s work.

“We don’t want anybody saying, ‘You didn’t listen to me,’” Kleinman said.

EPA's proposed ozone rule will slow North Texas commuters

Ozone in North Texas air has been reduced, but not enough to meet current standards

Proposed new standards would be much harder to meet

Possible sanctions include reduction in federal money for road expansion

By Stanford Lynch

Special to the Star-Telegram

As any business owner will admit, a great business means nothing if people can't access it.

Here in North Texas, we've been expanding our roads over the past few years to accommodate new companies, as well as the people moving here to take advantage of new opportunities.

Although most of us have complained about the traffic, we also recognize that, ultimately, those construction projects will bring a smoother commute.

That's one reason why new regulations from the U.S. Environmental Protection Agency are a concern for motorists all across the Metroplex.

The EPA is moving forward with a plan to tighten the National Ambient Air Quality Standard for ozone.

The original clean air standard for ozone was set in 1997 at 85 parts per billion. At that time, North Texas air was at 102 ppb.

After more than a decade of effort, our region is now at 83 ppb. However, in 2008 the EPA changed the standard to 75 ppb, an even more challenging goal.

Now, EPA wants to change again by moving the standard further to 70 ppb, at which point some believe national parks would be in non-attainment, including Death Valley National Park and Cape Cod National Seashore.

With a 70 ppb ozone standard, many counties in Texas will also remain in non-attainment, including Tarrant County.

According to a joint warning from the U.S. Conference of Mayors, the National Coalition of Counties and the National League of Cities, a non-attainment designation can severely affect new transportation projects.

As those groups explained, “for non-attainment areas, the federal government can withhold federal highway funds for projects and plans ... even when these projects and plans could have a measurable positive effect on congestion relief.”

According to the Texas A&M Transportation Institute’s Urban Mobility Scorecard, the Metroplex burned nearly 80 million gallons of excess fuel due to traffic congestion in 2014. The related loss of productivity cost our region a staggering \$4.2 billion last year, which is the seventh highest in the country.

Recently, the U.S. Chamber of Commerce released a report on the impact of the new ozone rule for North Texas commuters.

As the report notes, the North Central Texas Council of Governments has identified \$95 billion of transit projects that are necessary to alleviate the worst congestion problems, including \$40 billion for freeway construction and expansion, all to accommodate additional cars and trucks from our growing population.

But the EPA’s ozone rule puts these projects at risk; even the cleanest vehicles have emissions. Two such at-risk projects are the I-820 Loop Interchange and I-35W reconstruction, which could face a cutoff in federal funds and a permitting freeze until the region can get into attainment.

NCTCOG has diligently worked to avoid such cuts by implementing innovative programs that further lower our emissions levels.

The federal government has recognized these good-faith efforts and steady reductions by continuing to grant transportation funds, even though our region is not yet to the current 75 ppb goal set by the EPA. A 70 ppb standard may make sanctions more likely.

Finally, more than 60 percent of the controls and technologies needed to meet the new standard are what the EPA admits are unknown controls.

These unknown controls do not take into account negative air quality influences for the Metroplex from other areas of the state, such as the Piney Woods of East Texas or other metropolitan areas, let alone the influences from out of state as far north as Chicago.

In other words, the rule is setting up the potential for a traffic nightmare from which North Texans may never be able to awaken.

Balancing economic growth with environmental protection is never easy, but imposing new federal regulations without regard to cost or feasibility is not the answer.

Stanford Lynch is chairman of the Fort Worth Chamber of Commerce Transportation Committee and an associate with Freese and Nichols Inc.

Read more here: <http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article56156110.html#storylink=cpy>

Raising 50-mph speed limit on Chisholm Trail Parkway in Fort Worth could take months

Higher posted speed limits possible by summer

Until then, police presence likely to remain strong

Fort Worth-area drivers embrace TollTags

By Gordon Dickson

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FORT WORTH

Motorists annoyed by what they say is an unnecessarily low 50-mph speed limit on Chisholm Trail Parkway will likely have to tap the brakes for at least four or five more months.

North Texas Tollway Authority officials said the earliest they can raise the speed limit is likely to be May or June — and that would only occur if a formal speed study justifies the change and Fort Worth residents who live near the 28-mile toll road agree to it.

“There will be a thorough public process, and safety goes into it as well,” said Elizabeth Mow, the tollway authority’s assistant executive director of infrastructure.

Even so, the call to raise the speed limit is growing louder.

The Fort Worth City Council earlier this month voted to change its agreement with the tollway authority to allow for higher speeds. That’s the first step in a process that officials say could take four to five months.

You may take away a major revenue source for DPS.

Fort Worth Mayor Betsy Price, joking about how raising the speed limit could reduce speeding tickets.

The next step is for the tollway authority board, which meets monthly in Plano, to vote in favor of amending its agreement with Fort Worth and conducting the speed study. The earliest the board likely would take that action is at its mid-February meeting.

If the tollway board approves, a speed study would then be conducted in March or April, Mow said. The study would measure how fast motorists are currently traveling on Chisholm Trail

Parkway, and look at design elements to determine if it is technically able to support higher speeds.

The results of that study would then be discussed in public meetings involving neighborhoods near the tollway, to gauge support for any possible changes.

The Texas Department of Transportation, which was a partner in building the toll road, would be asked to sign off on the change as well.

History of the 50-mph limit

Before the Chisholm Trail Parkway was built, Fort Worth officials in the early 2000s negotiated a 50-mph speed limit on the road's northernmost four miles from south of Arborlawn Drive to Interstate 30 at the request of neighborhood residents. The idea was that a lower speed limit would minimize noise pollution and help older neighborhoods preserve their quaintness.

50 mph The speed limit on Chisholm Trail Parkway from I-30 near downtown Fort Worth to south of Arborlawn Drive.

Tollway officials at the time agreed to the lower speed limit, but warned city officials that they would have to charge higher-than-normal tolls on the road — about four cents per mile more than roads in the Dallas area — to offset the projected loss of revenue caused by fewer motorists. The reasoning was that, with a lower speed limit, the road would be a less attractive option for many commuters because it would take longer for them to get where they were going, which in turn would lead to less traffic and less revenue for the tollway authority.

Now, nearly two years after the parkway opened, Fort Worth Councilman Jungus Jordan said he rarely gets complaints about the toll charges. Instead, most complaints he hears are about the low speed limit.

Many elected leaders including Fort Worth Mayor Betsy Price have noted that both city police and the Texas Department of Public Safety enforce the speed limit heavily.

“You may take away a major revenue source for DPS,” Price quipped during a recent pre-council briefing in which the city staff discussed the steps needed to raise the limit.

The speed study will be conducted on the entire 28-mile road, Mow said.

The speed limit is 60 mph from south of Arborlawn Drive to Alta Mesa Boulevard, and 70 mph from Alta Mesa Boulevard to U.S. 67 in Cleburne. Those speed limits theoretically could change as well, depending upon the study results, she said.

Despite concerns about the speed limit, the parkway is enjoying popularity among Tarrant and Johnson County motorists, tollway authority figures show.

A total of 22.1 million transactions were processed on the road in fiscal year 2015 — more than 19 percent higher than what the tollway had projected.

A transaction can occur anytime a motorist drives under one of the many overhead electronic gantries on the road. The road has no toll booths, and motorists pay their tolls electronically. Nearly 74 percent of motorists pay using a TollTag sticker on their windshield.

Vehicles without a TollTag can still use the road, and a camera system is used to photograph their license plate so the registered owner can be sent a bill. For those users, the toll rates are higher.

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Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article56476238.html#storylink=cpy>

New smartphone app lets drivers pay for parking at all Fort Worth meters

Using FW Park app costs an extra 35 cents per transaction

Works at 2,700 metered spaces downtown, in TCU area and Cultural and medical districts

Old-fashioned coins still work, too

By Gordon Dickson

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FORT WORTH

Motorists can now pay for parking at all Fort Worth meters with a few taps on their smartphone.

A company called [Parkmobile LLC](#) is offering a smartphone application known as FW Park. With the app, users can pay for parking at the 2,700 curbside, metered spots in and around downtown Fort Worth, [Texas Christian University](#), the Cultural District and Medical District.

“If you’re still a little old-fashioned and you want to carry coins in your pocket, you can still do that,” Fort Worth Mayor Betsy Price said. “But how cool is it to be sitting in a meeting or shopping and get an alert that your parking meter is about to expire, and just hit ‘pay more’?”

\$2.2 million Amount motorists spend annually parking at Fort Worth meters.

How it works

To get started using the app, users may visit Google Play (for Android phones) or the App Store (for iPhones) and download FW Park at no charge. To create an account, users input information such as their name, mobile phone number, vehicle license plate number and credit card data.

Once that’s done, the user simply parks at a metered spot. Most Fort Worth meters now have a white sticker with a prominent zone number. App users are asked to input the zone number and choose how much they want to pay the meter for parking.

The money is automatically charged to a credit card account, and a 35-cent fee is attached to each transaction.

The app will send an alert to the account holder’s smartphone to warn 15 minutes before the meter expires. And the user can add another payment to the meter remotely, to avoid getting a parking ticket.

Similar apps have been downloaded 3.5 million times, said Brian Burleson of Plano, who is Parkmobile's head of operations.

Parkmobile, based in Atlanta, handles parking transactions in 1,400 communities, he said. Many of the cities are small, but the company does handle thousands of transactions per day in major markets such as Washington, D.C., Houston and Los Angeles. Once a user has a Parkmobile account such as FW Park, it works in other cities that use Parkmobile's services, he said.

The idea is to use technology to make life simpler, so motorists don't have to stress over the prospect of getting a citation, he said.

"Parking is not a destination," Burleson said. "It's just something we have to do."

Limitations

How cool is it to be sitting in a meeting or shopping and get an alert that your parking meter is about to expire, and just hit 'pay more?'

Fort Worth Mayor Betsy Price

The technology doesn't address every possible headache. For example, if you park in a space with a two-hour limit, the app won't let you pay for additional time beyond the two hours.

The city's parking enforcement officers will still patrol the streets and cite vehicles they see remaining at a spot longer than the allotted time, said Peter Elliott, city parking manager. They have various means of keeping track of such vehicles, including the tried-and-true method of marking the tires of parked cars with a piece of chalk and returning to the spot later to see if the vehicle is still parked there, he said.

The new parking payment should have little effect on how much the city collects each year from its meters — about \$2.2 million, Elliott said.

However, if the app leads to fewer parking tickets, it could put a dent in how much the city receives from parking citation violators, he acknowledged.

The app will also create more work for the parking enforcement officers. Now, when they come across a vehicle at an expired meter, before writing a ticket the officers will check their own smartphones to see if the vehicle has paid through FW Park.

If so, the officer will walk away from the car without writing a ticket.

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Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article56863418.html#storylink=cpy>

Red River Valley Association sets sights on ports in Texoma

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Contact:

Miranda Wilcox Herald Democrat

The inland areas of Dallas and Texoma may soon get a taste of the sea. A plan to open up the Red River to cargo transportation from Shreveport, Louisiana, to the Dallas-Fort Worth Metroplex is taking shape to increase the area's transportation and trading abilities.

The idea stems from the Red River Valley Association in Shreveport, an organization with a long-term goal of having waterway access from the Mississippi River all the way to Texoma. The transportation model has already taken shape in Louisiana with five public ports, and RRVA Executive Director Richard Brontoli said making the Red River navigable in Arkansas is the next goal. After this, Texoma gets to step up to the plate.

"You're limited in Dallas-Fort Worth," Brontoli said. "It (cargo) has to be able to move by road or rail, so you're limited to size and weight. So if you open it up to barge traffic, you can build anything as big as you want and put it on a barge and send it anywhere in the world that you want."

By connecting the Red River to the Mississippi River, it allows not only the metroplex, but also Sherman and Denison access to international waters with imports and exports.

The Dallas-Fort Worth area is the ninth-largest metropolitan region in the nation for manufacturing, and is the only one without a port to transfer products.

"It opens up a lot of potential," Brontoli said. "So it's just something we need to look at and pursue."

Currently the project itself is estimated at \$1 billion, and Brontoli said it could end up costing more, once supplies and equipment are taken into account and all the studies are performed. The North Central Texas Council of Governments, however, has pledged \$500,000 to pay for a feasibility study to see whether a waterway system like this would even work. Brontoli said items such as how many locks and dams would be needed, if the terrain is accessible and available for navigation, etc. would be looked at in this study. It would be one way to determine whether any extra money would be needed to further pursue the project.

There are a number of ways the project could be funded, including pulling the money from a federal trust fund, or a public/private option where the state would have a way to collect funding to operate and maintain it, just like a toll road.

Brontoli explained the project would work with a system of locks and dams, which is a series of stair steps and water elevators that send water to an area to help a barge move upstream. The river would be straightened and expanded to keep the water level high year-round.

"You have a series of locks and dams of 25 to 30 feet, and that's where the engineers would have to calculate where the next one would have to go, and you'd have your tows and barges coming through and taking this stair-step effect up the Red River," he said.

Similar models of river navigation have been established at the port of Catoosa in Tulsa, Oklahoma, he said.

"The whole Arkansas River, from the Mississippi River all the way to Tulsa, has been made navigable with a series of lock and dams, so the same concept is what were looking at on the Red River," he said.

When NCTCOG was first approached with the idea, Director of Transportation Michael Morris said the project had potential. In a video of a 2014 Regional Transportation Council meeting available on the NCTCOG website, Morris said it was an interesting way to finally get the area access to the sea, which opens a number of benefits.

"It provides additional freight transportation, such as bulk items that we're not familiar with that are normal business practice," Morris said in the meeting. "Sands and pipes and things for drilling, you could divert the freight traffic from the highways over to the waterways, it's a very inexpensive way to move bulk product. ... They're talking about electric power generation, they're talking about the movement of water that may help the particular region. ... We don't have very often, good movement, water, electric generation all in the same particular concept."

It's a situation that Consultant to the Arkansas Red River Commission John Stone says is a "win-win." Forty percent of the entire Texas population would be affected if the project came through.

"The economic impact of it goes three to four counties deep on either side of the river course way," Stone said. "And that's in Texas and Oklahoma and in Arkansas and in Louisiana."

He said it would create a huge demand for jobs in the area with individuals hired as barge operators and barge maintainers, to those who will import and export. Besides the commercial aspect, he said the recreational aspect of the area would be impacted as well.

"You have to straighten the river out and put the dams in between them, and locks create the pools that are stair stepped up in elevation," Stone said. "... So the water flows quicker and is less prone to floods, you can use the locks and the dams to let the water flow better in times of drought. You can preserve the water better, so you have a water supply aspect of it, too."

These pools are ideal for fishing, water skiing, camping, scuba diving and other activities, he said.

Brontoli said the project is still several years away from development. By 2017, the study for the Arkansas portion of the river will be figured out, and after that the RRVA can set its sights on Texoma.

Editorial: Stalled road projects will get cash infusion

January 28, 2016 5:54 PM
THE EDITORIAL BOARD

State officials are allocating an extra \$163.8 million to highway projects in Tarrant County, money freed up last year when legislators stopped diverting \$1.3 billion in highway fund money to non-road spending.

It's hard to argue with extra money for roads, and in this case the targeted projects are particularly worthy. Those projects have long been planned, but they've been on hold for lack of funding.

One is the Texas 121/360 intersection in southern Grapevine. Northbound and southbound drivers must merge and change lanes in sometimes hazardous ways as these two heavily traveled highways converge.

The Texas 121/Loop 820 interchange where Fort Worth, Hurst and Richland Hills come together was left out of the recent North Tarrant Express freeway/tollway expansion project, and now it's a bottleneck where traffic exiting the North Tarrant Express comes to a standstill. Funding to ease congestion is welcome.

Finally, speeded-up funding is scheduled for Texas 199 in the Azle area.

The Legislature was wise to end diversions of highway fund money, and transportation officials are wise to quickly target the money where it will ease traffic congestion.

<http://www.star-telegram.com/opinion/editorials/article57146823.html>

Editorial: TEX Rail is moving full-speed ahead, but should it be stopped?

By Konni Burton
Special to the Star-Telegram
January 27, 2016

Tarrant County residents who pay close attention have heard of the “TEX Rail” project.

Still, my guess is the vast majority are not aware of the costs and realities of this 27-mile commuter train planned to run from downtown Fort Worth to Dallas/Fort Worth Airport.

The enormous price tag of TEX Rail currently sits at \$998.78 million.

Local officials are aggressively pushing forward despite not having secured complete funding for the project.

At the end of 2015, total funding for TEX Rail included: \$150 million from the federal government, \$46 million from the state, \$20 million from Tarrant County, \$25 million from regional toll revenue and a projected, combined sales tax revenue of \$288.8 million from Grapevine and Fort Worth.

These sources total just under \$530 million, and there is no guarantee of securing the remaining \$468 million from the federal government.

Also unsettling is the fact that our community has not signaled a desire for mass transit.

Other county governments, such as Travis County, allowed their residents to vote on a commuter rail project before committing to spend millions of dollars.

Would it not have behooved our local governments to bring TEX Rail to a countywide vote to gauge the public’s interest and willingness to use and support the project long term with tax dollars?

The Federal Transportation Administration offers grants to cities for projects that fall within its ultimate objective of socially re-engineering the urban landscape.

The two obvious problems with this are that our local officials are entering into a multiyear, billion-dollar project with the irrational and fiscally irresponsible federal government, and that we are artificially creating supply for a commodity that has little demand.

Further, the environmental impact study for TEX Rail, published in May 2014 states, “Overall the commuter rail alternative has negligible effects on traffic patterns and volumes on parallel roadways.”

It further posits the average daily vehicle miles traveled in our region would decrease by only 0.07 percent. The study concludes there will be no significant improvements on air quality or congestion, whether building rail or not.

An unjustifiable taxpayer-funded albatross is being created here.

Mass transit systems are an essential component to a thriving urban area; however, rail has repeatedly shown to be a cost-intensive and failed option for growing cities.

Our bus system is a great example of a manageable and necessary system of mass transit. Many low-income and disabled individuals rely on our bus system for their everyday livelihood.

Sadly, studies have shown rail projects attract middle-to-high income riders, which in turn creates a transit system that neglects the needs of our most vulnerable.

Furthermore, case studies show bus service suffers when rail is introduced, because tax dollars are redirected to shore up funding shortfalls for maintenance and operations of rail. Ridership revenues simply do not cover the costs.

The allure of easy money from the federal government can sometimes create blind spots when determining what is best for our local community.

With TEX Rail, our local leaders have disregarded the grim realities of rail and have sidestepped the residents of Tarrant County to make a bad deal with the central planners and social engineers in Washington, D.C.

If you agree with me, demand a say. Tarrant County deserves better.

State Sen. Konni Burton, R-Colleyville, represents Senate District 10 in Tarrant County.

Why Fort Worth-area roads got \$163.8 million in fresh highway funding

Projects selected were “shovel ready”

Shaky old bridge near North East Mall to be replaced

Commuters likely to see relief in two to four years

By Gordon Dickson

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The Baker Boulevard/Hurst Boulevard bridge over Loop 820, just south of North East Mall, often shakes as truck traffic rolls over it.

The westbound side of the structure has received poor marks during state bridge inspections for more than a decade.

But that shaky old bridge soon will be replaced.

A new overpass will be built as soon as next year as part of a massive makeover of the Loop 820 corridor, from the Texas 121 split to Randol Mill Road near the convergence of Fort Worth, Hurst and Richland Hills. The area is just south of North East Mall and one of the most intense choke points for traffic in Tarrant County.

ADVERTISING

That project was one of three in the Fort Worth area selected last week to receive \$163.8 million over the next few years, as part of the Texas Department of Transportation’s initiative to spend \$1.3 billion statewide to ease road congestion in major metro areas.

\$1.3 billion New funds identified for road work after Texas ended diversion of highway money for other state needs. Of that, \$163.8 million goes to the Fort Worth area.

The other Tarrant County projects to receive the funding were the Texas 121/360 interchange in Grapevine, and Texas 199 in and near Azle.

The projects were picked because they are “shovel ready,” meaning there are no bureaucratic steps such as an environmental study or the purchase of right-of-way to get in their way, a state official said. Essentially all that has been missing, until now, is the money.

“The reason why these projects were selected is they are sorely needed in your community,” said J. Bruce Bugg Jr., a state transportation commissioner. He said that before selecting a small number of projects to receive the funding, state officials asked local leaders from the Dallas-Fort Worth area, “What is in the queue that maybe just needs the funding?”

“We’re looking right now not only at bad congestion points, but what has been approved from an environmental standpoint, and right-of-way acquisition has been taken care of,” Bugg said.

State officials added that it was also crucial that the money not be spent on projects that include tolls. State legislators have made it clear that Texas built enough toll roads and managed toll lanes during the past two decades, and especially during the past five to 10 years.

The Texas Transportation Commission is expected to formally approve the list of projects slated to receive the \$1.3 billion statewide during its next meeting in late February.

Loop 820

The Loop 820 project includes not only the replacement of the Baker Boulevard/Hurst Boulevard bridge, which is part of Texas 10, but also the expansion of Loop 820’s main lanes. The freeway will be expanded to three lanes in each direction, up from two lanes in each direction today, from Texas 121 to Randol Mill Road.

The area has been overcrowded for more than a decade, especially during the past two years as the nearby \$2.5 billion North Tarrant Express project was completed at the Loop 820/Texas 121 interchange. Once that project was completed, the gridlock that used to accumulate near North East Mall now gathers south of the mall, Michael Morris, transportation director for the North Central Texas Council of Governments, told area officials during a recent special meeting with Bugg.

We’re looking right now not only at bad congestion points, but what has been approved from an environmental standpoint, and right-of-way acquisition has been taken care of.

J. Bruce Bugg Jr., Texas Transportation Commission member

The project also includes other bridge improvements and the construction of direct connectors from eastbound Texas 121 to southbound Loop 820, and from northbound Loop 820 to westbound Texas 121.

Work is scheduled to start in the summer of 2017 and be completed by the end of 2021, officials said.

The work is slated to receive \$46.3 million in new state congestion funding. The replacement of the Baker Boulevard/Hurst Boulevard bridge and other components of the project will actually cost much more. In fact, the total cost could be closer to \$137 million.

But federal bridge money and savings from the Interstate 35W expansion in north Fort Worth are available to offset the additional costs, state and local officials said.

Grapevine

In Grapevine, the \$1 billion reconstruction of the Texas 114/121 corridor — known as the DFW Connector — tapers to an end on its westbound side, where Texas 121 splits toward Fort Worth and Texas 114 splits toward Bridgeport.

The new state funding will provide an additional \$61 million to continue the modernized lanes about another mile to the south, where 121 merges with Texas 360. The lanes and exit and entrance ramps will be modernized on Texas 360 about as far south as the Bear Creek Park entrance, and on Texas 121 to Hall-Johnson Road.

The project is scheduled to start this summer and be completed by 2018. But the transportation department's Fort Worth district engineer, Brian Barth, has said the work may be completed earlier by using contractors already in the area finishing up an earlier phase of the DFW Connector near the Grapevine-Flower Mound-Lewisville borders.

Azle area

Drive on Texas 199, also known as Jacksboro Highway, and it's clear the freeway is being built in phases. There are areas where the land is clear for lanes, bridges and other improvements, but the work just hasn't been done.

With \$56.5 million in new state funding, the work will focus on expanding four-lane sections of Texas 199 to six lanes in a two-mile corridor from Nine Mile Bridge Road to the future Western Center Boulevard extension.

The work also includes bridges for Nine Mile Bridge Road and Hangar Cut Off Road, a new underpass for future Western Center Boulevard exit and entrance ramps.

Work is expected to begin in the summer and be completed by 2020.

Dallas, too

The state funding also includes \$364 million for the eastern side of the Metroplex.

That money is scheduled to be used rebuilding the Southern Gateway/Lowest Stemmons area of Interstate 35E and U.S. 67 southwest of downtown Dallas.

The area could also include a deck park over the roadway, which would be paid for with local funding. Several years ago, the 5.2-acre Klyde Warren Park was completed on top of Woodall Rodgers Freeway on the north end of downtown Dallas, and the deck park has been heralded as a game-changer in terms of making the area more walkable and livable.

Gordon Dickson: 817-390-7796, @gdickson

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article57495123.html#storylink=cpy>

Where to put Dallas' next deck park?

Published: 13 January 2016 05:06 PM

Updated: 14 January 2016 09:14 AM

Related

- Dallas delays vote on new southern Dallas charter school
- Trinity Parkway was supposed to help Stemmons, but now it's the other way around

Transportation planners for North Texas are wasting no time in letting state officials know just how new congestion-relief funds should be spent here in North Texas.

Staff at the North Central Texas Council of Governments in Arlington has proposed that the Texas Department of Transportation spend \$264 million of the new congestion-relief funds to shore up financing for the \$626 million project known as the Southern Gateway. The Regional Transportation Council will vote Thursday on that proposal, which also includes recommendations for Fort Worth-area projects and smaller jobs in Dallas, should funding allow.

We like the Southern Gateway project. It would rebuild Interstate 35E from the downtown Horseshoe to U.S. 67, and U.S. 67 from the I-35E split to Interstate 20. The reconstruction would add general-purpose lanes to both highways and improve their HOV capacity, too. It wouldn't require any tolls.

Of its total cost, TxDOT has already pledged \$139 million, and the council of governments has identified another \$223 million.

We do urge the council and ultimately the Texas Transportation Commission to keep an open mind about priorities for the downtown Dallas highways until after the ongoing CityMAP visioning exercise is complete. That includes decisions about whether and when to build new deck parks, along the lines of the successful Klyde Warren Park. That park has fueled dreams of similar projects across North Texas and the rest of the state.

Recently, the Southern Gateway project has been adorned with a deck park proposal of its own. The proposal before the RTC includes a \$30 million provision that would

add a deck park over Interstate 35E somewhere between Colorado Avenue and the Dallas Zoo. It is to be paid for with \$20 million from the RTC and \$10 million from either the city of Dallas or private donors.

On balance, we like the idea of adding some of the Klyde Warren Park magic to other highways, especially in areas that could really use an economic development lift. But we'd caution that decisions about such amenities should wait on the results of the CityMAP effort, due within a month or so.

That process, initiated by Texas Transportation Commission member Victor Vandergriff of Arlington, has sought out many diverse views about the future of highways in downtown Dallas. The idea is to closely study a wide array of options — even some that might sound radical — before long-term decisions about Dallas' downtown highways are made.

The question of whether and where to put additional deck parks — for instance, on I-35, as proposed here, or on I-30 near Fair Park, as we have urged previously — should be part of that deliberative, strategic thinking.

33 Texas officials send Japanese Ambassador letter opposing high-speed train

By [Carol Christian](#)

Updated 12:11 pm, Thursday, January 14, 2016



The Japanese N700 Series Shinkansen train, which Texas Central Partners proposes to use on the bullet-train route between Houston and Dallas.

Photo courtesy of Texas Central Partners

The Japanese Ambassador to the United States may be scratching his head over a recent letter signed by 33 officials in East Texas.

Sent Monday, the letter from state legislators and other officials plunges right in stating "deep opposition" to the Texas Central Railway High-Speed Rail Project.

As proposed, the 200-mph train between Houston and Dallas would use Japanese Shinkansen "bullet train" technology. Texas Central Partners, a private company, plans to start construction of the 240-mile route next year, with service slated to begin in 2021. Texans Against High-Speed Rail organized in May and continues to work against the proposed train.

This week, the letter writers turned to Ambassador Kenichiro Sasae in Washington, DC, for help in stopping the project they say will harm local communities.

"Through their recently formed U.S. companies, the HSR Project would unjustly take private property for the ultimate benefit of a foreign company," the letter states.

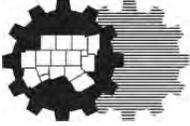
"Furthermore, the HSR Project will cut through numerous counties that will have no stops and be permanently scarred by a track dividing land and property that has been passed down through Texas families for generations, in many cases spanning multiple centuries," the letter continues.

In closing, the 33 say, "There may be other places that are better suited for and would welcome your Shinkansen technology. We encourage you to seek out a different market where this would provide an actual transportation solution and where you may encounter less opposition."

The 33 signatures on the letter included those of 11 Republican state Legislators, including State Sen. Lois Kolkhorst of Brenham and State Rep. Will Metcalf of Conroe. Asked for comment, the Japanese Embassy sent an email statement from Transportation Counselor Yoshihiro Taguchi: "The project referred to is a private initiative, but we understand its importance to the region. As Japan takes pride in its experience of over 50 years of safe and efficient Shinkansen operation record, we are hoping to contribute with our technology to the improvement of the infrastructure in Texas. We will also respect the process and outcome of the discussions among all parties concerned."

A study released in October showed that the project would inject \$36 billion into the state's economy, but the report hasn't quelled opposition.

In August, the Federal Railroad Administration approved the 240-mile rail corridor preferred by the developers of the Dallas-Houston train.



North Central Texas
Council of Governments

PRESS RELEASE

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NCTCOG Gives TryParkingIt.com Fresh, User-Friendly Look

Users who activate accounts by Feb. 5 eligible for Mavericks ticket giveaway

Jan. 27, 2016 (Arlington, Texas) – The region's alternative-commute and ride-matching website has a new look. The North Central Texas Council of Governments recently relaunched TryParkingIt.com, which for almost 10 years has allowed users to track alternatives to driving alone and see how much money and emissions they can save by making a transportation choice that lessens congestion.

Options include carpooling, transit, bicycling, walking, working from home and more.

The new version still allows the users to track their savings and find ride matches, but introduces rewards such as discounts and contests designed to inspire greater participation in the program. Prizes and merchandise discounts are donated by [G.R.E.E.N. Partners](#). Companies and other providers participating as partners benefit by receiving recognition on the Try Parking It website and other NCTCOG platforms, expanding their customer bases and motivating commuters to try alternatives to driving alone.

Users will be awarded points each time they enter an alternative commute. The points can be used to enter contests, or redeemed for giveaways, store discounts and more.

All users who register on the site by Feb. 5 will be entered to win four tickets and a parking pass to a Dallas Mavericks game.

While the enhancements make the site more interactive and user-friendly, improving air quality and reducing traffic congestion remain the priorities. In addition to keeping track of the money and miles saved by alternative commutes, users can see how many pounds of greenhouse gases they have saved.

Another feature of the updated site is the multimodal trip logging. Previously, TryParkingIt.com allowed only one commuting method to be entered for each trip. The updated site will take into account the reality that people may get to work using multiple options.

For example, if a commuter wants to ride her bike to work, but lives too far from the office, she may choose to ride to the nearby rail station and take the train the rest of the way, continuing on her bike when she reaches the station nearest her workplace. She can now enter her entire trip on the site.

With the new website, North Texans who want to try alternative commutes can also select mentors to help them navigate the transit system or safely walk or bicycle to work. These options can be intimidating for people who have not tried them before, and it helps to be paired with experienced alternative commuters. Additionally, people wishing to serve as mentor to less-experienced commuters can volunteer and be matched with commuting partners.

The relaunched site also offers a mobile version, which allows users to easily record their commutes and find ride matches on the go, using their phones or tablets.

While individual commuters are a major focus of the site, employers play a significant role in reducing traffic congestion. Area companies can learn about NCTCOG's [Employer Trip Reduction Program](#), a free educational program developed to reduce employee commute trips through strategies such as carpooling, vanpooling, transit, telecommuting, flexible work-hour programs, bicycling and walking.

Log on to TryParkingIt.com today to learn about all the site's features and start saving.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit NCTCOG.org/trans.

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Regional Transportation Council Policy Position to
Assist Local Governments in Attracting Large Employers to the Region
(P16-02)

This policy only applies if the Regional Transportation Council (RTC) is being asked to help fund infrastructure improvements to attract a large employer. This policy only applies to attracting large employers to the region and does not apply to retaining employers or moving employers within the region.

The entity requesting funding assistance from the RTC needs to be aware that RTC assistance is not possible without communication to the full RTC of the request. If funding is requested, this policy would place an item on the RTC agenda for approval, creating an opportunity for the local governments to participate in the selection process.



REGION OF CHOICE

The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Chad McKeown and Chris Klaus

February 11, 2016

Mobility 2040 Guiding Principles

- Conduct comprehensive corridor evaluations
- Reevaluate toll facility recommendations
- Review needed arterial improvements
- Reassess regional rail recommendations
- Update the Regional Veloweb
- Maintain and enhance existing infrastructure
- Consider the role of new technology

Mobility 2040 Prioritization and Expenditures

Maximize Existing System	Infrastructure Maintenance <ul style="list-style-type: none"> Maintain & Operate Existing Facilities Bridge Replacements 	\$37.4
	Management and Operations <ul style="list-style-type: none"> Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements 	\$7.2
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$3.6
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$27.2
	HOV/Managed Lanes Increase Auto Occupancy	\$43.4
	Freeways/Tollways and Arterials Additional Vehicle Capacity	
Mobility 2040 Expenditures		\$118.9*

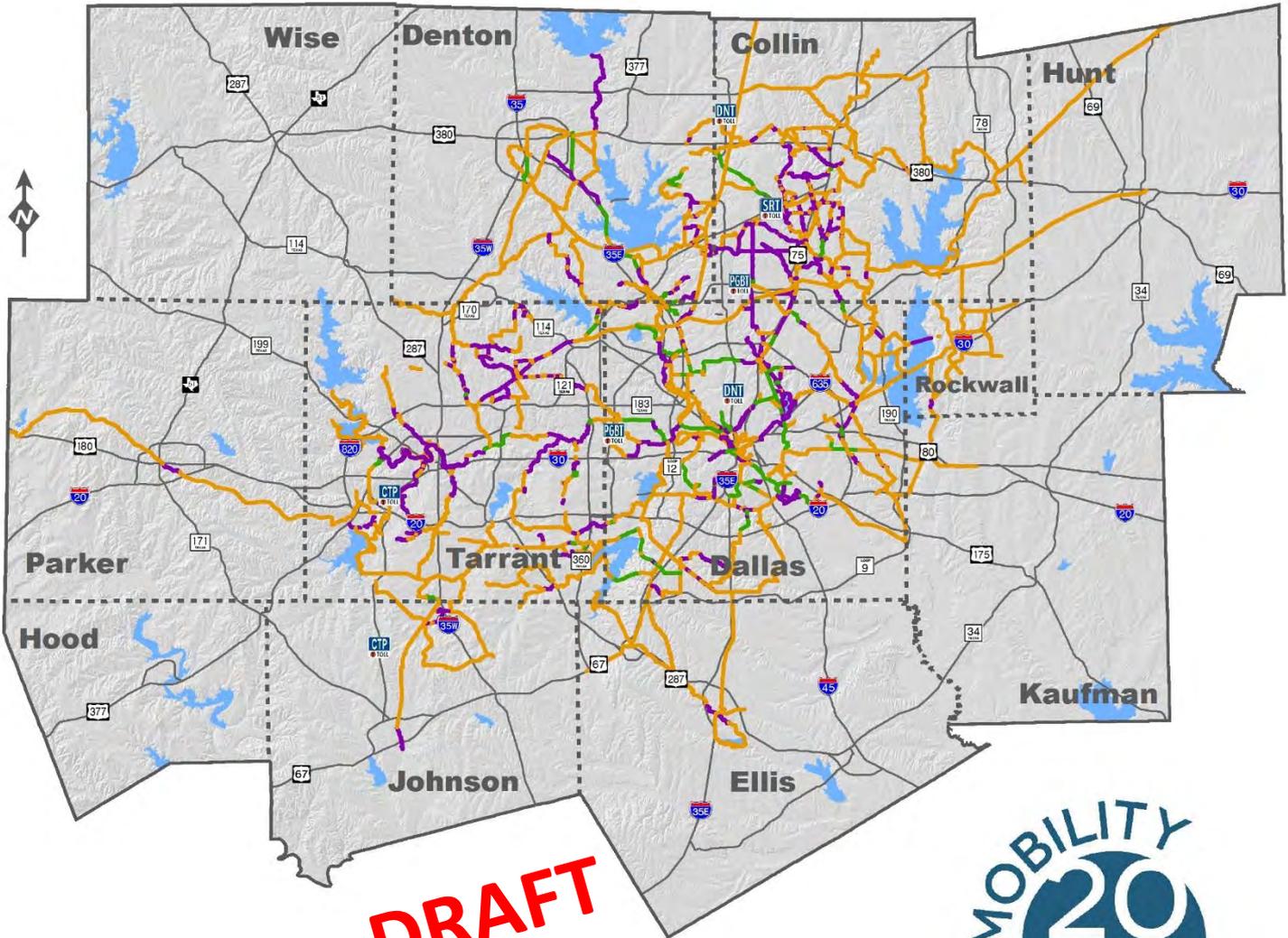
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*Actual dollars, in billions. Values may not sum due to independent rounding.

Regional Veloweb

Facility Status

- Existing 432 Miles
- Funded 132 Miles
- Planned 1,291 Miles
- Total 1,855 Miles
- Major Roads



Dallas CBD



Fort Worth CBD



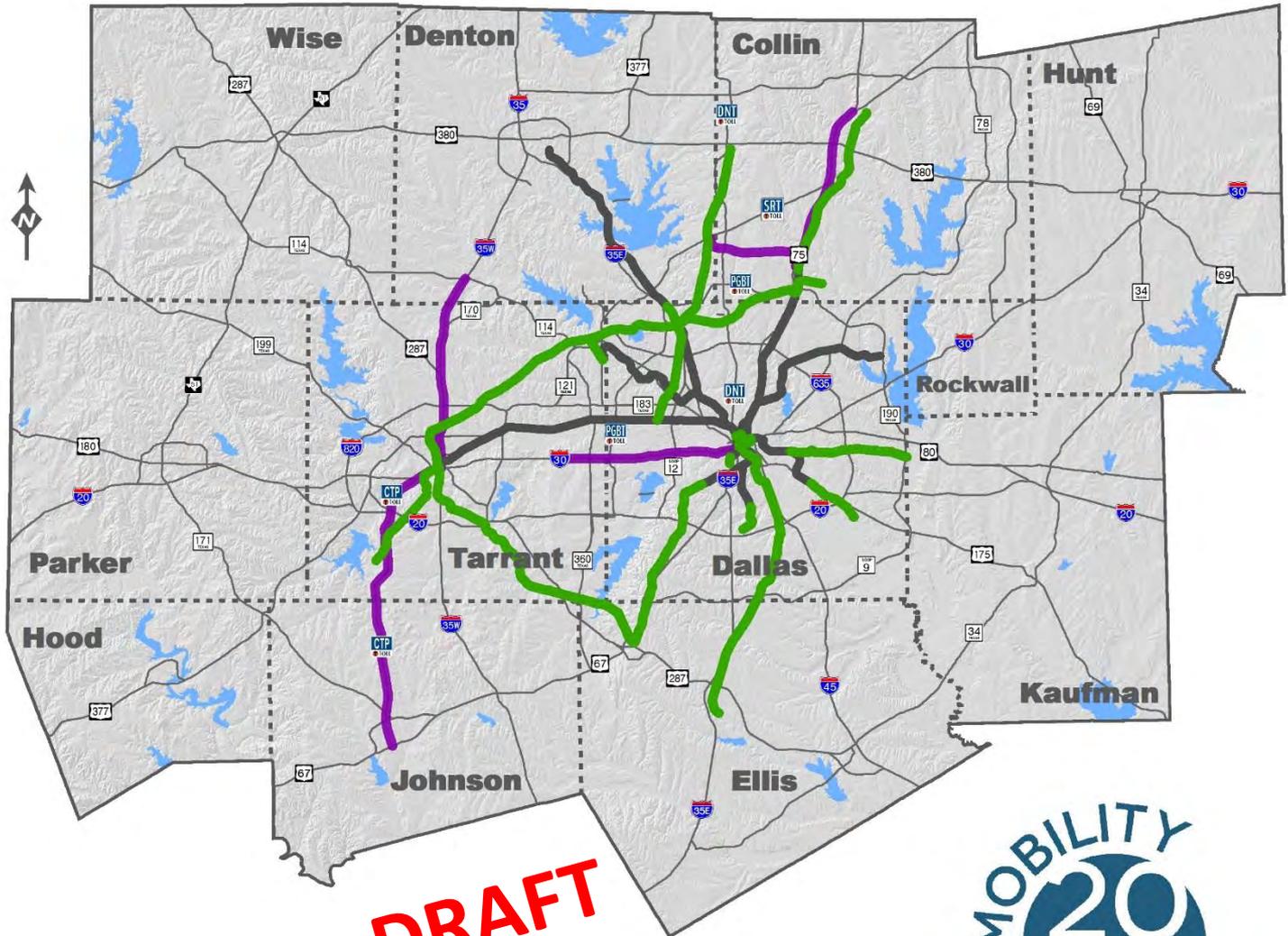
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REGION OF CHOICE

Major Transit Corridor Recommendations

-  Recommended Rail
-  Recommended High-Intensity Bus
-  Existing Rail
-  Major Roadways



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Cotton Belt Corridor Proposed Recommendations

Mobility 2040 will include the “RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)”

Regional Rail line from DFW Airport to Plano with one-seat ride connectivity with TEX Rail

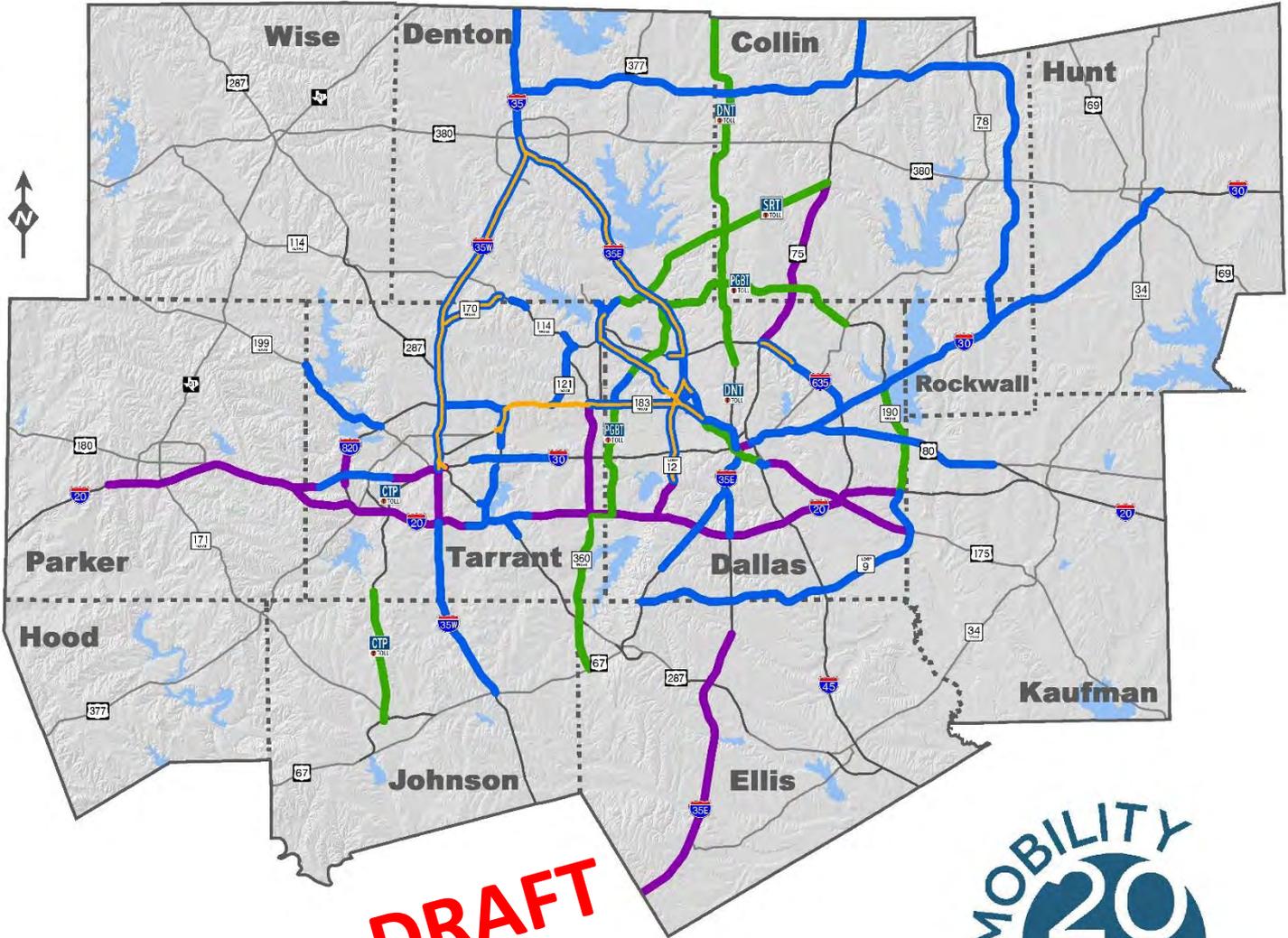
Expedite project delivery to include in “Ten-Year Plan”

If rail service cannot be expedited, review potential for High Intensity Bus service as an early implementation phase



Major Roadway Recommendations

-  New or Additional Freeway Capacity
-  Additional Freeway Capacity and New Tolled Managed Lanes
-  New or Additional Tolled Managed Capacity
-  New or Additional Toll Road Capacity
-  Capacity Maintenance
-  Freeways/Tollways
-  Other Major Roadways



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Dallas CBD

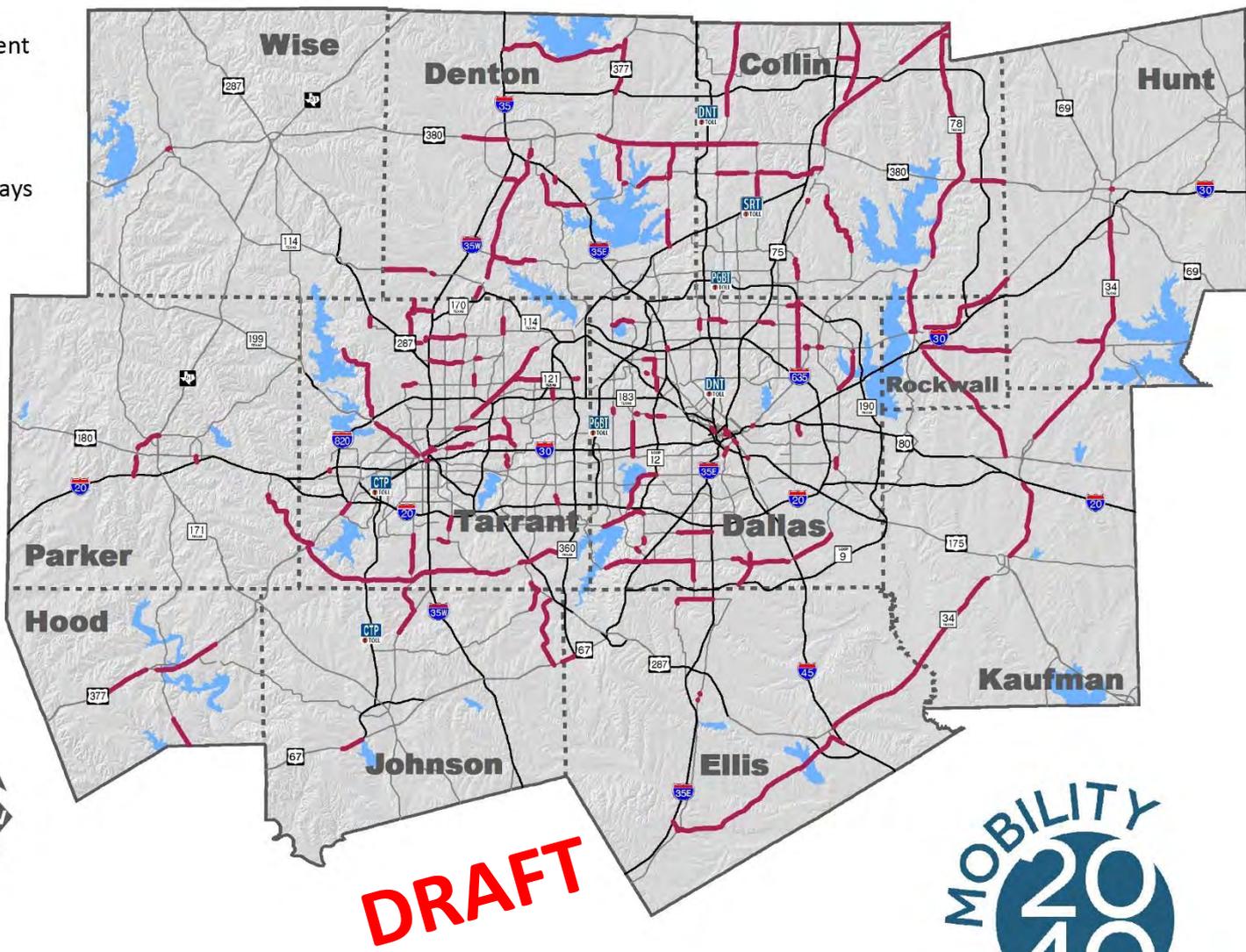


Fort Worth CBD



Funded Major Arterial Improvements

-  Capacity Improvement
-  Freeways/Tollways
-  Other Major Roadways



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REGION OF CHOICE

Illustrative Major Roadway Corridors for Future Evaluation

-  Corridors for Future Evaluation
-  Mobility 2040 Corridor Recommendation
-  Freeways/Tollways
-  Other Major Roadways



Illustrative roadway corridors indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.

Mobility 2040 Draft Document

A draft of the Mobility 2040 document is available for review online.

www.nctcog.org/mobility2040



RTC Policy Bundle Concept Summary

Solutions beyond infrastructure improvements are needed to achieve regional transportation goals. Policies included in Mobility 2040 aim to encourage alternative solutions to reach these goals.

The RTC Policy Bundle Concept:

- Works as a credit bank to help offset local funds on federal projects
- **Participation is a Governmental Entity's Decision**
 - Voluntary
 - Decide Preference
 - 50 Percent Target

Policy Types

Type 1: Joint Staff Coordination

- Meet with Major Employers to Promote Employer Trip Reduction Program
- Implement Strategies to Reduce Wrong-Way Driving Crashes
- Secure Transportation Infrastructure
- Integrate Traffic Operations Systems
- Develop Parking Management Strategies
- Coordinate Implementation of Safe Routes to School
- Improve Railroad Safety
- Share Best Practices to Prevent Copper Theft

Type 2: Governing Body Approval

- Clean Fleet
- Support Traffic Incident Management
- Develop Sustainable Land Use Strategies to Support Urban, Rural and Suburban Communities
- Collaborate on ISD Growth Plans and City Plans
- Implement Complete Streets Policy
- Implement Urban Thoroughfare Revitalization
- Implement Sustainable Stormwater Practices
- Encourage Use of Lower-Emission Construction Equipment
- Allocate Local Funds to Support Public Transit

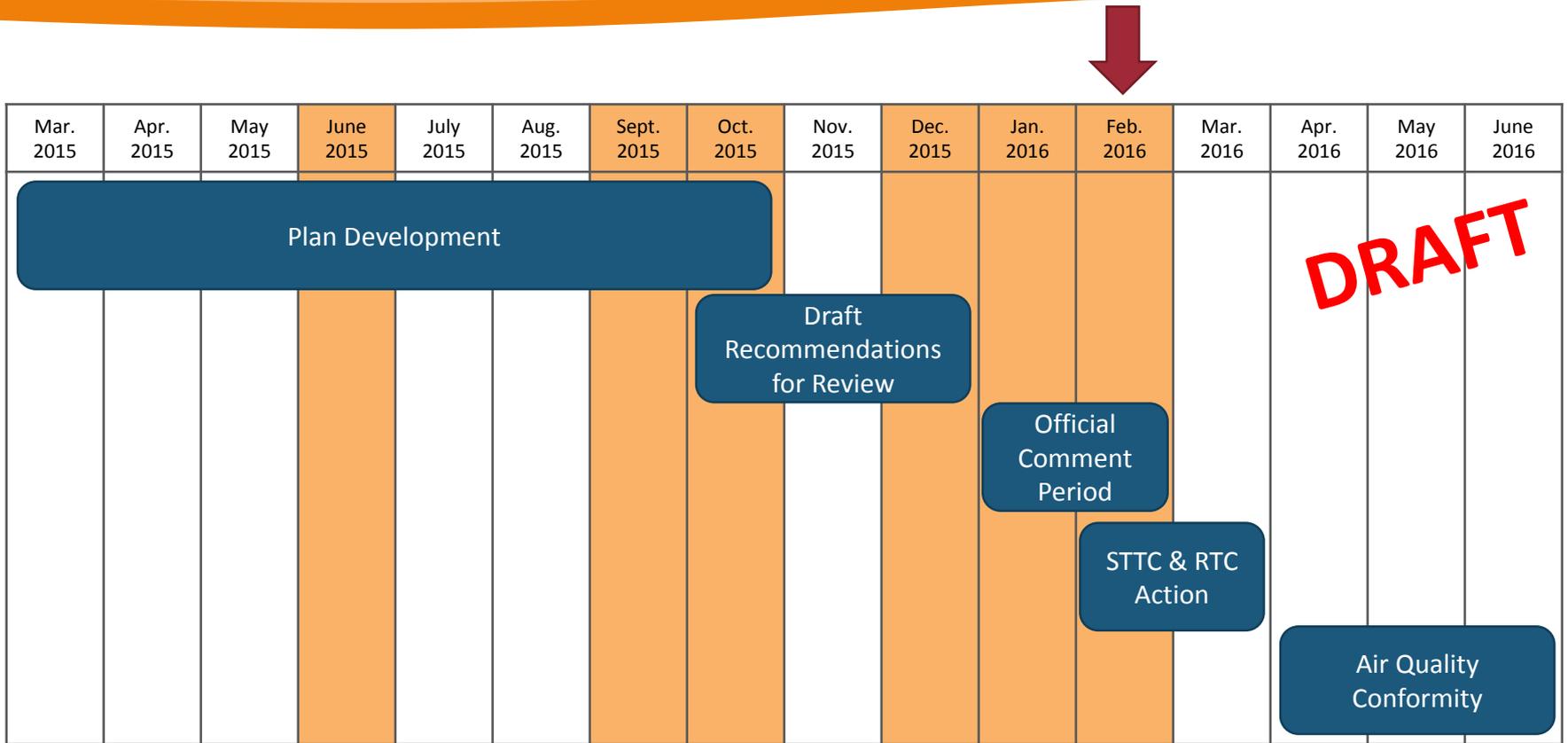
Type 3: Ordinances

- Implement and Enforce Locally Enforced Motor Vehicle Idling Limitations
- Enhance Freight-Oriented Land-Use Sustainability
- Implement Operational Restrictions of Unmanned Aircraft Systems (UAS)

Type 4: Elections

- Participate in Membership with a Transportation Authority

Schedule



Public meetings held during highlighted months.

Regional Transportation Council plan adoption scheduled for March, 2016.

2016 Transportation Conformity

Purpose: Federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval

Analysis Years: 2017, 2027, 2037, and 2040

Latest Planning Assumptions: MOVES2014 Emissions Model
2014 Registration
2014 Traffic Count Data
2014 Meteorological Data

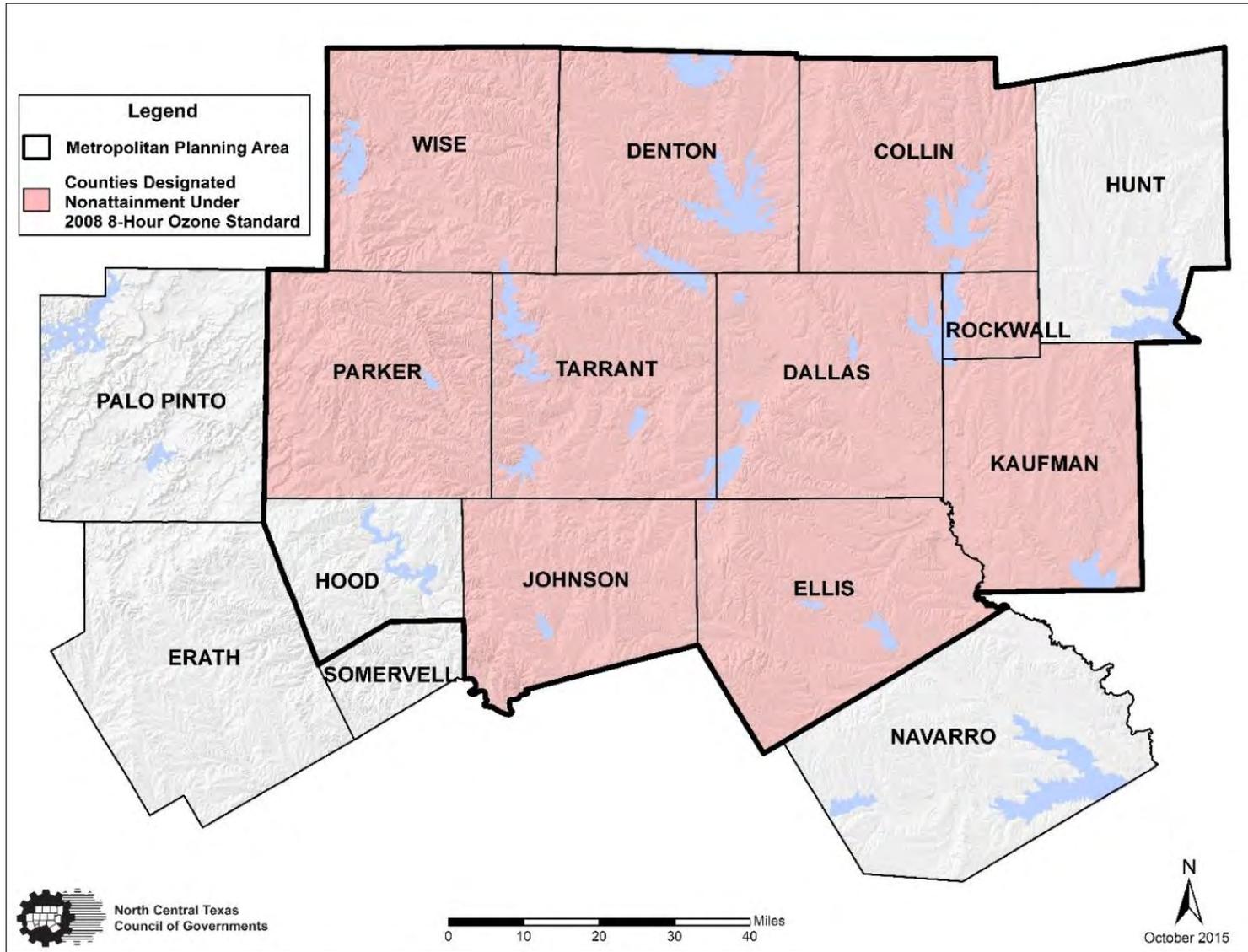
Motor Vehicle Emissions Budgets (MVEBs)*

Nitrogen Oxides (NO_x) = 148.36 tons/day

Volatile Organic Compounds (VOC) = 77.18 tons/day

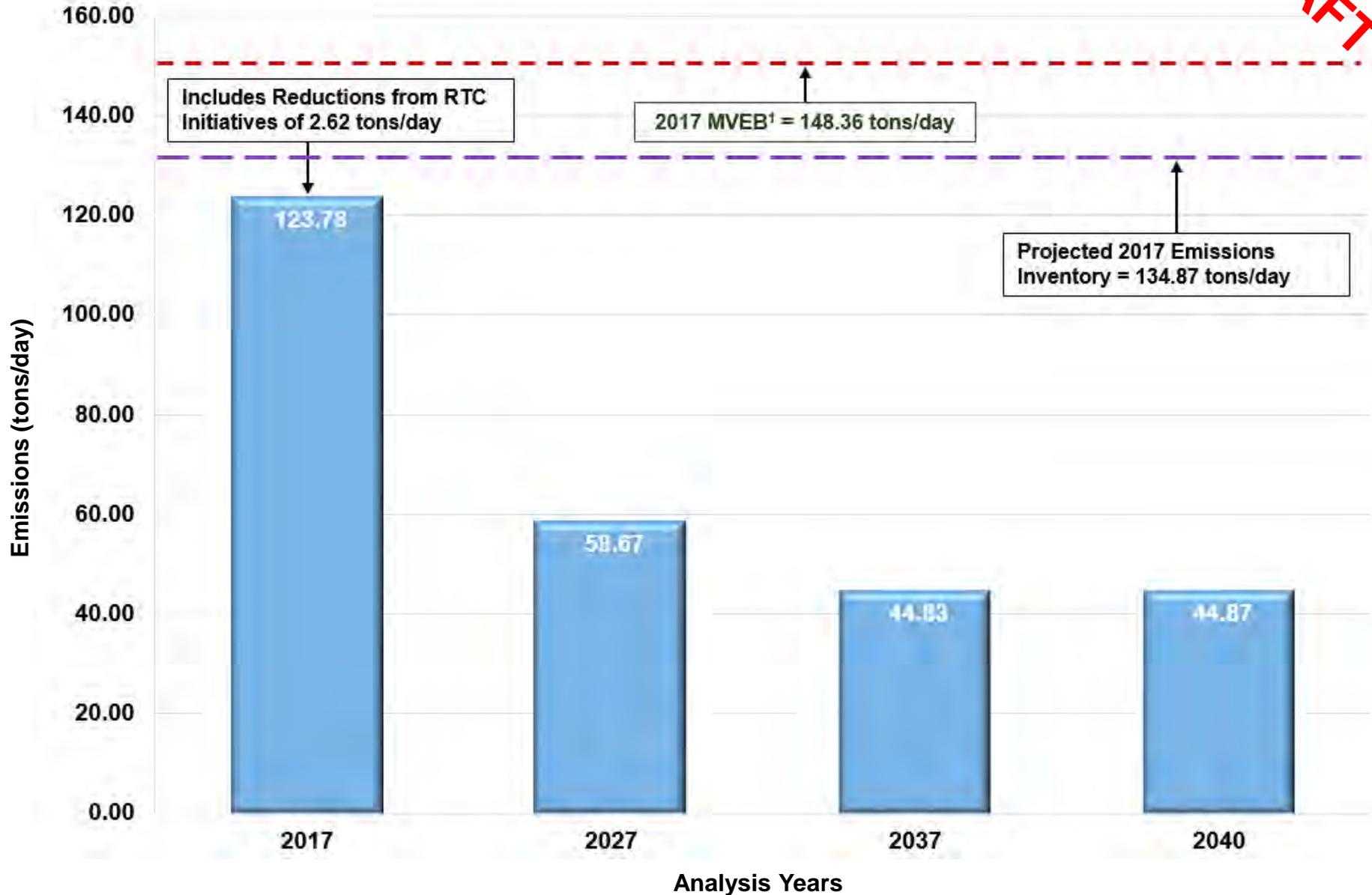
Analysis Area: Ten-County Ozone Nonattainment Area

Ten-County Nonattainment Area Under the Eight-Hour Ozone Standard



Nitrogen Oxides (NO_x) Emission Results

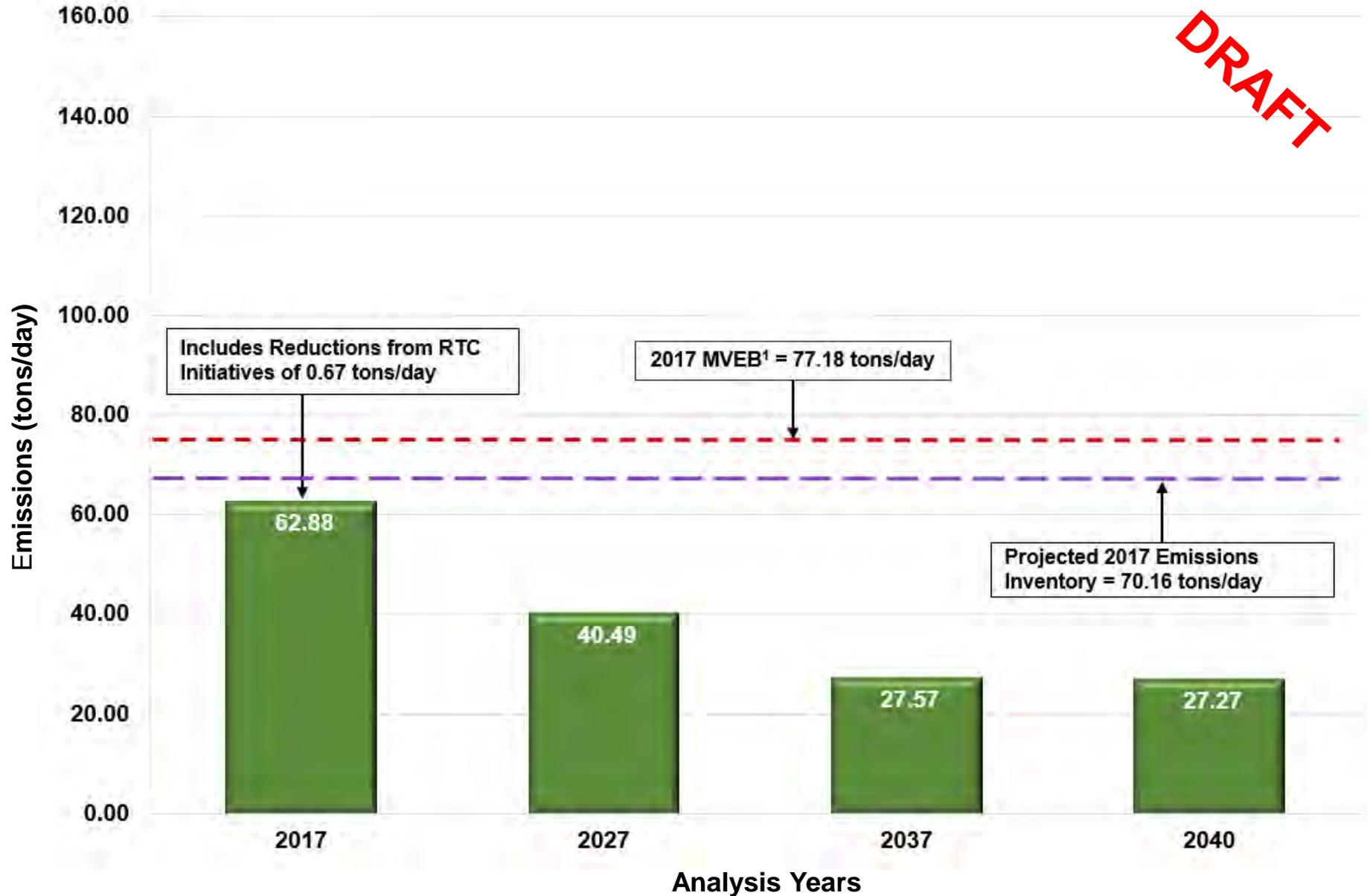
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¹ Source: Environmental Protection Agency Notice of Adequacy Status of the Dallas-Fort Worth, TX Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes; 81 FR 1184, <https://federalregister.gov/a/2016-339>.

Volatile Organic Compounds (VOC) Emission Results

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¹ 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; 81 FR 1184, <https://federalregister.gov/a/2016-339>.

Contact Information

Additional information available online

Mobility 2040: www.nctcog.org/mobility2040

Conformity: <http://www.nctcog.org/trans/air/conformity/>

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[Metropolitan Transportation Plan: Mobility 2035 - 2014 Amendment](#)

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[Regional Managed Lane System](#)

[Texas Metropolitan Mobility Plan \(TMMP\)](#)

[Transportation Resource Agency Consultation and Environmental Streamlining \(TRACES\)](#)

[Other Plan-Related Information](#)

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Mobility 2040

The North Central Texas Council of Governments coordinates with cities, counties and transportation partners to plan road, transit, bicycle and pedestrian transportation for North Texas.

As the metropolitan planning organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) is required to maintain a long-term transportation plan that defines a vision for the region's multimodal transportation system and guides expenditures of state and federal transportation funds during the the next 20 plus years.

Staff are in the process of developing Mobility 2040, the next long-term transportation plan. Input received during the spring and summer from the public, cities, counties and transportation partners is especially beneficial. Draft recommendations are expected to be available in late 2015, and the Regional Transportation Council is expected to approve the new long-term plan in spring 2016.



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DRAFT [Mobility 2040 Appendix E-G](#)

[January 2016 Public Meeting Presentation](#)

Regional Transportation Council
December 10, 2015
[Proposed Freeway/Tollway Recommendations](#)

Regional Transportation Council Mobility Plan Workshop
November 12, 2015
[Agenda](#)
[Presentation 1](#)
[Presentation 2](#)

Regional Transportation Council Mobility Plan Workshop
July 9, 2015 | 11:30 am
[Agenda](#)
[Presentaton](#)

LBJ East Legislative Meetings
[Presentation 1](#)
[Presentation 2](#)

Please [sign up](#) to stay involved in developing Mobility 2040, and [submit questions and comments](#). Additionally, please feel free to share this information with your friends, family and colleagues.

Public Input

Results from two Mobility 2040 surveys, distributed online and at NCTCOG outreach events and meetings, are now available.

[Fall 2015 Survey Results >>>](#) [PDF]

[Spring/Summer 2015 Survey Results >>>](#) [PDF]

Partner Coordination

[Local Government Review](#)

Infographic: Transportation Choices for Our Future

Take a look at how the region is growing, funding transportation improvements, meeting traffic challenges and finding a way forward in the [Mobility 2040 infographic](#). [PDF]

MY COMMUNITY NEEDS BETTER...

- A. Places to walk or bike
- B. Train service
- C. Bus service
- D. Roads
- E. Options for living near work

TELL US at nctcog.org/survey2040. TAKE our 6-question survey for a chance to win prizes!

A GROWING Region
Regional Growth, 2014-2040

North Texas will have 3 million more people every decade by 2040. 5.6 million people will live in the Dallas/Fort Worth area.

More people mean more jobs, homes, and businesses, an additional 1.6 million jobs by 2040.

Residents: 3,014,000
New residents: 2,114,204 (000,000)

MEETING THE Challenge

As more people live around here, we've built more roads and pavement. But, more people keep coming. We haven't been able to keep up.

Regional Rail & Highway Miles, 1990-2035

1990: 1,000 miles
2014: 1,100 miles
2035: 1,150 miles

Roadway Congestion Levels

2014: 22% (Severe), 47% (Moderate), 31% (Minor)
2040: 54% (Severe), 20% (Moderate), 26% (Minor)

FUNDING ROAD Improvements

The gas tax is the biggest source of transportation funding. It's stayed the same since the 1990s, even though it's been used for more and more things.

Roads can help fund new roads. We'll have to raise more money, and that will have to come from the gas tax. We'll need to raise it 10¢ to work better.

20 CENTS current per gallon gas tax
18.3 CENTS additional per gallon gas tax needed

FINDING A WAY Forward

There's a lot of traffic in the region. But we have choices. Our transportation system will be better if we make smart choices.

How would these choices affect your family's daily life?

- Maintain & improve existing roads
- Carpool & carpool
- Work at home
- Car sharing
- Better connected neighborhoods
- Leaving for work before or after rush hour
- Ride buses
- Ride trains
- Bike & walk
- Improve traffic operations

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

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RTC Policy Position on Transit Implementation in the Cotton Belt Corridor
(P16-01)

Background

Mobility 2035 proposes regional rail service in the Cotton Belt Corridor from southwest Fort Worth to Plano. The Fort Worth Transportation Authority (the T) is constructing rail service from downtown Fort Worth to the A/B station at the DFW International Airport. It is anticipated that the T will have a full funding grant agreement with the Federal Transit Administration in early 2016. In addition, the Fort Worth Transportation Authority has ordered rail vehicles that have been agreed to by Dallas Area Rapid Transit to operate in the eastern portion of the corridor (east of DFW International Airport). Mobility 2035 calls for a seamless connection of transit service between the two transportation authorities. It is anticipated that rail service will be operating in the western portion of the corridor in 2018. Dallas Area Rapid Transit has approved rail funding in their 2035 financial plan. This would provide full funding for rail by 2035.

Policy Direction/Context

The Regional Transportation Council requests in this policy that Dallas Area Rapid Transit explore possibilities in expediting rail service in the eastern side of the corridor. Dallas Area Rapid Transit may wish to consider public and public/private partnerships to advance rail service in a timeframe that closer matches the investment in the western side of the corridor. The Regional Transportation Council stands ready to assist Dallas Area Rapid Transit in any areas that may accomplish this objective. The reason for both a seamless rail connection and an expedited delivery is related to three factors:

- 1) The movement of a greater share of travel in the region by rail transportation aiding in reliability, safety and air quality.
- 2) The significant demand between the two sub-regions that wish to travel between Tarrant and Dallas County. A seamless connection that includes interlining rail service between the sub-systems without forcing a transfer will maximize transit benefits. Expediting service will aid in the meeting of this regional need. In addition to cross-regional transit movements is the desire to go to and from DFW International Airport and to transfer between the Cotton Belt and the Orange Line at the A/B station.
- 3) Investment in the rail component of the Regional Transportation System is essential and needs special focus to offset the magnitude and innovation of roadway investments within the region. Greater and special attention to innovative rail funding and financing is critical to deliver the appropriate balance of transportation investments to a region of 10.7 million person by 2040.

If rail service cannot be expedited, some form of DART selected premium transit service should be implemented to accomplish these policy objectives. Although a rail to bus transfer will reduce the demand for service between the regions (eliminating a one-seat ride) some attention to near term transit investment remains critical. Rail is preferred but some connection by premium bus transit is better than no service.

Definitions

Regional Rail - Rail service provided by commuter rail-type vehicles. In the Cotton Belt Corridor, these vehicles will be identical or similar to the FLIRT vehicles purchased by the Fort Worth Transportation Authority.

Seamless Connection – In this policy, seamless connection refers to the coordination of service between the Fort Worth Transportation Authority and DART. This policy anticipates the same technology between the two sub-regions, therefore, rail vehicles will need to have continuous interline scheduling between the areas resulting in no transfers for passengers. This is often referred to as a One Seat Ride. If rail service is delayed and premium transit service is implemented, sensitivity to the customer resulting in efficient transfers will need to be addressed.

Premium Transit Service – This level of service is referred to in Mobility 2040 as High Intensity Bus. This service could include such transit attributes as guaranteed travel times, additional passenger amenities and increased technology.

Mobility 2040 Recommendation

Rail service along the entire corridor. The western sub-region will explore bus service on the Chisholm Trail as an interim measure south of Fort Worth. In the eastern sub-region, rail should be in place by 2035. Rail service may be possible before this timeframe. If rail service cannot be expedited within the next four years, Dallas Area Rapid Transit should explore the introduction of premium transit service in the corridor.

“Ten Year Plan” (Consistency with HB 20)

Rail service along the entire corridor. The western sub-region will explore bus service on the Chisholm Trail as an interim measure south of Fort Worth. In the eastern sub-region, rail should be in place by 2027. Rail service may be possible before this timeframe. If rail service cannot be expedited within the next four years, Dallas Area Rapid Transit should explore the introduction of premium transit service in the corridor.

Quarterly Monitoring/Expedited Service

Dallas Area Rapid Transit and the RTC Staff will present quarterly updates on the status of expediting rail service in the eastern corridor. If rail service cannot be expedited within four years, efforts will transition to premium transit service.

Expediting Bus Transit Improvements

If premium bus transit service in the form of bus rapid transit is advanced, DART will provide additional information on the following questions.

How will bus rapid transit access DFW International Airport?

Where will bus rapid transit meet the western side regional rail line?

How will DART and the T minimize the impact of passenger transfers?

How will bus rapid transit be built in the Cotton Belt Corridor that has active freight service?

Will bus rapid transit cross conflicting north/south thoroughfare streets at-grade? If so, what traffic controls will be used?

How will bus rapid transit be built in the Cotton Belt Corridor that has no freight service?

Will bus rapid transit cross conflicting north/south thoroughfares at-grade in this section? If so, what traffic controls will be used?

DRAFT

If there are going to be arterial grade separations, would those structures be built for bus transit or regional Rail?

Would DART place all of the bus transit within the Cotton Belt right-of-way, or other parallel facilities?

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
THE FIXING AMERICA’S SURFACE TRANSPORTATION (FAST) ACT SUMMARY
HR 22 – 114th CONGRESS**

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**THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT
HR 22 – 114TH CONGRESS**

DIVISION A – SURFACE TRANSPORTATION

Sec. 1003. Effective Date

Effective October 1, 2015 through September 30, 2020.

TITLE I – FEDERAL-AID HIGHWAYS

This title reauthorizes the Federal-aid Highway Program and highway safety programs through fiscal year 2020, makes policy changes and reforms to the programs and establishes two new freight programs.

Subtitle A – Authorizations and Programs

Sec. 1101. Authorization of Appropriations

The FAST Act creates contract authority for the Federal Highway Administration (FHWA).

Programs of interest and corresponding authorization totals are shown below for fiscal years (FY) 2016-2020, with FY15 as a comparison. Additional funding tables and estimated highway apportionments by each State can be found on the FHWA website at:

<http://www.fhwa.dot.gov/fastact/funding.cfm>.

FAST Act Funding Authorizations – Federal Highway Administration Programs						
Programs	FY15	FY16	FY17	FY18	FY19	FY20
Federal-aid Highway Program	\$37,798,000,000	\$39,727,500,000	\$40,547,805,000	\$41,424,020,075	\$42,358,903,696	\$43,373,294,311
Estimated Split Among Programs:						
National Highway Performance Program	\$21,908,178,122	\$22,332,260,060	\$22,827,910,827	\$23,261,963,879	\$23,741,388,895	\$24,235,621,114
Surface Transportation Block Grant Program (includes TAP below)	\$10,077,074,081	\$11,162,564,768	\$11,424,412,150	\$11,667,786,566	\$11,876,329,314	\$12,136,990,131
Transportation Alternatives Program (TAP now STBGP set-aside)	\$819,900,000	\$835,000,000	\$835,000,000	\$850,000,000	\$850,000,000	\$850,000,000
Highway Safety Improvement Program (HSIP)	\$2,192,406,423	\$2,225,594,512	\$2,275,061,630	\$2,317,759,770	\$2,359,554,152	\$2,407,423,445

FAST Act Funding Authorizations – Federal Highway Administration Programs						
Programs	FY15	FY16	FY17	FY18	FY19	FY20
Estimated Split Among Programs Continued:						
Safety Related Programs (set-aside from HSIP)	\$0	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000
Railway-Highway Crossings Program	\$220,000,000	\$225,000,000	\$230,000,000	\$235,000,000	\$240,000,000	\$245,000,000
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$2,266,889,602	\$2,309,059,935	\$2,360,308,101	\$2,405,187,322	\$2,449,216,207	\$2,498,960,969
Metropolitan Planning Program	\$313,551,772	\$329,270,722	\$335,938,378	\$342,996,446	\$350,360,775	\$358,516,037
National Highway Freight Program	\$0	\$1,140,250,003	\$1,090,673,914	\$1,189,826,092	\$1,338,554,353	\$1,487,282,615
Other Programs:						
TIFIA	\$1,000,000,000	\$275,000,000	\$275,000,000	\$285,000,000	\$300,000,000	\$300,000,000
Nationally Significant Freight and Highway Projects	\$0	\$800,000,000	\$850,000,000	\$900,000,000	\$950,000,000	\$1,000,000,000

Sec. 1104. Apportionment

The FAST Act authorizes \$305 billion from both the Highway Trust Fund (HTF) and the General Fund. It provides \$225 billion in HTF contract authority over five years for the Federal-aid Highway Program. The bill provides \$61 billion for Federal transit programs including \$49 billion in HTF contract authority and \$12 billion in funding from the General Fund. Also provided is \$4.7 billion for the National Highway Traffic Safety Administration and \$3.2 billion for the Federal Motor Carrier Safety Administration. Finally, unlike past surface transportation bills, \$10 billion is authorized for the Federal Railroad Administration and Amtrak.

The bill also includes a \$7,569,000,000 rescission of unobligated balances of contract authority of the States on July 1, 2020. The FAST Act spreads the rescission among States and would be prorated based on the unobligated balances held by states. The Highway Safety Improvement Program (HSIP), Railway-Highway Crossings Program, Metropolitan Planning and suballocated portions of the Surface Transportation Block Grant Program (STBGP) are not subject to the rescission.

**Sec. 1105. Nationally Significant Freight and Highway Projects
New Discretionary Program**

Section 1105 creates a new discretionary grant program for freight projects of national or regional significance. States, groups of states, metropolitan planning organizations (MPOs), local governments, special purpose districts, federal land agencies, Indian tribes or a combination of those, can apply and the United States Department of Transportation (USDOT) Secretary will select the projects. The minimum federal grant size is \$25 million.

Eligible projects must be highway freight projects on the National Highway Freight Network, highway or bridge projects on the National Highway System (NHS), intermodal facilities or grade crossings. The project cost must exceed the lesser of \$100 million or 30 percent of that State’s annual federal highway apportionment. 10 percent of the money is reserved for smaller projects and 25 percent of the grants must be awarded to rural areas.

Grant amounts received for a project may be used for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, other preconstruction activities, as well as construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment and operational improvements directly related to improving system performance.

When making a grant, the USDOT Secretary will also consider utilization of nontraditional financing, innovative design and construction techniques, or innovative technologies, utilization of non-Federal contributions and contributions to geographic diversity among grant recipients. The grant’s share of total project cost is not to exceed 60 percent, which can be supplemented with other federal funds to a maximum of 80 percent federal share.

Funding

FY16	FY17	FY18	FY19	FY20
\$800,000,000	\$850,000,000	\$900,000,000	\$950,000,000	\$1,000,000,000

**Sec. 1106. National Highway Performance Program
Existing Program**

Section 1106 updates the funding eligibility for the National Highway Performance Program (NHPP). NHPP funds can be used to pay Transportation Infrastructure Finance and Innovation Act (TIFIA) Program subsidy, administrative costs used for bridges off the NHS and to address critical infrastructure needs.

Funding

FY16	FY17	FY18	FY19	FY20
\$22,332,260,060	\$22,827,910,827	\$23,261,963,879	\$23,741,388,895	\$24,235,621,114

**Sec. 1108. Railway-Highway Grade Crossings
Existing Program**

Section 1108 amends the amount of funding set aside to railway-highway grade crossings. The Secretary will continue to set-aside a portion of Highway Safety Improvement Program (HSIP) funds for the elimination of hazards and the installation of protective devices at railway-highway crossings, as done in previous law. However, funding for the grade crossings program will increase from the current \$220 million per year by \$5 million each year, from \$225 million in FY

16 and up to a total of \$245 million in FY20. At least half of the funds set aside in each fiscal year will be available for the installation of protective devices at railway-highway crossings.

Funding

FY16	FY17	FY18	FY19	FY20
\$225,000,000	\$230,000,000	\$235,000,000	\$240,000,000	\$245,000,000

Sec. 1109. Surface Transportation Block Grant Program Amended Program

The Surface Transportation Program name is changed to the Surface Transportation Block Grant Program (STBGP) to provide flexible funding to address State and local transportation needs. The list of projects eligible for the Surface Transportation Block Grant Program have been amended. Funds apportioned to a State for the program may be obligated for the following:

- construction of highways, bridges, tunnels, certain ferry boats and terminal facilities, transit capital projects eligible for assistance under chapter 53 of title 49, infrastructure-based intelligent transportation systems capital improvements, truck parking facilities eligible for funding under Section 1401 of MAP-21, and certain border infrastructure projects
- operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs
- certain eligible environmental measures and transportation control measures listed in the Clean Air Act
- highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings
- fringe and corridor parking facilities and programs and carpool projects
- recreational trails projects, pedestrian and bicycle projects (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990) and the Safe Routes to School Program
- planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
- development and implementation of a State asset management plan for the National Highway System and a performance-based management program for other public roads
- protection against extreme events for bridges and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets
- surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under Chapter 5 of this title
- surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer and access into and out of a port terminal
- projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs
- at the request of a State, subsidy and administrative costs necessary to provide an eligible entity Federal credit assistance under Chapter 6
- the creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under this title and chapter 53 of title 49, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements

- any type of project eligible under the Transportation Alternatives section as in effect on the day before the date of enactment of the FAST Act

The amount of total STBGP funding sub-allocated to metropolitan areas over 200,000 on the basis of population increases over five years. The allocations of apportioned funds to areas based on population will be calculated based on the following percentages:

- 51 percent for fiscal year 2016
- 52 percent for fiscal year 2017
- 53 percent for fiscal year 2018
- 54 percent for fiscal year 2019
- 55 percent for fiscal year 2020

Transportation Alternatives Program Set-aside

The sections of Title 23 that authorized the Transportation Alternatives Program (TAP) have been repealed, but funds are now set aside under STBGP to be used for what were known as the TAP before the FAST Act was enacted.

Within the STBGP funds apportioned to a State for each fiscal year, the Secretary will reserve \$835,000,000 for each of fiscal years 2016 and 2017 and \$850,000,000 for each of fiscal years 2018 through 2020 for projects under the former TAP program. These funds may be obligated for projects or activities described in the TAP provisions under Title 23 before the enactment of the FAST Act.

TAP funds continue to be allocated 50/50 between States and MPOs. Areas over 200,000 in population may use up to 50 percent of the reserved funds for any purpose under the STBGP. States are required to obligate funds to recreational trails unless the Governor opts out.

Funding

Program	FY16	FY17	FY18	FY19	FY20
Surface Transportation Block Grant Program (Includes TAP set aside)	\$11,162,564,768	\$11,424,412,150	\$11,667,786,566	\$11,876,329,314	\$12,136,990,131
TAP (as a reservation within the STBGP funds)	\$835,000,000	\$835,000,000	\$850,000,000	\$850,000,000	\$850,000,000
MPOs over 200,000 will receive half of the TAP/STBGP set-aside funds allocated to states	\$417,500,000	\$417,500,000	\$425,000,000	\$425,000,000	\$425,000,000

Sec. 1111. Bundling of Bridge Projects

Section 1111 allows states to bundle two or more similar bridge projects and award a single contract for engineering and design or construction. The bundled project may be listed as one project on the Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP).

Sec. 1113. Highway Safety Improvement Program

Existing Program

Section 1113 amends the Highway Safety Improvement Program (HSIP) to make vehicle-to-vehicle communication equipment, pedestrian hybrid beacons and roadway improvements that provide separation between pedestrians and motor vehicles, such as medians and crossing islands, eligible for funding. States are also allowed to opt out of collecting data on gravel public roads.

The USDOT Secretary must conduct a review of commercial motor vehicle safety best practices with respect to the implementation of roadway safety infrastructure improvements that are cost effective and reduce the number of severity of accidents involving commercial motor vehicles. Within one year after the date of enactment of this Act, the Secretary must submit a report to Congress describing the results of the review.

Funding

FY16	FY17	FY18	FY19	FY20
\$2,225,594,512	\$2,275,061,630	\$2,317,759,770	\$2,359,554,152	\$2,407,423,445

Sec. 1114. Congestion Mitigation and Air Quality Improvement Program

Existing Program

Section 1114 amends the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to allow funds to be used for the installation of vehicle-to-infrastructure communication equipment and the purchase of port related freight operations under the PM2.5 set-aside. In States with a population density of 80 or fewer persons per square mile of land area based on the most recent decennial census, an exception is made to the requirement to prioritize funds to projects for PM 2.5 under certain circumstances.

Funding

FY16	FY17	FY18	FY19	FY20
\$2,309,059,935	\$2,360,308,101	\$2,405,187,322	\$2,449,216,207	\$2,498,960,969

Sec. 1116. National Highway Freight Program

New Formula Program

The FHWA Administrator will establish the National Highway Freight Program as part of the core Federal-aid Highway Program structure to improve the efficient movement of freight on the National Highway Freight Network.

The Administrator will establish a National Highway Freight Network with policy and goals. The initial designation of the primary highway freight system will be the 41,518-mile network identified during the designation process for the primary freight network in MAP-21. In addition, the National Highway Freight Network will consist of a primary highway freight system, critical rural freight corridors, critical urban freight corridors and the portions of the Interstate System not already designated as part of the primary highway freight system.

After five years, the Administrator will redesignate the primary highway freight system every five years, but cap the increase in mileage to not more than three percent of the total system. A process for redesignation is established. In redesignating the primary highway freight system, the Administrator will consider the following:

- changes in the origins and destinations of freight movement in, to, and from the United States

- changes in the percentage of annual daily truck traffic in the annual average daily traffic on principal arterials
- changes in the location of key facilities
- land and water ports of entry
- access to energy exploration, development, installation, or production areas,
- access to other freight intermodal facilities, including rail, air, water, and pipelines facilities
- the total freight tonnage and value moved via highways
- significant freight bottlenecks, as identified by the Administrator
- the significance of goods movement on principal arterials, including consideration of global and domestic supply chains
- critical emerging freight corridors and critical commerce corridors
- network connectivity

The criteria to designate critical rural and urban corridors is established under this section. In an urbanized area with a population of 500,000 or more individuals, the MPO, in consultation with the State, may designate a public road in the State as a critical urban freight corridor. In an urbanized area with a population of less than 500,000 individuals, the State, in consultation with the MPO, may designate a public road in the State as a critical urban freight corridor.

The requirements for urban designations are also established. A designation may be made if the public road is in an urbanized area and 1) connects an intermodal facility to the primary highway freight system, the Interstate System or an intermodal freight facility, 2) is located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement, 3) serves a major freight generator, logistic center, or manufacturing and warehouse industrial land, or 4) is important to the movement of freight within the region, as determined by the MPO or the State. For each State, a maximum of 75 miles of highway or 10 percent of the primary highway freight system mileage in the State, whichever is greater, may be designated as a critical urban freight corridor.

States may use funding to improve freight mobility on the network. The Administrator will calculate each State's proportion of the primary highway freight system based on mileage in a State. If a State's proportion is greater than or equal to two percent, the State may obligate funds apportioned to the State for projects on the primary highway freight system and critical rural and urban corridors. In States with less than two percent of the miles, the State may obligate funds for any component of the National Highway Freight Network.

States are required to develop a freight plan within two years or lose the ability to obligate funds. Project eligibility is defined as being able to contribute to the efficient movement of freight on the National Highway Freight Network and to be identified in a freight investment plan included in a freight plan of the State that is in effect.

Each fiscal year, a State may obligate no more than ten percent of the total apportionment of the state for freight rail projects or freight intermodal projects. Uses of the funds are further defined as development phase activities, preliminary engineering and design, other preconstruction activities, construction, Intelligent Transportation Systems (ITS), reduction of environmental impacts and many other activities that improve the flow of freight into and out of a facility.

Funding

FY16	FY17	FY18	FY19	FY20
\$1,140,250,003	\$1,090,673,914	\$1,189,826,092	\$1,338,554,353	\$1,487,282,615

Sec. 1122. State Flexibility for National Highway System Modifications

In Section 1122, USDOT is directed to issue guidance within 90 days to States on the reclassification of roads recently added to the NHS per MAP-21 and to identify any needed functional classification changes to rural and urban principal arterials.

Subtitle B – Planning and Performance Management

Sec. 1201. Metropolitan Transportation Planning

Existing Program

Section 1201 amends current law by directing planners to consider new planning factors. The Transportation Plan and TIP for each metropolitan area are amended by directing planners to consider intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers. Planners must also include considerations of resiliency and responsiveness to natural disasters.

Tourism and natural disaster risk reduction are added in MPO consultation in Plan and TIP coordination. MPOs are encouraged to consult with State agencies that plan for tourism and natural risk reduction. System resiliency and reliability and reducing or mitigating storm-water impacts on surface transportation are added as new planning factors.

MAP-21 language that required representation by providers of public transportation in each MPO that serves a transportation management area has been clarified. Designation or selection of officials or representatives will be determined by the MPO according to the bylaws or enabling statute of the organization. A public transportation representative may also serve as a representative of a local municipality, subject to the bylaws or enabling statute of the MPO.

A new optional Congestion Management Plan is also added, in addition to the currently required Congestion Management Process. An MPO serving a transportation management area may develop a plan that includes projects and strategies that will be considered in the MPO's TIP. Such a plan must

- 1) Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
- 2) Identify existing public transportation services, employer-based commuter programs and other existing transportation services that support access to jobs in the region; and
- 3) Identify proposed projects and programs to reduce congestion and increase job access opportunities.

In developing the Transportation Plan, an MPO shall consult with employers, private and nonprofit providers of public transportation, transportation management organizations and organizations that provide job access reverse commute projects or job-related services to low-income individuals.

Funding

FY16	FY17	FY18	FY19	FY20
\$329,270,722	\$335,938,378	\$342,996,446	\$350,360,775	\$358,516,037

Sec. 1202. Statewide and Nonmetropolitan Transportation Planning

Similar changes as above in the Metropolitan Transportation Planning Section 1201. Current law is amended to direct planners to consider intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers, public ports, travel and tourism, as well as include considerations of resiliency and responsiveness to natural disasters. Private transportation should include consideration of intercity bus operators and employer-based commuting programs.

Subtitle C – Acceleration of Project Delivery

Sec. 1304. Efficient Environmental Reviews for Project Decision Making

Section 1304 redefines the term “multimodal project” as a project that requires the approval of more than one USDOT operating administration or secretarial office. Redefines the term “project” as any highway project, public transportation capital project or multimodal project that, if implemented as proposed by the project sponsor, would require approval by any operating administration or secretarial office within the USDOT and adds consideration of Federal funding or financing.

The deadline for a lead agency to identify participating agencies is changed from “as early as practicable in the environmental review process” to a 45-day deadline from the date of publication of a notice of intent to prepare an Environmental Impact Statement (EIS) or Environmental Assessment (EA).

An operating administration of USDOT is allowed to be the lead agency and the role of the lead agency is expanded to consider and respond to comments from participating agencies with special expertise. The lead agency is required to develop an environmental document sufficient to satisfy the requirements for any Federal approval or other Federal action required for the project, including permits. Other participating agencies must cooperate with the lead agency and provide timely information. An agency participating in the process must provide comments, responses, studies or methodologies on the areas within the agency’s expertise or jurisdiction.

Language is added for the project sponsor to notify the Secretary about any additional information the sponsor considers to be important to the project. The Secretary has 45 days, after receiving a notification from the sponsor to initiate a review, to provide a written response to a project sponsor in the decision to proceed, decline or request additional information.

Language is added addressing reducing duplication in the evaluation process. The lead agency is allowed to eliminate an alternative proposed in an environmental impact statement and list the potential reasons for elimination.

A lead agency must prepare an EIS or initiate an EA no later than 90 days after publication of the notice of intent (NOI). The lead agency is required to establish a schedule of completion of the environmental review process as part of its coordination plan.

A new paragraph titled, “Accelerated decision making in environmental reviews” is added and allows the lead agency to use errata sheets rather than requiring draft EIS when modifying a response to minor comments and factual corrections. The lead agency is required to develop a single document that consists of a final EIS and a record of decision (ROD). A Federal agency participating in the process is required to provide information to the Secretary on the status and progress of the approval of the project for online publication. State and local agencies

participating the process are encouraged to provide information regarding the status and approval of the project to be published online.

Sec. 1305. Integration of Planning and Environmental Review

Section 1305 defines a planning product as a decision, analysis, study or other documented information that is the result of an evaluation or decision making process carried out by an MPO or a State during metropolitan or statewide transportation planning. Agencies meeting certain requirements are now allowed to adopt or incorporate by reference and use a planning product in proceedings relating to any class of action in the environmental review process of the project. Agencies meeting certain requirements are allowed to adopt or incorporate by reference an entire planning product or select portions of a planning project.

The relevant agency in the environmental review process may adopt or incorporate by reference a planning product under this section if the relevant agency determines the planning product is necessary for a cooperating agency to issue a permit, review, or approval for the project, with the concurrence of the cooperating agency. Any planning product adopted or incorporated by reference by the relevant agency in accordance with this section may be 1) incorporated directly into an environmental review process document or other environmental document and 2) relied on and used by other Federal agencies in carrying out reviews of the project.

Sec. 1308. Surface Transportation Project Delivery Program

Section 1308 allows a State to provide the Secretary any information considered reasonably necessary, instead of necessary. A State can assume responsibility in lieu of the responsibilities of the Secretary with respect to one or more highway projects within the State under the National Environmental Policy Act of 1969, and without further approval of the Secretary. The Secretary can carry out education, training and other initiatives with cooperation of State officials. A State is granted authority to act on behalf of a local government on a locally administered project and outlines such responsibilities.

Sec. 1309. Program for Eliminating Duplication of Environmental Reviews

Section 1309 adds a new program for eliminating duplication of environmental reviews. The Secretary will establish a pilot program to authorize five States, selected by the Secretary, to conduct environmental reviews and make approvals for projects. A State that is participating in the program is allowed to apply the NEPA process, instead of the alternative environmental review and approval procedures of the State. Federal agencies with project authority will adopt or incorporate documents produced by the participating State. States with an approved program can exercise authority on behalf of up to 25 local governments for local administered projects. The program will terminate 12 years after enactment of this section.

Sec. 1311. Accelerated Decision Making in Environmental Reviews

Section 1311 amends current law by adding "Accelerated Decision Making in Environmental Reviews." In preparing a final environmental impact statement under NEPA, when a lead agency modifies the statement in response to comments that are minor, the lead agency may write on errata sheets attached to the statement, instead of rewriting the draft statement.

The lead agency must expeditiously develop a single document that consists of a final environmental impact statement and a record of decision, and lists the exceptions. The process for avoiding duplication of documents is outlined further in this section.

Within 180 days, the Secretary must issue guidance to implement this section.

Sec. 1313. Aligning Federal Environmental Reviews

Within one year, the USDOT must develop a coordinated and concurrent environmental review and permitting process for transportation projects when initiating an environmental impact statement under NEPA.

Within 90 days, the Secretary and Federal agencies of jurisdiction likely to have substantive review or approval responsibilities on transportation projects must jointly develop a checklist to help project sponsors identify potential natural, cultural and historic resources in the area of a proposed project.

Consistent with Federal environmental statutes, the Secretary must facilitate annual interagency collaboration sessions at the appropriate jurisdictional level to coordinate business plans and facilitate coordination of workload planning and workforce management.

Within one year, the Secretary must establish a program to measure and report on progress toward aligning Federal reviews and reducing permitting and project delivery time.

Within two years and biennially thereafter, the Secretary must submit a progress report to Congress.

Sec. 1316. Assumption of Authorities

Under Section 1316, the Secretary will allow a State to assume the responsibilities of the Secretary for project design, plans, specifications, estimates, contract awards and inspection of projects, on both a project-specific and programmatic basis.

No later than 18 months after enactment of this Act, the Secretary, in cooperation with the States, must submit recommendations for legislation to permit the assumption of additional authorities by States, to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate.

Sec. 1317. Modernization of the Environmental Review Process

Within 180 days, the Secretary must examine ways to modernize, simplify and improve the implementation of the NEPA process. The Secretary must submit a Congressional report describing the results of the report.

Subtitle D – Miscellaneous

Sec. 1401. Prohibition on the use of funds for automated traffic enforcement

Section 1401 prohibits any federal HSIP money apportioned for FY16-20 from being used to purchase, operate or maintain an automated traffic enforcement system.

Sec. 1402. Highway Trust Fund transparency and accountability

Within 180 days, USDOT must implement requirements for semiannual reporting to the public of state highway obligations, balances and spending rates of HTF apportionments.

Sec. 1403. Additional Deposits into Highway Trust Fund

If any additional laws are enacted after the enactment of the FAST Act that makes special deposits into the HTF, the money will be added to highway and transit formula programs, prorated and automatically made available for obligation.

Sec. 1404. Design Standards

Section 1404 permits local jurisdictions to use design standards that differ from a State's under certain circumstances.

Sec. 1407. Vehicle-to-Infrastructure Equipment

Section 1407 makes the installation of vehicle-to-vehicle communication equipment eligible for NHPP and STBGP.

Sec. 1408. Federal Share Payable

Section 1408 amends current law to add engineering or design approaches to innovative project delivery for 100 percent federal share category and adds additional examples to the list of innovative methods.

Sec. 1411. Tolling; HOV facilities; Interstate Reconstruction and Rehabilitation

Section 1411 provides over-the-road buses the same access to high occupancy vehicle (HOV) facilities as public transportation buses.

Greater tolling of HOV facilities by public authorities is allowed and a three-year sunset on toll pilot project applications provisionally approved by USDOT is set. The application may be approved if any part of the application met the deadline.

MPOs must be consulted if tolls are placed on high occupancy vehicle tolled facilities on an Interstate in its planning area.

A state must have approved enabling legislation before it can participate in the current Interstate System Reconstruction and Rehabilitation Pilot program. An application provisionally approved by the Secretary will expire unless certain conditions are met, but the Secretary may extend the provisional approval for up to one additional year if the State demonstrates material progress toward implementation of the project.

Sec. 1413. National Electric Vehicle Charging and Hydrogen, Propane, and Natural Gas Fueling Corridors

Section 1413 directs USDOT to designate national electric vehicle charging, hydrogen, propane and natural gas fueling corridors within one year. In designating the corridors, the Secretary shall solicit nominations from State and local officials for facilities to be included in the corridors, incorporate existing charging and fueling corridors designated by a State or group of States and consider the demand for, and location of, existing electric vehicle charging stations, hydrogen fueling stations, propane fueling stations and natural gas fueling infrastructure. The Secretary will also involve stakeholders on a voluntary basis. After five years, and every five years thereafter, the Secretary will update and redesignate the corridors.

The Administrator of General Services is allowed to install, construct, operate and maintain battery charging stations for Federal employees in Federal employee private vehicle parking lots.

Sec. 1427. Highway Work Zones

It is the sense of Congress that the Federal Highway Administration should do all within its power to protect workers in highway work zones and move rapidly to finalize regulations to protect the lives and safety of construction workers in highway work zones from vehicle intrusions.

Sec. 1430. Use of Modeling and Simulation Technology

It is the sense of Congress that the Department should utilize, to the fullest and most economically feasible extent practicable, modeling and simulation technology to analyze highway and public transportation projects authorized by this Act to ensure that these projects will increase transportation capacity and safety, alleviate congestion, reduce travel time and environmental impacts, and are as cost effective as practicable.

Sec. 1431. National Advisory Committee on Travel and Tourism Infrastructure

Within 180 days, the Secretary must establish an advisory committee to be known as the National Advisory Committee on Travel and Tourism Infrastructure to provide information, advice, and recommendations to the Secretary on matters relating to the role of intermodal transportation in facilitating mobility related to travel and tourism activities.

Sec. 1437. Border State Infrastructure

After consultation with relevant transportation planning organizations, the Governor of a State that shares a land border with Canada or Mexico may designate for each fiscal year no more than five percent of the funds made available to the State for border infrastructure projects.

Sec. 1438. Adjustments

On July 1, 2020, a rescission of \$7,569,000,000 in unobligated balances of contract authority of the States would take place. The Highway Safety Improvement Program, Railway-Highway Crossings Program, Metropolitan Planning and suballocated portions of the Surface Transportation Block Grant Program are not subject to the rescission, along with safety-related apportionments. The rescission amounts would be prorated based on the unobligated balances held by States on September 30, 2019, and within each State, the amount will be proportionately applied to each program based on the unobligated balances in that program at the time.

Sec. 1442. Safety for Users

The Secretary shall encourage each State and MPO to adopt standards for the design of Federal surface transportation projects that provide for the safe and adequate accommodation of all users of the surface transportation network, including motorized and nonmotorized users, in all phases of project planning, development and operation.

Within two years, the Secretary must make a report available to the public cataloging examples of State law or State transportation policy that provide for the safe and adequate accommodation of all users of the surface transportation network, in all phases of project planning, development and operation.

Based on the report, the Secretary must identify and disseminate examples of best practices where States have adopted measures that have successfully provided for the safe and adequate accommodation of all users of the surface transportation network in all phases of project planning, development and operation.

TITLE II – INNOVATIVE PROJECT FINANCE

This title makes modifications to the TIFIA program.

Sec. 2001. Transportation Infrastructure Finance and Innovation Act of 1998 Amendments (TIFIA) Existing Program

Section 2001 adds modifications to expand access to the TIFIA program to rural areas and small projects. Current law is amended to add capitalizing a rural project fund under eligible project costs. The definition for rural infrastructure project is expanded to encompass a project located in an area outside of an urbanized area with a population greater than 150,000 individuals. Assistance to small projects is added to eligible projects with costs equal or exceeding \$75,000,000. Transit-oriented development (TOD) projects are also now eligible to apply for TIFIA loans.

USDOT is directed to establish a streamlined application process for use by an eligible applicant under certain circumstances. The ability of a state to capitalize their state infrastructure bank with their federal-aid highway funds for FY16-20 is reinstated.

Funding

FY16	FY17	FY18	FY19	FY20
\$275,000,000	\$275,000,000	\$285,000,000	\$300,000,000	\$300,000,000

TITLE III – PUBLIC TRANSPORTATION

This title reauthorizes the programs of the Federal Transit Administration (FTA) through fiscal year 2020 and includes reforms aimed at improving mobility, streamlining capital project construction and acquisition, as well as works to increase the safety of public transportation systems.

Sec. 3001. Short Title

This title may be cited as the Federal Public Transportation Act of 2015.

Sec. 3003. Metropolitan and Statewide Transportation Planning

Similar to Section 1201 Metropolitan Transportation Planning under the Highway title of this Act, MAP-21 language that required representation by providers of public transportation in each MPO that serves a transportation management area has been clarified. Designation or selection of officials or representatives will be determined by the MPO according to the bylaws or enabling statute of the organization.

Again, similar to Section 1201, an optional Congestion Management Plan may be included in the TIP. The plan will develop regional goals that reduce vehicle miles traveled (VMT) during peak commuting hours, improve connections between people and jobs and identify proposed projects and programs that reduce congestion.

Funding

	FY16	FY17	FY18	FY19	FY20
Metropolitan Transportation Planning (5303)	\$108,141,510	\$110,347,597	\$112,664,897	\$115,053,393	\$117,492,524
Statewide Trans Planning (5304)	\$22,590,490	\$23,051,336	\$23,535,414	\$24,034,364	\$24,543,893
Planning Programs Total (5305)	\$130,732,000	\$133,398,933	\$136,200,310	\$139,087,757	\$142,036,417

Sec. 3004. Urbanized Area Formula Grants

Section 3004 amends current law to create an exception to the urbanized area formula grants that allows for partnerships between public transportation systems. The exception to the rule will permit operating assistance within the urbanized area to allow two or more systems to allocate funds for operations under a written agreement. Facilities and equipment must also be maintained in accordance with the recipient's transit asset management plan.

Funding

FY16	FY17	FY18	FY19	FY20
\$4,538,905,700	\$4,629,683,814	\$4,726,907,174	\$4,827,117,606	\$4,929,452,499

Sec. 3005. Fixed Guideway Capital Investment Grants

Section 3005 amends current law by striking the requirement that corridor based bus rapid transit (BRT) operate short headway bidirectional service for a part of weekend days.

The definition of program of interrelated projects is amended to include Small Starts projects. The definition of Small Starts is amended to increase the federal assistance up to \$100 million and increase the total net capital costs to \$300 million.

Current law is amended to introduce an early rating procedure for fixed guideway capital investment grants. The federal share of a full funding grant agreement for a new fixed guideway capital project is changed to 60 percent and the remaining costs locations are defined. Grants are provided for joint public transportation and intercity passenger rail projects.

A pilot program is introduced that streamlines regulatory steps for up to eight grants for new fixed guideway capital projects, core capacity improvement projects or small start projects seeking a Federal funding level of 25 percent or less.

Funding

FY16	FY17	FY18	FY19	FY20
\$2,301,785,760	\$2,301,785,760	\$2,301,785,760	\$2,301,785,760	\$2,301,785,760

Sec. 3006. Enhanced Mobility of Seniors and Individuals with Disabilities

Introduces a pilot program to provide grants for innovative projects that improve the coordination of transportation services and non-emergency medical transportation, including the deployment of technology. Directs the Interagency Transportation Coordinating Council to create a strategic plan that outlines the role and responsibilities of each federal agency with respect to local transportation, identify areas of collaboration and address recommendations made by the report.

Funding

	FY16	FY17	FY18	FY19	FY20
Enhanced Mobility of Seniors and Individuals with Disabilities	\$262,949,400	\$268,208,388	\$273,840,764	\$279,646,188	\$285,574,688
Pilot Program for Enhanced Mobility	\$2,000,000	\$3,000,000	\$3,250,000	\$3,500,000	\$3,500,000

Sec. 3008. Public Transportation Innovation

Section 3008 directs the Secretary to provide assistance for projects and activities that advance innovative public transportation research and development. The Secretary is directed to select at least one facility to engage in research associated with low or no emission vehicles.

Sec. 3009. Technical Assistance and Workforce Development

Section 3009 allows the Secretary to make grants, contracts and agreements for programs that will assist recipients of public transportation with more effective and improved service. The Secretary is directed to establish a competitive grant program to assist in the development of innovative workforce development. The Secretary will also establish a national transit institute and award grants to a public four-year degree-granting institution of higher education in order to carry out the duties of the institute.

Sec. 3011. General Provisions

Section 3011 amends the current Buy America waiver provision to include rolling stock manufactures that procure iron and steel produced in the US, to include the cost of that iron and steel in the domestic content calculation, when the iron or steel is used in the rolling stock frames or cars. If the Secretary denies a Buy America waiver, the Secretary must issue written certification that the steel, iron or manufactured goods are produced in America in a sufficient and reasonably available amount.

Sec. 3013. Public Transportation Safety Program

Section 3013 provides the Secretary with increased authority to assist public transportation systems and the State with safety needs.

Sec. 3015. State of Good Repair Grants

Section 3015 states that a grant for a capital project under this section shall be for 80 percent of the net project cost. The remainder of the net project cost shall be provided in cash from non-Government sources, from revenues derived from the sale of advertising and concessions, or from an undistributed cash surplus, a replacement or depreciation cash fund or reserve or new capital.

Funding

FY16	FY17	FY18	FY19	FY20
\$2,507,000,000	\$2,549,007,000	\$2,593,700,000	\$2,638,400,000	\$2,683,800,000

Sec. 3016. Authorizations

The table below shows the funds available from the Mass Transit Account of the Highway Trust Fund to carry out sections 5305, 5307, 5310, 5311, 5312, 5314, 5318, 5335, 5337, 5339, and 5340, section 20005(b) of the Federal Public Transportation Act of 2012 and sections 3006(b) of the Federal Public Transportation Act of 2015.

FAST Act Funding Authorizations – FTA Programs						
	FY15	FY16	FY17	FY18	FY19	FY20
Formula and Bus Grant Programs	\$8,595,000,000	\$9,347,604,639	\$9,534,706,043	\$9,733,353,407	\$9,939,380,030	\$10,150,348,462
Estimated Split Among Programs:						
Planning Programs (5305)	\$128,800,000	\$130,732,000	\$133,398,933	\$136,200,310	\$139,087,757	\$142,036,417
Urbanized Area Formula Grants (5307)	\$4,458,700,00	\$4,538,905,700	\$4,629,683,814	\$4,726,907,174	\$4,827,117,606	\$4,929,452,499

FAST Act Funding Authorizations – FTA Programs						
	FY15	FY16	FY17	FY18	FY19	FY20
Estimated Split Among Programs Continued:						
Elderly/ Disabled (5310)	\$258,300,000	262,949,400	268,208,388	\$273,840,764	\$279,646,188	\$285,574,688
Mobility of Seniors/ Disabled Pilot Program (5310)	\$0	\$2,000,000	\$3,000,000	\$3,250,000	\$3,500,000	\$3,500,000
Rural Formal Grants (5311)	\$607,800,000	\$619,956,000	\$632,355,120	\$645,634,578	\$659,322,031	\$673,299,658
Transit Research (5312)	\$0	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000
Bust Testing Facility (5318)	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
National Transit Database (5335)	\$3,900,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
State of Good Repair Grants (5337)	\$2,165,900,000	\$2,507,000,000	\$2,549,007,000	\$2,593,700,000	\$2,638,400,000	\$2,683,800,000
Bus and Bus Facility Grants (5339)	\$427,800,000	\$695,800,000	\$719,956,000	\$747,033,476	\$777,024,469	\$808,653,915
Fast Growth/High Density (5340)	\$525,900,000	\$536,261,539	\$544,433,788	\$552,783,547	\$561,315,120	\$570,032,917
Other Programs:						
Capital Investment Grants (5309)	\$2,120,000,000	\$2,301,785,760	\$2,301,785,760	\$2,301,785,760	\$2,301,785,760	\$2,301,785,760
Positive Train Control Grants	\$0	\$0	\$199,000,000	\$0	\$0	\$0

Sec. 3017. Grants for Buses and Bus Facilities

Section 3017 allows the Secretary to make grants to assist eligible recipients in financing capital projects to replace, rehabilitate and purchase buses and related equipment, including technological changes or innovations to modify low or no emission vehicles or facilities and to construct bus-related facilities. Eligible recipients are designated recipients that allocate funds to fixed route bus operators or State or local governmental entities that operate fixed route bus service.

Current law is amended to allow recipients in a specific State to pool their formula funds to allow for the accommodation of larger scale procurements. For each of fiscal years 2016 through 2020, the Secretary will carry out a pilot program under which an eligible recipient in an urbanized area with population between 200,000 and 999,999 may elect to participate in a State pool.

The Bus and Bus Facilities Competitive Grant program is reinstated to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment and rehabilitating, purchasing, constructing or leasing bus-related facilities. The Secretary will consider the age and condition of buses, bus fleets, related equipment, and bus-related facilities. States are allowed to submit statewide applications for bus needs, allowing the state to distribute competitively awarded funds. Grant requirements include a 10 percent rural set-aside and a cap that not more than 10 percent of all grant amounts can be awarded to a single grantee.

The Secretary can make low or no emission grants to recipients to finance to a project or eligible program of projects in an eligible area for:

- acquiring low or no emission vehicles
- leasing low or no emission vehicles
- acquiring low or no emission vehicles with a leased power source
- constructing facilities and related equipment for low or no emission vehicles
- leasing facilities and related equipment for low or no emission vehicles
- constructing new public transportation facilities to accommodate low or no emission vehicles
- rehabilitating or improving existing public transportation facilities to accommodate low or no emission vehicles

Funding

	FY16	FY17	FY18	FY19	FY20
Bus and Bus Facilities Formula Grants	\$427,800,000	\$436,356,000	\$445,519,476	\$454,964,489	\$464,609,736
Bus and Bus Facilities Competitive Grants	\$268,000,000	\$283,600,000	\$301,514,000	\$322,059,980	\$344,044,179

Sec. 3020. Review of Public Transportation Safety Standards

Section 3020 directs the Secretary to review the safety standards used in United States transit. The Secretary will evaluate the need to establish additional federal minimum public transit safety standards and to make a comprehensive set of recommendations to improve the safety of the public transportation industry.

Sec. 3023. Paratransit System under FTA Approved Coordinated Plan

Section 3023 permits any paratransit system currently coordinating complementary paratransit service for more than 40 fixed route agencies to continue using an existing tiered, distance-based coordinated paratransit fare system.

Sec. 3028. Authorization of Grants for Positive Train Control

Section 3028 authorizes \$199 million from the Mass Transit Account of the Highway Trust Fund in FY17 for installation of positive train control (PTC). Funds are to be awarded competitively with 80 percent federal share and only recipients of funds under transit are eligible.

Funding

FY16	FY17	FY18	FY19	FY20
\$0	\$199,000,000	\$0	\$0	\$0

TITLE IV – HIGHWAY TRAFFIC SAFETY

This title makes reforms to existing law to help keep drivers, pedestrians and roads safer.

Sec. 4001. Authorization of Appropriations

Section 4001 reauthorizes highway traffic safety programs administered by the National Highway Traffic Safety Administration (NHSTA) through FY 2020.

Sec. 4002. Highway Safety Programs

Section 4002 requires States that have an automated traffic enforcement system to use apportioned funds to conduct a biennial online survey about the system.

The Secretary, in coordination with the Governors Highway Safety Association, will develop procedures to allow States to submit highway safety plans in electronic form.

Sec. 4005. National Priority Safety Programs

Section 4005 allocates funding to the following programs: Occupant Protection, State Traffic Safety Information System Improvements, Impaired Driving Countermeasures, Distracted Driving, Motorcyclist Safety, State Graduated Driver Licensing Laws and Nonmotorized Safety.

TITLE V – MOTOR CARRIER SAFETY

This title includes reforms to improve truck and bus safety.

Subtitle A – Motor Carrier Safety Grant Consolidation

Sec. 5101. Grants to States

Section 5101 creates a motor carrier safety assistance program where the Secretary will prescribe procedures for a State to submit a multiple-year plan and update the plan annually. The State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards and orders that are compatible with the regulations, standards and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.

The Secretary will establish an innovative technology deployment grant program to make discretionary grants to eligible States for the innovative technology deployment of commercial motor vehicle information systems and networks.

The Secretary will administer a commercial motor vehicle operator grant program.

Sec. 5103. Authorization of Appropriations

Section 5103 authorizes the programs of the Federal Motor Carrier Safety Administration (FMCSA) through FY 2020. The Act also authorizes a new testing method to detect the use of drugs and alcohol by commercial motor vehicle drivers.

TITLE VI – INNOVATION

This title reauthorizes the programs for the research activities of the USDOT through fiscal year 2020 and includes provisions to promote innovations and the use of transportation technology.

Sec. 6001. Short title.

Section 6001 defines this title as the Transportation for Tomorrow Act of 2015.

Sec. 6002. Authorization of appropriations.

Section 6002 reauthorizes the programs for the research activities of the USDOT through fiscal year 2020.

Sec. 6004. Advanced Transportation and Congestion Management Technologies Deployment

Within six months, the Secretary must establish an advanced transportation and congestion management technologies deployment initiative to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance and infrastructure return on investment.

Sec. 6020. Surface Transportation System Funding Alternatives

The Secretary will establish a program to provide grants to states to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund.

Sec. 6028. Performance Management Data Support Program

The Federal Highway Administrator must develop, use and maintain data sets and data analysis tools to assist metropolitan planning organizations, States and the Federal Highway Administration in carrying out performance management analyses, including the performance management requirements.

TITLE VIII – MULTIMODAL FREIGHT TRANSPORTATION

Sec. 8001. Multimodal Freight Transportation

Section 8001 amends current national multimodal freight policy by directing the Under Secretary of Transportation for Policy to oversee and implement a national multimodal freight policy and objectives. Within two years, the Under Secretary must develop a national freight strategic plan and publish the plan on the USDOT website.

The Under Secretary must also establish a National Multimodal Freight Network that includes the National Highway Freight Network, the freight rail systems of Class I railroads, public ports, the inland and intracoastal waterways of the US, the Great Lakes, the St. Lawrence Seaway, the 50 airports with the highest annual landed weight and other strategic freight assets.

The Under Secretary will solicit input from stakeholders, transportation providers, metropolitan planning organizations, local governments, ports, airports, railroads and States through a public process to identify critical freight facilities and corridors. No later than five years after the initial designation and every five years thereafter, the Under Secretary, must redesignate the National Multimodal Freight Network.

The Secretary of Transportation will encourage each State to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, freight railroads, shippers, carriers, freight-related associations, third-party logistics providers, the freight industry workforce, the transportation department of the State and local governments. States will also develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.

Within one year, the Secretary must begin development of new tools and improvement of planning tools and methodologies.

Nothing in this subtitle provides additional authority to regulate or direct private activity on freight networks.

TITLE IX – NATIONAL SURFACE TRANSPORTATION AND INNOVATIVE FINANCE BUREAU

Sec. 9001 National Surface Transportation and Innovative Finance Bureau

Section 9001 creates the National Surface Transportation and Innovative Finance Bureau, within USDOT, to run the TIFIA, RRIF, and the National Significant Freight and Highway Projects Program. The Secretary will eliminate any USDOT office that is made redundant by the creation of the bureau.

TITLE XI – RAIL

Subtitle A – Authorizations

Sec. 11101. Authorization of Grants to Amtrak

Program	FY16	FY17	FY18	FY19	FY20
Amtrak Activities with the Northeast Corridor	\$450,000,000	\$474,000,000	\$515,000,000	\$557,000,000	\$600,000,000
Amtrak Activities with the National Network	\$1,000,000,000	\$1,026,000,000	\$1,085,000,000	\$1,143,000,000	\$1,200,000,000

Subtitle B – Amtrak Reforms

Sec. 11201. Accounts

Within 180 days, the Secretary of Transportation must define an account structure and improvements to accounting methodologies to support the Northeast Corridor and the National Network.

Within one year, Amtrak must implement any account structures and improvements so that Amtrak is able to produce profit and loss statements for each of the business lines. No later than one month after the implementation and monthly thereafter, Amtrak must submit updated profit and loss statements for each of the business lines and asset categories to the Secretary.

For the purposes of account management, Amtrak may transfer funds between the Northeast Corridor account and National Network account without prior notification and approval if they would not materially affect Amtrak’s ability to meet its goals or violate grant agreements.

Sec. 11204. State-Supported Route Committee

Within 180 days, the Secretary of Transportation must establish the State-Supported Route Committee to promote mutual cooperation and planning pertaining to the rail operations of Amtrak and related activities of trains operated by Amtrak on State-supported routes.

Sec. 11206. Route and Service Planning Decisions

Within 180 days, Amtrak must obtain the services of an independent entity to develop and recommend objective methodologies to use in determining what intercity rail passenger

transportation routes and services it should provide, including the establishment of new routes, the elimination of existing routes and the contraction or expansion of services.

Within one year, Amtrak must transmit the recommendations to Congress. No later than 90 days after the recommendations are transmitted, the Amtrak Board of Directors must consider the adoption of each recommendation and transmit a report to Congress explaining the reasons for adopting or not adopting each recommendation.

Sec. 11212. Station Development

Within one year, Amtrak must submit a report to Congress that describes the options to enhance economic development and accessibility of and around Amtrak stations and terminals and options for additional Amtrak stops that would have a positive incremental financial impact to Amtrak.

Subtitle C – Intercity Passenger Rail Policy

Sec. 11301. Consolidated Rail Infrastructure and Safety Improvements

Section 11301 creates a competitive grant program for the improvement of passenger and freight rail transportation. The Secretary may make grants under this section to an eligible recipient to assist in financing the cost of improving passenger and freight rail transportation systems in terms of safety, efficiency or reliability. Applicants can be states, groups of states, interstate compacts, political subdivisions of states, Amtrak, Class II or III railroads or rail labor unions.

Sec. 11302. Federal-State Partnership for State of Good Repair

The Secretary must develop and implement a program for issuing grants on a competitive basis to applicants to fund capital projects that reduce the State of Good Repair backlog. Projects eligible for grants include capital projects to replace or rehabilitate qualified railroad assets.

Sec. 11303. Restoration and Enhancement Grants

Section 11303 creates a new competitive grant program for operating assistance grants for the purpose of initiating, restoring or enhancing intercity rail passenger transportation.

Sec. 11315. Miscellaneous Provisions

Section 11315 amends current law to require State rail plans to be resubmitted every four years instead of every five years, adds a maglev project that is capable of safe public use in excess of 240 mph to be eligible for Railroad Rehabilitation and Improvement Financing (RRIF) loan assistance if all qualifications are met, and clarifies the USDOT Secretary's ability to approve or disapprove revised PTC implementation plans.

Subtitle D – Safety

Sec. 11401. Highway-Rail Grade Crossing Safety

Within one year, the Administrator of the Federal Railroad Administration must develop a model of a State-specific highway-rail grade crossing action plan and distribute the plan to each State. Within 18 months after the Administrator develops a grade crossing plan and distributes the model plan, the Administrator must promulgate a rule that requires each State to develop and implement a State highway-rail grade crossing action plan.

Sec. 11402. Private Highway-Rail Grade Crossings

The Secretary, in consultation with railroad carriers, must conduct a study to determine whether limitations or weaknesses exist regarding the availability and usefulness for safety purposes of data on private highway-rail grade crossings and evaluate existing engineering practices on private highway- rail grade crossings.

Sec. 11404. Positive Train Control at Grade Crossings Effectiveness Study

The Secretary must conduct a study of the possible effectiveness of positive train control and related technologies on reducing collisions at highway-rail grade crossings and submit a report containing the results of the study to Congress.

Sec. 11406. Speed Limit Action Plans

Within 90 days, each railroad carrier providing intercity rail passenger transportation or commuter rail passenger transportation, in consultation with any applicable host railroad carrier, must survey its entire system and identify each main track location where there is a reduction of more than 20 miles per hour from the approach speed to a curve, bridge, or tunnel and the maximum authorized operating speed for passenger trains at that curve, bridge or tunnel. Within 120 days after the survey is complete, a railroad carrier must submit an action plan to the Secretary that identifies each main track location where there is a reduction of more than 20 miles per and describe appropriate actions to enable warning and enforcement of the speed.

Sec. 11409. Commuter Rail Track Inspections

The Secretary must evaluate track inspection regulations to determine if a railroad carrier providing commuter rail passenger transportation on high density commuter railroad lines should be required to inspect the lines in the same manner as is required for other commuter railroad lines.

Sec. 11411. Recording Devices

Within two years, the Secretary must promulgate regulations to require each railroad carrier that provides regularly scheduled intercity rail passenger or commuter rail passenger transportation to the public to install inward- and outward-facing image recording devices in all controlling locomotive cabs and cab car operating compartments in such passenger trains.

Sec. 11415. Rail Passenger Liability

Section 11415 updates the aggregate allowable awards to all rail passengers, against all defendants, for all claims, including claims for punitive damages, arising from a single accident or incident involving Amtrak occurring on May 12, 2015, shall not exceed \$295,000,000 (up from \$200,000,000). The \$200,000,000 liability cap is adjusted for inflation every fifth year after the date of enactment of this Act. The Secretary must also provide appropriate public notice of each adjustment; the adjustment will become effective 30 days after notice is given.

Subtitle E – Project Delivery**Sec. 11501. Short Title**

Section 11501 may be cited as the Track, Railroad and Infrastructure Network Act or TRAIN Act.

Sec. 11503. Efficient Environmental Reviews

The Secretary is directed to apply the environmental review procedures already used for highways and transit to be used for rail. Within one year, the Secretary must identify additional

categorical exclusions used in transportation projects and to propose new and existing exclusions for rail that require Secretary approval under NEPA.

Subtitle F – Financing

Sec. 11601. Short Title; References

Section 11601 defines this title as the Railroad Infrastructure Financing Improvement Act.

Sec. 11603. Eligible Applicants

Section 11603 amends current law by expanding eligible applicants to allow non-railroad entities to apply for RRIF loans. Entities that exist solely for the purpose of constructing rail connection between a plant or facility and a railroad have been added to eligible applicants.

Sec. 11604. Eligible Purposes

Section 11604 amends current law by expanding eligible purposes to include reimbursement of planning and design expenses and economic development and transit-oriented development projects. The Secretary is directed to require loan recipients for TOD projects to provide a non-federal match of at least 25 percent.

**Regional Transportation Council Workshop
Managed Lanes Communication**

**Thursday, January 14, 2016
11:00 am – 12:30 pm**

AGENDA

1. Welcome and Introductions.....Amanda Wilson
2. Workshop Purpose.....Chairman Riley
3. Communications Plan Elements.....Amanda Wilson
4. Messaging Discussion.....All
5. Next Steps.....Amanda Wilson



MANAGED LANES MESSAGING

RTC Workshop
January 14, 2016

WORKSHOP OVERVIEW

Workshop Purpose

Communications Plan Elements

Messaging Discussion

Next Steps

WORKSHOP PURPOSE

Policy officials and Public Information Officers should come together to identify messaging and communications needs to help the public better understand managed lanes.

COMMUNICATIONS PLAN ELEMENTS

GOAL

Educate consumers regarding the benefits of managed lanes.



COMMUNICATIONS PLAN ELEMENTS

OBJECTIVES

Create common sense terminology to which the customer can relate

Explain why managed lanes exist

Explain how managed lanes help

Describe each facility and the system

Explain how to use managed lanes

COMMUNICATIONS PLAN ELEMENTS

TACTICS

Video

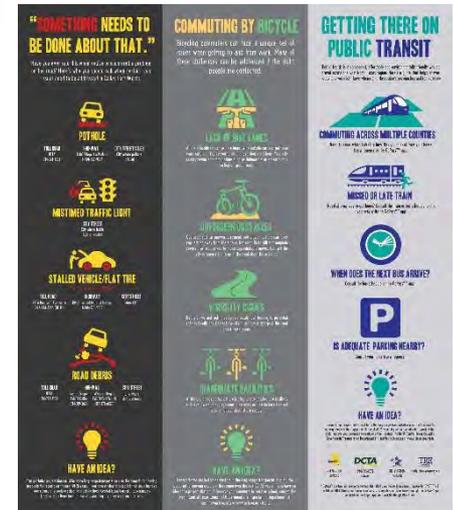
Infographic

Fact Sheet/Brochure

Social Media Messages

Short Articles

Presentation



MESSAGING DISCUSSION

KEY POINTS

Focus on “what’s in it for me”

Long-term DFW residents need more information

Most people don’t travel around the whole region

Terminology needs to be consistent and relevant

Lack of understanding about the funding reality

Signage and pricing may seem overwhelming

Impetus for managed lanes was guaranteed speeds,

MESSAGING DISCUSSION

KEY POINTS, continued

Drivers have the option to select managed lanes, main lanes or frontage roads

Toll revenues offset maintenance and operations costs

Positive impact to economy

Managed lanes are being used by many different people and businesses, therefore, impacting cost to each consumer

Others? (General RTC/PIO Discussion)

NEXT STEPS

Develop communications plan

Identify funding for implementation

Produce elements to be shared with agencies and elected officials

Proactively schedule opportunities to distribute the information to the community

UPDATE

RTC PROPOSED PROJECTS FOR TxDOT
CONGESTION RELIEF PROGRAM:
ALL ARE NON-TOLLED FACILITIES

REGIONAL TRANSPORTATION COUNCIL

February 11, 2016

BACKGROUND

Expedite congestion relief projects

Texas Department of Transportation (TxDOT) to allocate
~~\$1.0 billion~~ **\$1.3 billion statewide confirmed**

Need early construction timeframes

Only available in Houston, Austin, San Antonio, and
Dallas-Fort Worth

TxDOT Commission discussion on January 28, 2016 with
action on February 25, 2016

FUNDING PARTNERSHIP

Create a funding partnership with the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC) to implement priority projects in the West and East

All projects move forward as a congestion relief package

Provide performance measures along with proposed project list

TxDOT commits funding (new Congestion Relief Program)

RTC commits funding and creates supplemental project commitments

- Surface Transportation Program – Metropolitan Mobility (STP-MM)
- Congestion Mitigation Air Quality Improvement Program (CMAQ)
- Regional Toll Revenue (RTR)

PROPOSED FUNDING ALLOCATIONS

Current discussions include a statewide allocation of ~~\$1.0 billion~~
\$1.3 billion

Anticipated Dallas-Fort Worth Allocation ~~at Upper and Lower End of Range~~ (\$ in Millions)

TxDOT District	At \$1 Billion Statewide Allocation	At \$1.3 Billion Statewide Allocation
Fort Worth	126.00	163.80
Dallas	280.00	364.00
Total	406.00	527.80

PROPOSED CONGESTION RELIEF PROJECTS

Western Subregion

SH 121/SH 360 Interchange
(staged)

SH 199 (staged)

IH 820 (from SH 121 to Randol
Mill, staged)

Eastern Subregion

(Previously Presented Priorities)

IH 35E

Southern Gateway (IH 35E and US 67)

Lowest Stemmons (IH 35E)

SUPPLEMENTAL PROJECTS:

IH 635 East

Noise Walls

Skillman/Audelia

US 75 (Peak Hour Shoulder Use)

WESTERN SUBREGION

SH 121 AT SH 360 (STAGED)

Project scope includes:

- Reconstruction of the SH 121/SH 360 interchange

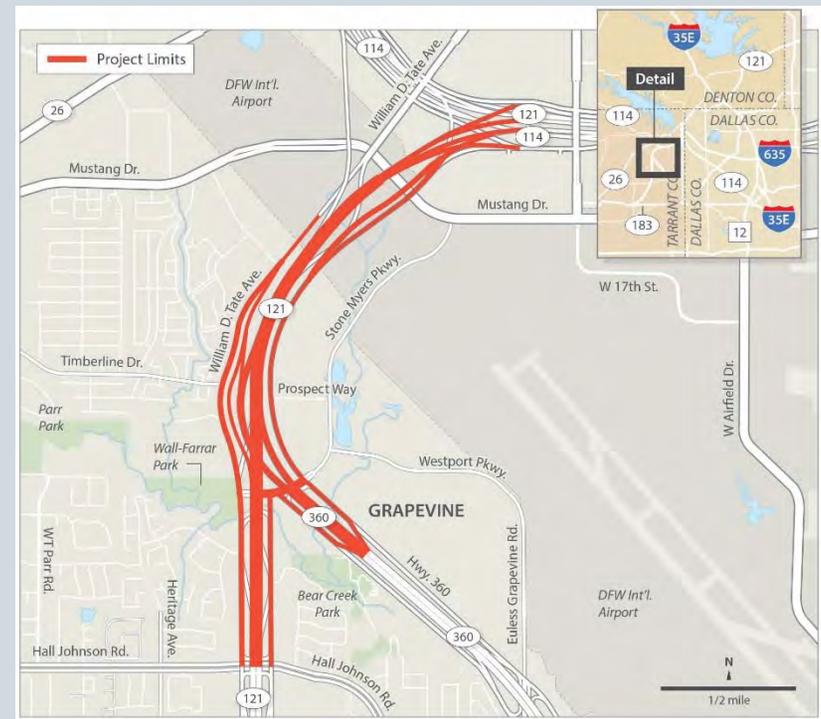
Cost is \$60 million

Revenue:

- \$60 million TxDOT Congestion Relief Program

Timeframe:

- Start Construction: Summer 2016
- Complete Construction: 2018



SH 199 (STAGED)

Project scope includes:

- From north of Western Center Blvd. to south of Nine Mile Road
- Widen 4 to 6 main lanes, overpasses over Nine Mile Bridge Road and Hanger Cut Off Road, underpass at Western Center Blvd., and exit/entrance ramps for SH 199

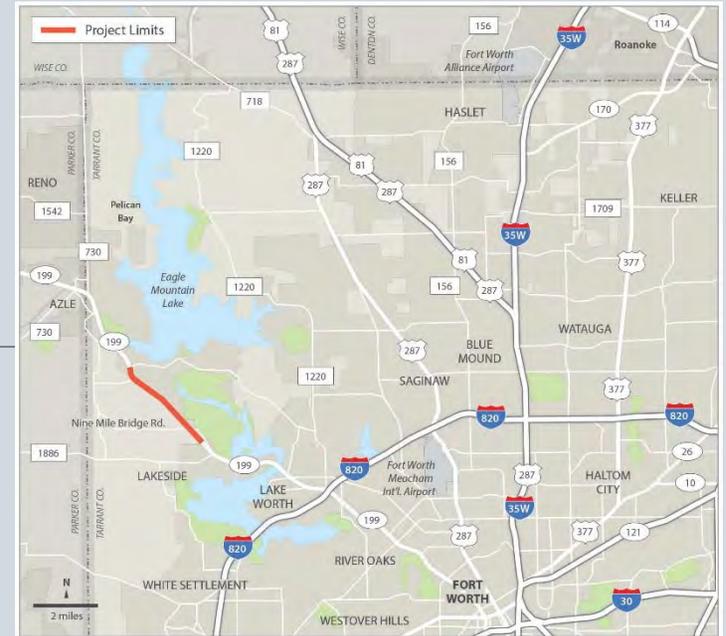
Cost is \$56.5 million

Revenue:

- \$56.5 million TxDOT Congestion Relief Program

Timeline:

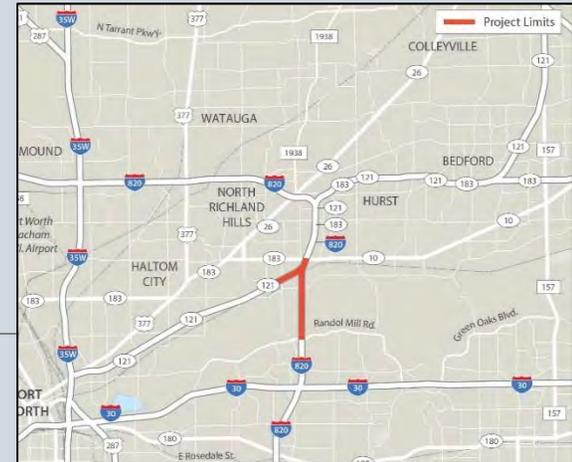
- Start Construction: Summer 2016
- Complete Construction: 2020



IH 820 (STAGED)

Project scope includes:

- From north of SH 121 to Randol Mill Road
- Widen 4 to 6 main lanes, replace Trinity River bridges, re-beam IH 820 bridges, add eastbound SH 121 to southbound IH 820 direct connectors, and add northbound IH 820 to westbound SH 121 direct connectors



Cost is ~~\$111 million~~ **\$137 million** since upper range available

Revenue:

- ~~\$9.5 million~~ **\$20.5 million** TxDOT Congestion Relief Program
- \$90 million savings from IH 35W project
- \$11.5 million of TxDOT Bridge funding

Timeline:

- Start Construction: Summer 2017
- Complete Construction: 2021

EASTERN SUBREGION

IH 35E: SOUTHERN GATEWAY

Project scope includes¹:

- IH 35E from the Horseshoe to US 67, &
- US 67 from the IH 35E split to IH 20

Cost is \$655.54 million:

- Base construction - \$605.54 million
- Deck park and foundations -
\$50 million (\$40 million RTC and \$10 million local)

Notes:

- ¹ US 67 South of IH 20 will proceed as an independent project (\$50 million Prop 1)
- ² \$133 million from IH 345 savings and \$5.42 million from MPO Revolver
- ³ IH 30 Pass-Through Finance
- ⁴ \$23.58 million from LBJ backstop savings and \$20 million from Horseshoe savings

Timeline:

- Construction Let Date: Summer 2017
- Complete Construction: Summer 2021

Funding Source	(\$ in Millions)		
	TxDOT	RTC	Local
Category 12	138.72 ²	25.25 ³	
Category 2		50.00	
CMAQ		54.31	
STP-MM		54.11	
RTR		43.58 ⁴	
TxDOT Congestion Relief	264.00		
TAP/RTC Other		16.00	
Local/Private			10.00
Total	402.72	243.25	10.00

IH 35E: SOUTHERN GATEWAY, CONT'D



IH 35E: LOWEST STEMMONS

Project scope includes:

- From IH 30 to North of Oak Lawn
- Construct 4/6 collector distributor lanes and reconstruct 4/6 lane frontage roads (Lowest Stemmons operational improvements)

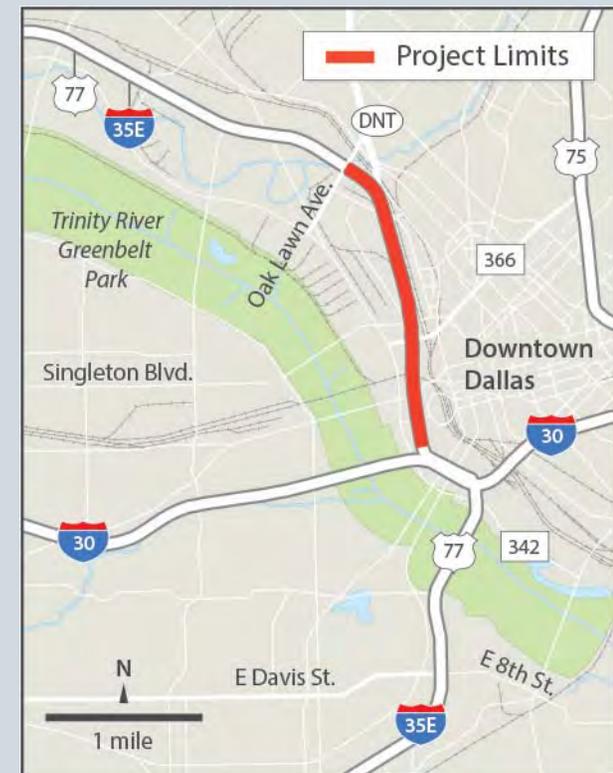
Cost is \$100 million

Revenue:

- ~~\$20 million~~ **\$100 million** of TxDOT Congestion Relief Program
- ~~\$80 million of Proposition 1~~

Timeline:

- Construction Let Date: Summer 2017
- Complete Construction: Winter 2019



TIMELINE: WORKING FAST TOGETHER

NCTCOG Public Meetings	January 7-13, 2016
RTC Initial Action	January 14, 2016
TxDOT Listening Sessions	January 19-20, 2016
Specially Called RTC Meeting	January 20, 2016
TxDOT Commission Workshop/Meeting	January 27-28, 2016
RTC Information - Final Information	February 11, 2016
TxDOT Commission Final Action	February 25, 2016

About Us

Committees

Get Involved

Links

Maps & Data

Program Areas

Publications

RFPs

Topics A-L

Topics M-Z

Traveler Information

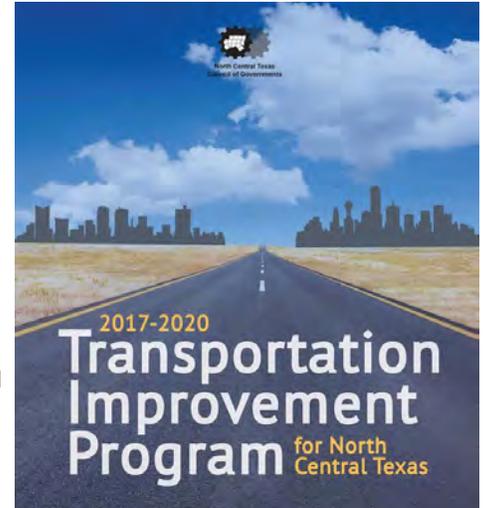
Transportation Home

[Home](#) > [Transportation](#) > [Transportation Funding and Transportation Improvement Program \(TIP\)](#)
[Print this page](#)

2017-2020 Transportation Improvement Program

Within metropolitan areas across the country, regional transportation projects are tracked through Transportation Improvement Programs. The Transportation Improvement Program or TIP is a staged, multi-year program of projects approved for funding by federal, state, and local sources within the Dallas-Fort Worth metropolitan area. The TIP contains projects with committed funds in fiscal years 2017, 2018, 2019, and 2020. Project listings are financially constrained to available resources.

Every two years, the North Central Texas Council of Governments (NCTCOG), in cooperation with the Texas Department of Transportation (TxDOT), local governments, and transportation agencies, develops a new TIP. Transportation staff is in the process of developing a new TIP and is currently seeking approval of the new TIP's draft listings.



2017-2020 Transportation Improvement Program Development

[1/22/2016--Draft Project Listings--Surface Transportation Technical Committee](#)

[2/11/2016--Draft Project Listings--Regional Transportation Council](#)

[BACK TO TIP MAIN PAGE](#)

 Select Language ? ?

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

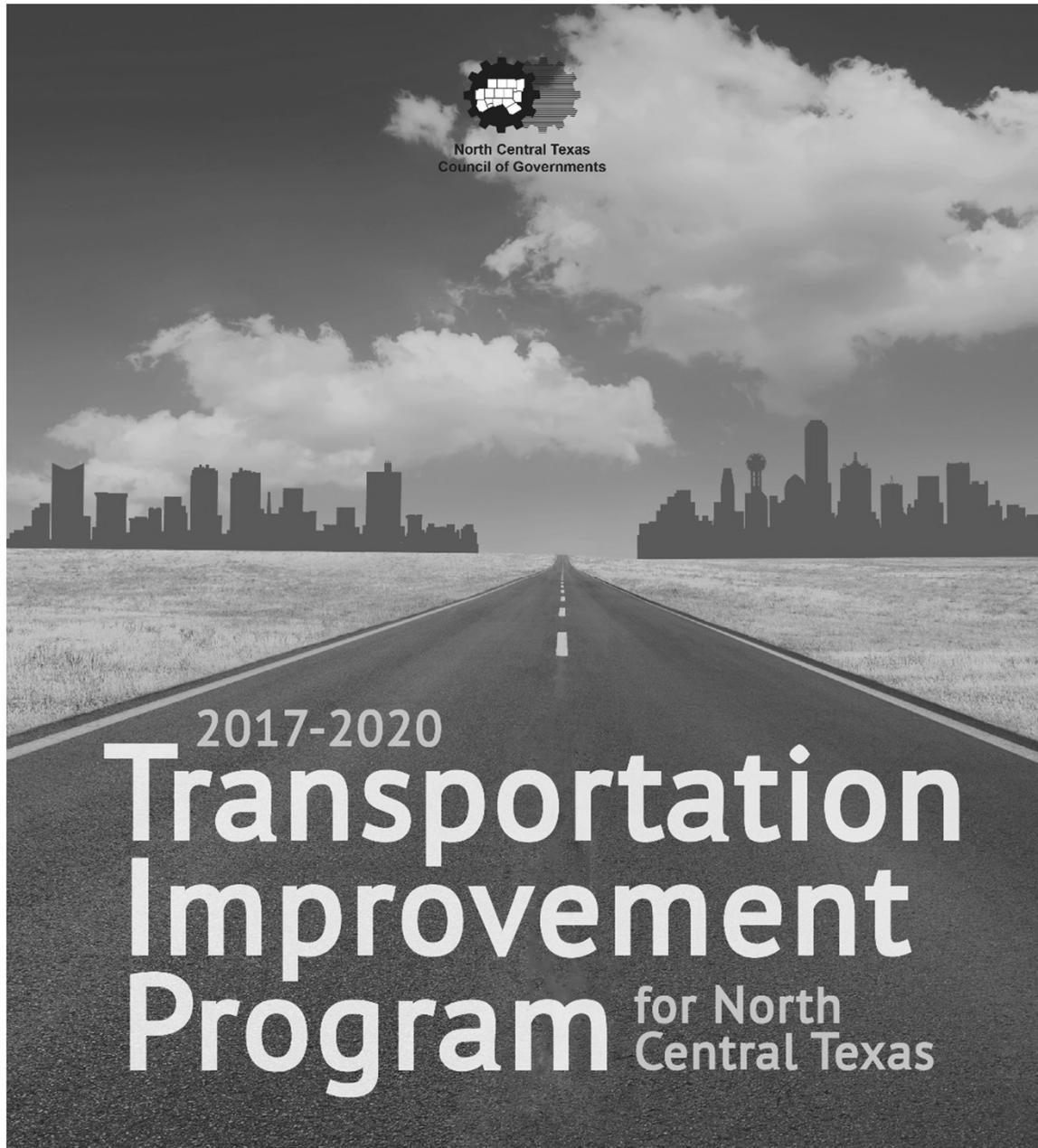


North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

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



North Central Texas
Council of Governments



2017-2020
**Transportation
Improvement
Program** for North
Central Texas

Regional Transportation Council

February 11, 2016

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DEVELOPMENT PROCESS

1. Review all existing projects and solicit additional locally funded projects
2. Make needed adjustments to existing projects (staging, funding, scope)
3. Develop revised project listings
4. Balance project listings to estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners

2017-2020 TIP DEVELOPMENT

DRAFT PROJECT LISTINGS

- ◆ Draft 2017-2020 TIP roadway and transit project listings are available in Electronic Reference Item 10.1

Included attachments

- 1 “Double Entry Report” for the roadway section
 - 2 Transit Report for the transit section
- ◆ Provided electronically due to the length of the file (≈ 460 pages) 

2017-2020 TIP DEVELOPMENT

FOCUS AREAS

◆ Milestone Policy implementation

- Submittal packets from implementing agencies are under review
- Staff will contact the agency points of contact to address any outstanding items
- Additional detail on the projects reviewed in this effort will be brought to the Council next month as an information item ahead of the anticipated final action in April 2016.

◆ Draft project information

- Reflects updates/status information from agencies
- Financially constrained to the 2016 United Transportation Program allocations

FOCUS AREAS- cont'd.

◆ Comments from agencies

- Draft listings presented to the Surface Transportation Technical Committee (STTC) on January 22, 2016
- Final comments needed by Friday, February 12 for inclusion in the public meeting item
- Comments received after February 12 are not guaranteed to be reflected in the final draft project listings to be presented at the public meetings
- Staff proposes that projects with outstanding responses needed from implementing agencies will not be included in the final 2017-2020 TIP/ Statewide Transportation Improvement Program (STIP).
 - Changes to those projects will have to be made during the next available TIP modification cycle.

2017-2020 TIP DEVELOPMENT

TIMELINE/ACTION TABLE

May – Oct. 2015	Met with implementing agencies
Aug. – Jan. 2016	Data input, financial constraint, and analysis
Jan. 2016	Draft listings – STTC information
Feb. 2016	Draft listings – Regional Transportation Council (RTC) information
Mar. 2016	Draft listings – Public meetings Final listings – STTC action
Apr. 2016	Final listings – RTC action
May 2, 2016	Final document to Texas Department of Transportation (TxDOT) and eSTIP submittal
Aug. 2016	TxDOT Commission approval (for STIP)
Oct. 2016	Anticipate federal/State approval (STIP)

2017-2020 TIP DEVELOPMENT

QUESTIONS/COMMENTS

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Sr. Program Manager

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Heather Haney

Transportation Planner

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

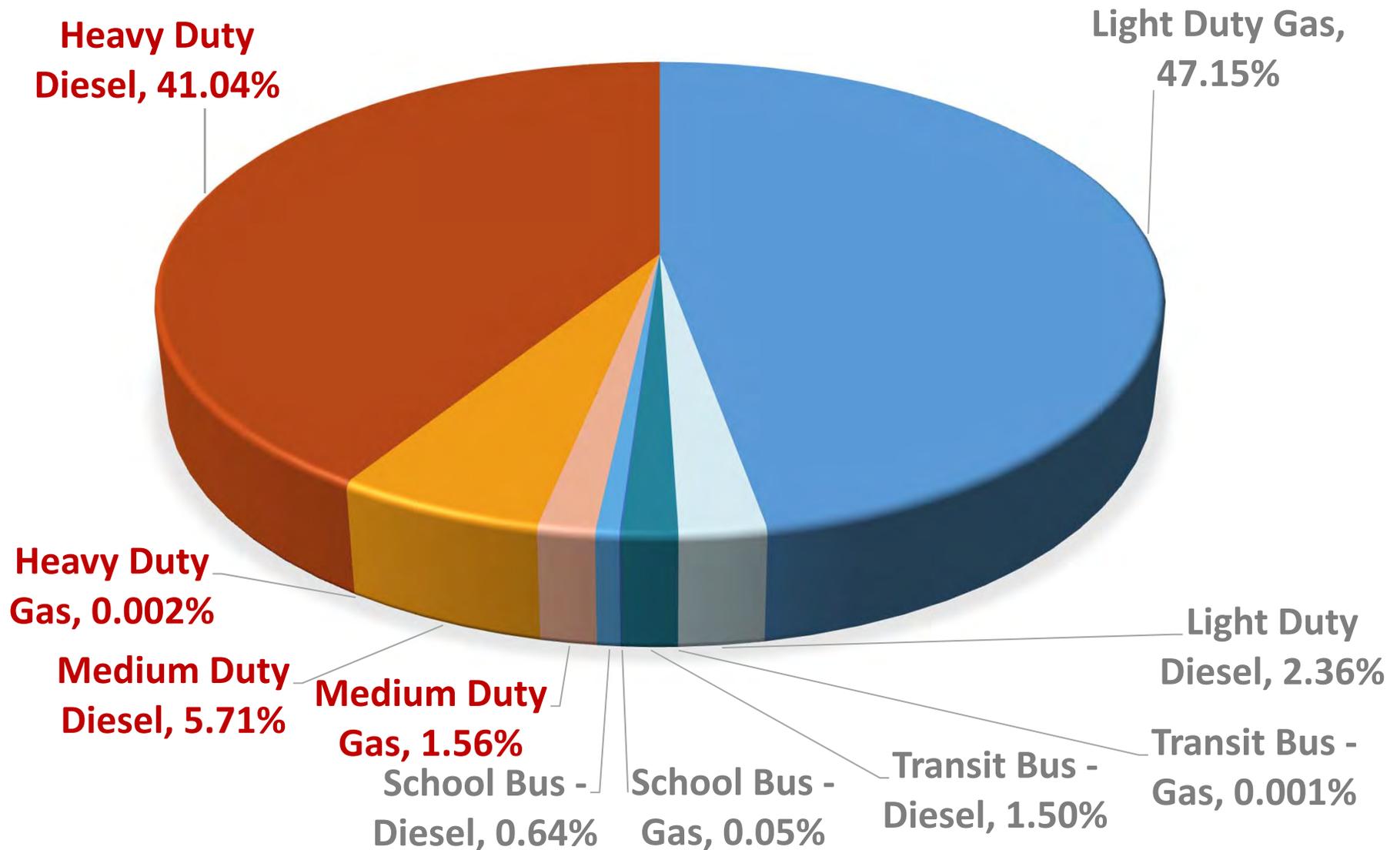
AIR QUALITY FREIGHT INITIATIVES

Regional Transportation Council

Jeff Hathcock, Principal Transportation Planner
February 11, 2016



DALLAS-FORT WORTH ON-ROAD NITROGEN OXIDES (NO_x) EMISSIONS



Source: 2017 Emission Inventory developed by NCTCOG for the Dallas-Fort Worth Attainment Demonstration State Implementation Plan.

AIR QUALITY EMPHASIS AREAS

High-Emitting Vehicles/Equipment



Low Speeds

Idling



Vehicle Miles of Travel

Energy and Fuel Use



Cold Starts

Hard Accelerations

SAVING MONEY AND REDUCING TRUCK EMISSIONS (SMARTER)

Milestones

Resumed Outreach in June 2015

Contacted 400+ Drivers, Fleet Managers and Vendors Combined

Received Approximately \$68,000 in In-Kind Contributions

NCTCOG Resources

Informational Brochure

Resource Folders

Meetings and Outreach Events

Individual Technology Assistance

Funding Assistance

Engagement

Clean Fleet Policy

DFW Clean Cities Coalition

SmartWay Transport Partnership

Anti-Idling Efforts



Dallas-Fort Worth
CLEAN CITIES



www.nctcog.org/SMARTER

NORTH TEXAS IDLING LIMITATIONS AND IDLE-REDUCTION INFRASTRUCTURE

Legend



Existing TSE Sites

- A - Pilot Travel Center #434
2400 Alliance Gateway
Ft Worth, TX 76177
I-35 Exit 65
- B - Exxon / DFW Oil
8181 S Lancaster Road
Dallas, TX 75241
I-20 Exit 470
- C - Flying J Travel Center #726
7425 Bonnie View Road
Dallas, TX 75241
I-20 Exit 472

Counties with Idling Limitations and Memorandum of Agreement (MOA)

Cities with Idling Limitations and MOA

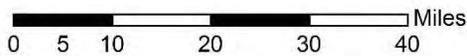
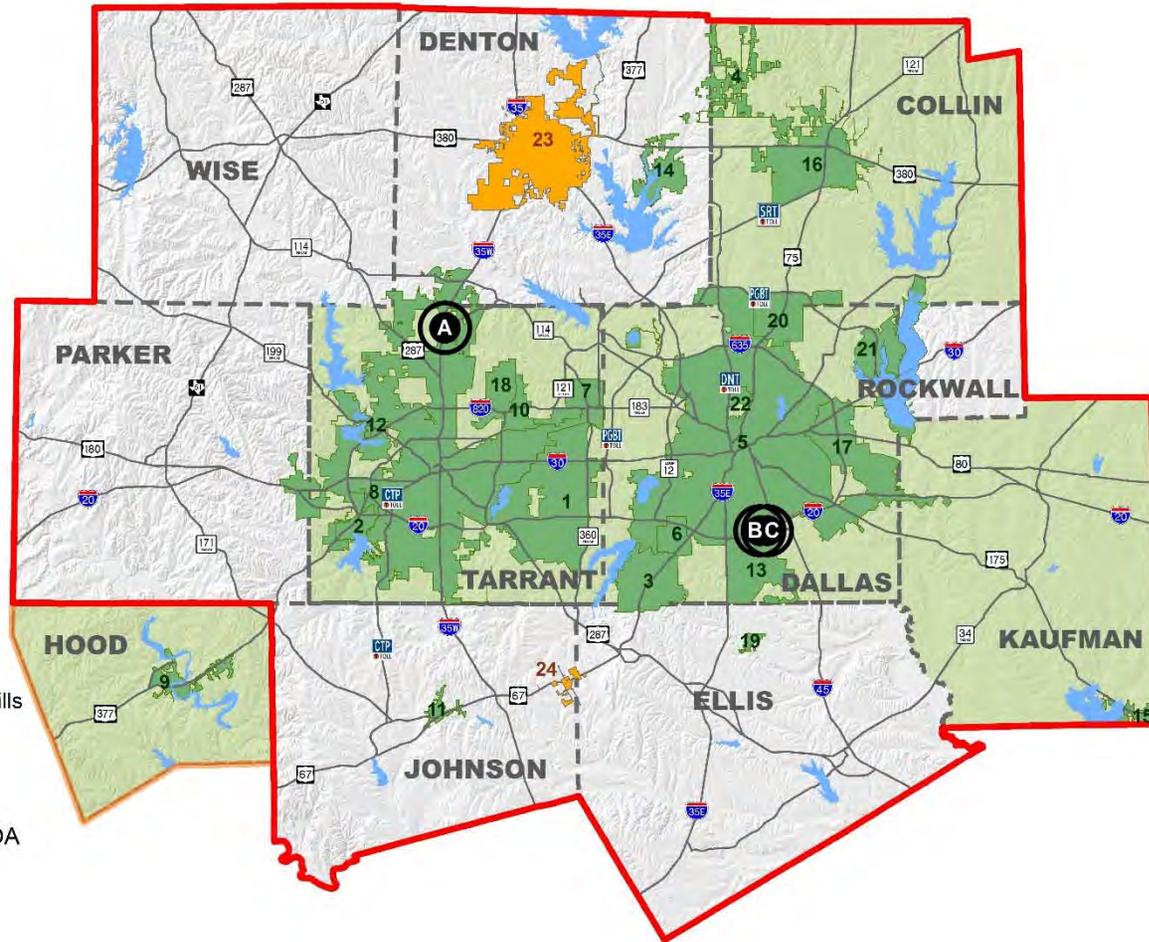
- | | |
|-----------------|---------------------------|
| 1 - Arlington | 12 - Lake Worth |
| 2 - Benbrook | 13 - Lancaster |
| 3 - Cedar Hill | 14 - Little Elm |
| 4 - Celina | 15 - Mabank |
| 5 - Dallas | 16 - McKinney |
| 6 - Duncanville | 17 - Mesquite |
| 7 - Euless | 18 - North Richland Hills |
| 8 - Fort Worth | 19 - Pecan Hill |
| 9 - Granbury | 20 - Richardson |
| 10 - Hurst | 21 - Rowlett |
| 11 - Keene | 22 - University Park |

Cities with Idling Limitations, No MOA

- 23 - Denton
- 24 - Venus

2008 8-Hour Ozone Standard Nonattainment Area

Near Nonattainment Counties



October 2015

TSE = Truck Stop Electrification

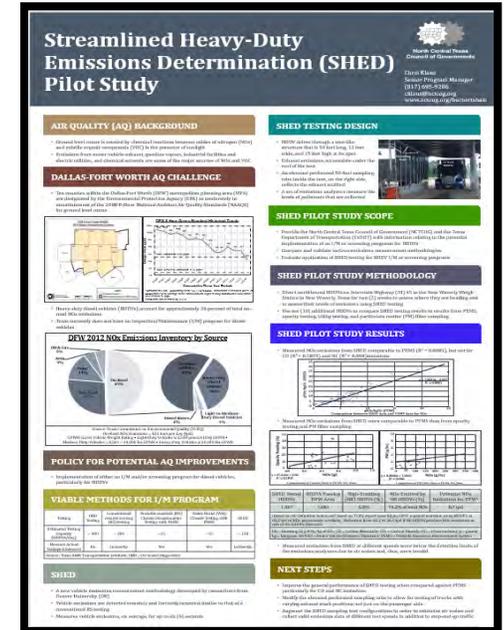
HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE (I/M) PILOT PROGRAM

Phase 1

Evaluate the Feasibility of Incorporating Heavy-Duty Diesel Vehicles into the State's I/M Program for Reduction of NO_x Emissions

Identify Viable Technology to be Considered for Emissions Testing of Heavy-Duty Diesel Vehicles

Completed June 2012: www.nctcog.org/dieselreport



Phase 2

Refine On-Road Heavy-Duty Emissions Measurement System Design Developed from Phase 1

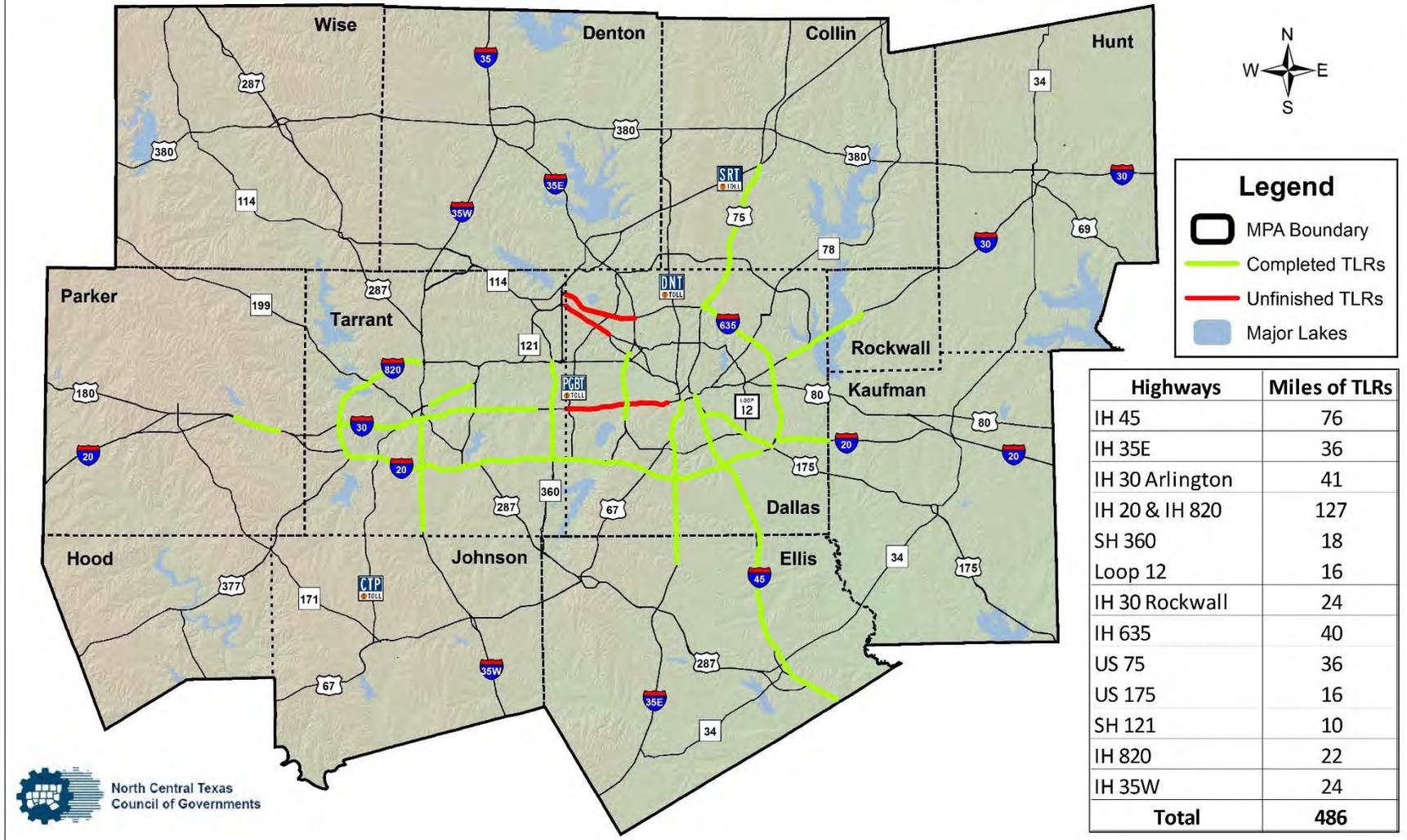
Investigate and Test Other Remote Sensing Technologies

Deploy Improved System to Collect Real-World Data Currently Underway: Expected Results Fall 2016



DALLAS-FORT WORTH REGIONAL TRUCK LANE RESTRICTIONS

Regional Truck Lane Restrictions (TLRs)



Total Current Truck Lane Restriction Miles = 486

COMMERCIAL VEHICLE WEIGHT ENFORCEMENT (CVE) UPDATE

New Department of Public Safety (DPS) Regulation

All agencies that have not received recorded CVE training through DPS must attend an updated DPS training course before weight enforcements can be conducted.

Any officer that has completed training as of September 2015 will be allowed to continue weight enforcement activities through December 2016. After this date, the officer will need to attend the revised DPS Training.



TEXAS FREIGHT MOBILITY PLAN

Texas Freight Mobility Plan

The State's First Comprehensive Plan that Focuses on Goods Movement

Provides Details on all Modes of Freight Transportation and Infrastructure Including Primary and Secondary Freight Networks

Includes Opportunities along with Strategies and Policies that will be Implemented to Enhance Economic Growth and Goods Movement throughout the State

Many of the Freight Mobility Plan Recommendations are from other State and Federal Agencies Including Metropolitan Planning Organizations



TEXAS FREIGHT MOBILITY PLAN (CONT.)

Texas Freight Mobility Plan (Cont.)

Future Projects are Prioritized as High, Medium, or Low

NCTCOG is Actively Focused on the Prioritization of Regional Initiatives Detailed in the Plan

FAST Act Funding may be allocated to Projects Listed in the Plan



Next Steps for Approval

The Plan was Approved by the Texas Transportation Commission on January 28, 2016

The Next Step is Federal Highway Administration Approval

CONTACT INFORMATION

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Jeff Hathcock
Principal Transportation
Planner
817-608-2354

Jhathcock@nctcog.org

Air Quality Information: www.nctcog.org/airquality

March 10, 2016

The Honorable John C. Cruden
Assistant Attorney General
United States Department of Justice
Environment & Natural Resources Division
Law and Policy Section
950 Pennsylvania Avenue, N.W.
Washington, DC 20530-0001

The Honorable Ken Paxton
Attorney General of the State of Texas
Office of the Attorney General
PO Box 12548
Austin, TX 78711-2548

Dear Assistant Attorney General Cruden and Attorney General Paxton:

The Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for North Central Texas and responsible for meeting federal transportation conformity requirements, is requesting a portion of any financial settlement which results from the Department of Justice's (DOJ) Civil Action filed on January 4, 2016, (Volkswagen AG, Audi AG, Volkswagen Group of America, Inc., Volkswagen Group of America Chattanooga Operations, LLC, Dr. Ing. H.c. F. Porsche AG, and Porsche Cars North America, Inc.) and the Texas Attorney General's (AG) lawsuit filed on October 8, 2015, (Volkswagen Group of America, Inc. and Audi America, LLC), be distributed equitably to all nonattainment counties.

The actions by both the DOJ and Texas AG were a result of findings that Volkswagen AG installed illegal emissions defeat devices in light-duty vehicles with diesel engines. These defeat devices allow tailpipe emissions up to 40 times the legal level of Nitrogen Oxides (NO_x).

These settlement funds would be earmarked to implement air quality projects and/or programs to off-set the increased emissions from the diesel vehicles equipped with the emission test defeat devices. This is important because the Dallas-Fort Worth region is NO_x-limited, which means decreases or increases in NO_x emissions, such as the increases resulting from the emissions test-cheat devices, have a more profound effect on the overall ozone levels.

It is a federal requirement that regions designated nonattainment for ozone must demonstrate transportation conformity for the long-range Metropolitan Transportation Plan (MTP). As the region develops or amends the MTP, the North Central Texas Council of Governments (NCTCOG), as staff to the RTC, must ensure it complies with these federal requirements and the associated motor vehicle emissions budgets for NO_x and volatile organic compounds set by the State Implementation Plan. To develop the on-road emissions inventories for the region, NCTCOG uses the Environmental Protection Agency's (EPA) Motor Vehicle Emissions

March 10, 2016

Simulator, which includes local inputs and built-in federal vehicle emission standards. The overall emissions for the region are based on many factors, including the assumption vehicle's emission systems design and function are in compliance with State and federal emissions standards. As a result of the recent findings, certain Volkswagen, Audi, and Porsche diesel vehicles are operating above the federally allowed NO_x emissions limits, air quality planning has underestimated these emissions and additional emission reduction control strategies are necessary. Financial assistance through any level of settlement funds would allow nonattainment areas such as the Dallas-Fort Worth region to implement said emission reduction control strategies to offset unhealthy emission impacts.

NCTCOG will continue to partner with the EPA and the Texas Commission on Environmental Quality through developing emissions inventories and providing assistance with on-road vehicle emissions data for our region. Although restitution for the individual owners of vehicles equipped with emissions test-cheat devices is prudent, providing a portion of any financial settlement resulting from violations of the Clear Air Act to the nonattainment regions will benefit all citizens through the continued improvement for air quality.

If you have any questions or concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

JPL:ch

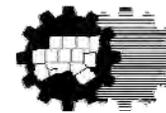
cc: Bethany Engel, Trial Attorney, US Department of Justice
Barbara L. McQuade, US Attorney, US Department of Justice
Anthony W. Benedict, Assistant Attorney General, State of Texas
Pedro Perez, Jr., Assistant Attorney General, State of Texas
Richard Hyde, P.E., Executive Director, TCEQ
David Brymer, Director, Air Quality Division, TCEQ
Michael Morris, P.E., Director of Transportation, NCTCOG
Ken Kirkpatrick, Counsel for Transportation, NCTCOG
Chris Klaus, Senior Program Manager for Air Quality Planning and Operations, NCTCOG

Lawsuits Against Volkswagen Group of America, Inc., Audi of America, LLC, and Porsche Cars North America

Regional Transportation Council

Chris Klaus, Senior Program Manager

February 11, 2016



North Central Texas
Council of Governments

OVERVIEW

Volkswagen (Volkswagen, Audi, & Porsche) 2.0 and 3.0 liter diesel engine vehicles

Found to exceed the Environmental Protection Agency's (EPA) standard for emissions of Nitrogen Oxides (NO_x)

Vehicles included "defeat" devices (software)

Software sensed when vehicles undergoing an emissions test and activated equipment to reduce emissions

Software turned the equipment off during regular driving to save fuel or improve performance; increasing emissions

Up to 40 times the permitted levels of NO_x

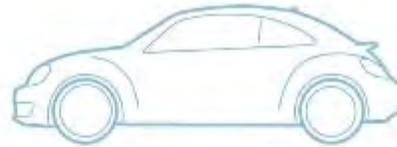
Volkswagen vehicle recall proposals have yet to be accepted

AFFECTED DIESEL VEHICLES

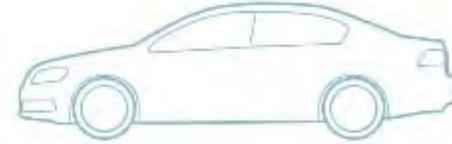
2.0 Liter Vehicles



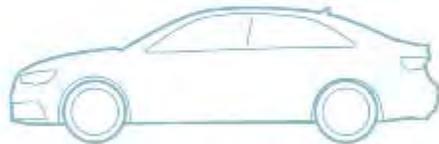
VOLKSWAGEN
Jetta
2009-2015



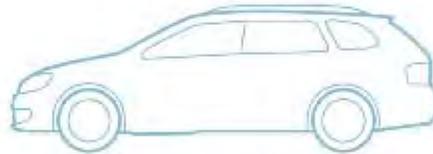
VOLKSWAGEN
Beetle and Beetle Convertible
2013-2015



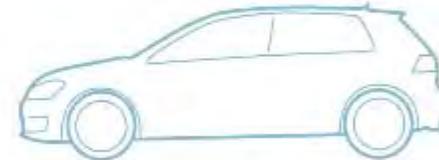
VOLKSWAGEN
Passat
2012-2015



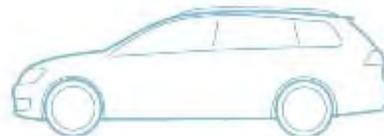
AUDI
A3
2010-2015



VOLKSWAGEN
Jetta SportWagen
2009-2014



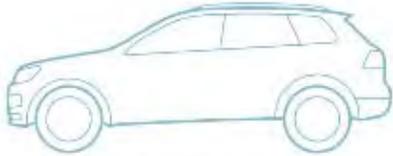
VOLKSWAGEN
Golf
2010-2015



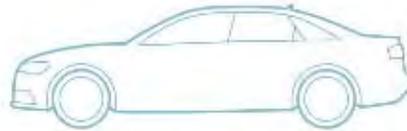
VOLKSWAGEN
Golf SportWagen
2015

AFFECTED DIESEL VEHICLES

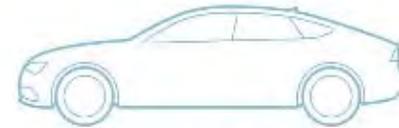
3.0 Liter Vehicles



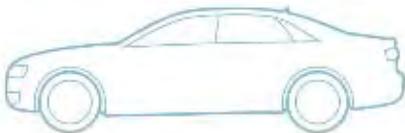
VOLKSWAGEN
Touareg
2009-2016



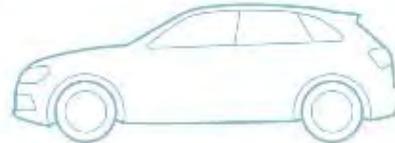
AUDI
A6 Quattro
2014-2016



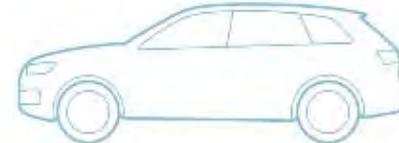
AUDI
A7 Quattro
2014-2016



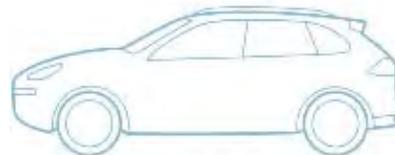
AUDI
A8 & A8L
2014-2016



AUDI
Q5
2014-2016



AUDI
Q7
2009-2015



PORSCHE
Cayenne
2013-2016

LEGAL ACTION

State of Texas filed two separate lawsuits against Volkswagen:

- 1) Deceptive Trade Practices – Consumer Protection Act Suit alleging false, misleading, and deceptive trade practices**
- 2) Texas Clean Air Act Suit* alleging violations of emission control statutory and regulatory requirements**

Both suits seek injunctive relief, civil penalties, attorney fees and costs.

***A separate suit has been filed by Harris County for violations occurring in Harris County.**



LEGAL ACTION

The Department of Justice (DOJ) filed a civil complaint against Volkswagen for Alleged Clean Air Act Violations

Alleges these vehicles had illegal defeat devices installed

Alleges violation of the Clean Air Act by offering vehicles designed differently from applications for certification

Seeks Injunctive Relief and Assessment of Civil Penalties

Nearly 600,000 2.0 and 3.0 liter diesel engine vehicles in the U.S.

Sanctions could total more than \$40 Billion



DIESEL VEHICLES AFFECTED IN DFW 10-COUNTY NONATTAINMENT AREA

County	Number of Affected Vehicles
Collin	467
Dallas	718
Denton	503
Ellis	80
Kaufman	61
Johnson	94
Parker	171
Rockwall	57
Tarrant	750
Wise	54
Grand Total	2,955

**Total vehicles registered:
5,056,847¹**

**Approximate vehicles
registered: 2,955²**

¹Texas Department of Motor Vehicle Registration Data, July 2015

²Eastern Research Group

DRAFT REGIONAL CORRESPONDENCE FOR CONSIDERATION FOR FUTURE ACTION

Letter to the DOJ and the Texas Attorney General

If a financial settlement is reached, disperse funds to nonattainment regions in Texas

Serve as financial assistance for implementation of air quality strategies to offset vehicle emissions

Projects and/or programs would be used in transportation conformity

AIR QUALITY UPDATE

For Further Information

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Jody Purvis Loza
Senior Air Quality Planner
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jloza@nctcog.org

**Regional Transportation Council Attendance Roster
February 2015 - January 2016**

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

P= Present

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--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
February 2015 - January 2016

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

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
October 2014-December 2015

STTC MEMBERS	Entity	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15	5/22/15	6/26/15	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15
Antoinette Bacchus	Dallas Cnty	A	A	A	A	P	P	A	P	P	P	P	P
Bryan Beck	Fort Worth	A	A	P	A	P	A	P	A	P	P	P	P
Marc Bentley	Farmers Branch	--	--	--	--	--	--	--	--	--	A	A	A
Kristina Brevard	DCTA	--	--	P	P	P	P	P	P	P	P	P	R
Keith Brooks	Arlington	A	P	P	P	P	P	P	P	P	P	P	P
John Brunk	Dallas	P	P	A	P	P	P	A	P	A	P	P	P
Mohammed Bur	TxDOT, Dallas	P	P	P	P	P	A	P	P	P	A	A	A
Chris Burkett	Mansfield	R	P	P	R	R	R	P	P	P	R	P	R
Loyl Bussell	TxDOT, FW	P	P	P	P	P	P	P	P	P	P	A	P
Jack Carr	Plano	P	P	P	A	P	P	A	P	P	P	P	P
Dave Carter	Richardson	P	P	A	P	P	P	P	P	P	P	P	A
John Cordary, Jr.	TxDOT, FW	--	--	--	P	P	P	P	P	P	P	P	P
Hal Cranor	Eules	P	P	P	P	R	P	P	P	P	P	P	P
Clarence Daugherty	Collin County	P	P	P	P	A	P	A	R	P	P	P	R
Chad Davis	Wise Cnty	P	A	A	P	P	P	P	P	P	P	A	P
Greg Dickens	Hurst	R	R	R	P	A	A	R	R	R	R	R	R
David Disheroon	Johnson County	--	--	--	--	--	--	--	--	--	P	P	P
Massoud Ebrahim	Greenville	A	R	P	A	A	P	P	P	P	R	R	P
Chad Edwards	DART	P	P	P	P	P	P	P	P	P	A	P	A
Claud Elsom	Rockwall Cnty	A	P	P	P	P	P	P	A	P	P	P	P
Keith Fisher	Keller	P	R	P	P	P	P	A	R	P	R	A	P
Eric Fladager	Fort Worth	A	P	P	P	P	P	P	P	A	P	A	P
Chris Flanigan	City of Allen	R	P	P	A	R	P	P	P	P	P	P	P
Gary Graham	McKinney	R	R	R	P	R	P	A	P	P	P	P	R
Tom Hammons	City of Carrollton	A	A	A	A	P	A	P	A	A	A	A	A
Michael Hasler	Duncanville	--	--	--	--	--	--	--	--	A	P	P	P
Curvie Hawkins	FWTA	P	A	A	A	P	P	P	A	P	P	P	P
Chris Holsted	Wylie	P	P	P	A	P	A	P	A	P	A	A	P
Thomas Hoover	Bedford	A	A	A	P	A	A	P	P	R	P	P	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	A	P
Kirk Houser	City of Dallas	P	P	P	P	A	A	P	P	P	P	P	A
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	R	P	P	P	R	P	P	P	A	P	A	A
Paul Iwuchukwu	Arlington	P	P	P	P	P	P	A	P	P	P	A	P
Joseph Jackson	Ellis County	--	--	--	--	--	--	--	--	P	P	P	P
Tim James	Mesquite	P	P	A	P	P	P	A	P	A	A	P	A
David Jodray	Fort Worth	P	P	P	P	P	P	P	P	P	P	A	A
Kelly Johnson	NTTA	P	A	A	A	A	A	A	A	A	P	P	A
Tom Johnson	DeSoto	P	A	P	P	P	A	A	P	P	P	P	P
Sholeh Karimi	Grand Prairie	P	P	P	P	P	P	P	P	P	A	P	P
Chiamin Korngiebel	Dallas	P	A	P	P	A	A	P	A	A	P	P	P

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

Surface Transportation Technical Committee Attendance Roster
October 2014-December 2015

STTC MEMBERS	Entity	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15	5/22/15	6/26/15	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15
Richard Larkins	Grapevine	--	--	--	P	A	P	P	P	A	A	P	A
Paul Luedtke	Garland	P	A	P	A	A	P	P	P	A	P	P	P
Stanford Lynch	Hunt Cnty	P	A	P	R	R	A	P	P	P	P	P	R
Rick Mackey	TxDOT Paris	P	P	P	P	A	P	P	P	P	P	A	P
Srini Mandayam	Mesquite	P	P	P	P	A	R	P	P	P	R	R	P
Geroge Marshall	Coppell	A	P	P	R	R	P	P	P	P	A	P	P
Laura Melton	Burleson	A	A	A	A	A	A	A	A	A	A	A	A
Brian Moen	Frisco	A	A	A	A	P	A	A	P	A	A	A	A
Cesar Molina, Jr.	Carrollton	P	P	P	A	A	P	A	P	P	A	P	R
Lloyd Neal	Plano	P	P	P	A	P	P	A	A	P	P	A	P
Mark Nelson	Denton	P	P	P	P	P	A	P	P	P	R	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	A	P	P	P	P	P
Kevin Overton	Dallas	A	P	A	P	P	P	A	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	A	P	P	P
Derica Peters	Waxahachie	--	--	--	--	--	--	--	--	--	--	--	P
Todd Plesko	DART	A	P	P	P	P	P	A	P	P	A	P	A
John Polster	Denton Cnty	P	P	P	P	P	A	P	P	P	P	P	P
Lisa Pyles	Town of Addison	A	A	A	A	P	P	P	A	P	A	P	A
William Riley	Tarrant Cnty	P	P	P	P	A	P	A	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	P	P	P	P	P	A	P	A	P	A	P
Moosa Saghian	Kaufman County	--	--	--	--	--	P	P	P	P	A	P	P
David Salmon	Lewisville	P	P	R	P	R	A	P	P	P	P	R	A
Elias Sassoon	Cedar Hill	P	P	P	P	P	R	P	P	R	P	P	P
Gordon Scruggs	The Colony	A	P	R	P	P	P	P	P	P	P	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	A	P
Walter Shumac, III	Grand Prairie	--	--	P	A	P	P	A	P	P	P	P	P
Randy Skinner	Tarrant Cnty	P	P	P	A	P	A	P	A	P	P	P	P
Angela Smith	FWTA	--	--	--	--	--	--	--	P	P	A	P	P
Caleb Thornhill	Plano	P	A	P	P	A	P	P	A	P	P	A	A
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	P	R	A
Jonathan Toffer	Dallas Cnty	A	A	P	P	A	A	P	A	A	A	A	A
Timothy Tumulty	Rockwall	A	R	P	P	A	P	A	P	P	A	A	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	P	P	A	P	A	P	P	A	A	A	A
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	R	P	P	P
Jared White	Dallas	P	P	P	P	P	P	A	P	P	P	P	P
Bill Wimberley	Hood County	P	P	P	P	R	P	A	P	P	P	P	P
Alicia Winkelblech	Arlington	A	P	P	R	R	P	P	A	P	P	P	R
Mykol Woodruff	TxDOT, Dallas	--	--	--	P	P	P	P	A	P	P	P	A
Jamie Zech	TCEQ	--	--	--	--	--	--	--	A	A	A	A	A

P =Present A= Absent
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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

December 4, 2015

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 4, 2015, at 1:30 pm, in the 9-1-1 Training Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Anna Mosqueda (representing Kristina Brevard), Keith Brooks, John Brunk, David Boski (representing Chris Burkett), Loyl Bussell, Jack Carr, John Cordary Jr., Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Chad Davis, Jim Juneau (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Robyn Root (representing Gary Graham), Michael Hasler, Curvie Hawkins, Chris Holsted, Thomas Hoover, Matthew Hotelling, Terry Hughes, Paul Iwuchukwu, Joseph Jackson, Tom Johnson, Sholeh Karimi, Chiamin Korngiebel, Paul Luedtke, Alan Hendrix (representing Stanford Lynch), Ricky Mackey, Michael Zdansky (representing Srinu Mandayam), George Marshall, Marcos Fernandez (representing Cesar Molina Jr.), Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Derica Peters, John Polster, William Riley, Greg Royster, Moosa Saghian, Elias Sassoon, Gordon Scruggs, Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Timothy Tumulty, Gregory Van Nieuwenhuize, Caroline Waggoner, Jared White, Bill Wimberley, and Christina Sebastian (representing Alicia Winkelblech).

Others present at the meeting were: Bev Alder, Vickie Alexander, Natalie Bettger, Ron Brown, Angie Carson, David Dryden, Kevin Feldt, Rebekah Hernandez, Amy Hodges, Mohammed Howlander, Nandita Kaundinya, Dan Kessler, Ken Kirkpatrick, Garry Kraus, Dan Lamers, Rachel Linnewiel, Mickey Marlow, Wes McClure, Michael Morris, Vercie Pruitt-Jenkins, Milton Richter, Daniel Snyder, Jahnae Stout, Blas Uribe, Whitney Vandiver, Karla Weaver, Kendall Wendling, and Jeremy Williams.

1. **Approval of October 23, 2015, Minutes:** The minutes of the October 23, 2015, meeting were approved as submitted in Reference Item 1. Michael Hasler (M); Lloyd Neal (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A motion was made to recommend Regional Transportation Council approval of revisions to the 2015-2018 Transportation Improvement Program (TIP) provided in Reference Item 2.1.1. Administrative amendments were provided in Electronic Item 2.1.2 for information.
 - 2.2. **General Electric Test Track Funding Proposal:** A motion was made to recommend Regional Transportation Council approval of the General Electric Test Track funding proposal, which would allocate up to \$3 million in Regional Toll Revenue funds from cost savings from the BNSF Railway Mainline relocation project. Details were provided in Reference Item 2.2.

Bryan Beck (M); John Polster (S). The motion passed unanimously.
3. **Second and Final Installment of the Metropolitan Planning Organization Revolver Fund and partnership with City of Dallas and Dallas County:** Christie Gotti presented a partnership with the City of Dallas and Dallas County to complete the Metropolitan Planning

Organization (MPO) Revolver Fund. In September 2015, the Regional Transportation Council (RTC) approved the first partnership proposal with the Texas Department of Transportation (TxDOT) and Dallas County. Following this partnership, approximately \$4.577 million was needed to create the remaining balance of the \$10 million MPO Revolver Fund. Since that time, staff has worked with the City of Dallas and Dallas County to identify additional projects that are on-system (eligible for Category 12 funds) and that have existing local funds. Two additional projects have been identified. The first project, IH 635 at Skillman/Audelia, is a partnership with the City of Dallas and Dallas County for \$4.377 million and is a portion of existing City of Dallas/Dallas County funds. The local funds will be reallocated to the revolver fund in exchange for a corresponding amount of Category 12 funds. In addition, \$60.23 million in previously approved Proposition 1 funds are proposed to fund the balance of the project in FY2019. As Proposition 7 or other funds become available, staff may request to change the funding source in order to advance the project to FY2018, if possible. The second project, SH 183/Midtown Express, is located in the cities of Irving and Dallas. For this project, \$200,000 in Dallas County funds will be reallocated to the Revolver Fund in exchange for a corresponding amount of Category 12 funds. It was noted that the balance of the SH 183/Midtown Express project has already been funded. Ms. Gotti noted that background information regarding the MPO Revolver Fund was provided in Electronic Item 3.2. A motion was made to recommend Regional Transportation Council approval of the funding allocations/transfers identified in Reference Item 3.1 as a result of the MPO Revolver Fund creation adding \$4.577 million to the MPO Revolver Fund for a total of \$10 million. Additionally, action approves staff to administratively amend the changes to the Transportation Improvement Program (TIP)/Statewide TIP and other necessary administrative/planning documents. John Polster (M); Bryan Beck (S). The motion passed unanimously.

4. **Contingency Emergency Supplemental Transit Operations for Texoma Area Paratransit System Service:** Jessie Huddleston provided an update on recent issues related to Texoma Area Paratransit System (TAPS) and outlined interim service strategies that may be needed to provide continuous transit operations in Collin and Wise counties. She noted that TAPS serves two counties in the region and provides public transit and non-emergency medical transportation in Wise County and the portions of Collin County outside the Dallas Area Rapid Transit service area. Since August, the agency has been working to address financial problems including significant mounting debt. TAPS also began planning service reductions in October and cities began looking for transit alternatives at that time. In November, the agency missed a series of payrolls resulting in unplanned service reductions and is currently only providing limited medical trips. In addition, cities have begun to cancel contracts with the agency. At the beginning of December, three of the four Collin County TAPS Board members resigned. Ms. Huddleston discussed Regional Transportation Council (RTC) action at its October meeting to assist the agency: 1) secure financial consulting services for TAPS to prepare billings and rebuild records to access grant funds and 2) provide a financial backstop for a local loan for \$250,000. She noted that consultants are currently on site at the Texoma Area Paratransit System and that at this time, no agency has been willing to provide a loan to TAPS. Entities who receive service from TAPS are looking for interim service while they develop long-term transit solutions. In urban areas, the most likely providers of service are metropolitan transportation authorities such as Dallas Area Rapid Transit and the Denton County Transportation Authority. These agencies have experience running efficient, fixed-route and large volume demand-response services. In rural areas of Collin and Wise counties, the most likely providers are traditional rural operators such as STAR Transit and SPAN, Inc. The agencies specialize in feeder services and demand-response trips that cover long distances. In either geography, there are also groups of citizens that need specialized services, such as trips for seniors to centers for

meals. In the interim, these citizens may be best served using taxi vouchers, so a mix of providers may be needed. Reference Item 4 outlines a contingency plan for the next 90-120 days to provide continuous transit operations. In the southern Collin County area (metro) RTC is responsible for this geography. The estimate to keep essential services running for this time frame is up to \$500,000. This money would come from Regional Toll Revenue (RTR) funds allocated to transit sustainability. In the McKinney urban area, the Federal Transit Administration (FTA) and TAPS are both responsible in this geography. The estimate of needed funds is up to \$100,000, also from RTR funds allocated to transit sustainability or federal funds (if funds that have already been allocated can be accessed). In this action, staff is asking to assist McKinney in reestablishing its direct recipient status. McKinney would gain responsibility for what happens in its urban area and work with FTA to access federal funds if available. If federal funds cannot be accessed, the money would be used to fund operations as in the southern Collin County area. In the rural portions of Collin and Wise counties served by TAPS, the Texas Department of Transportation (TxDOT) is responsible for this geography. If the counties leave TAPS or the agency no longer exists before the counties leave, funding of up to \$75,000 could be loaned to the interim provider and would be repaid by TxDOT once it could complete its necessary paperwork to fund services. Jim O'Connor asked about long-term options. Ms. Huddleston noted that the plan is for the affected geographies to develop a permanent solution. Part of the action being taken by NCTCOG staff is to assist agencies in determining a permanent solution. Anna Mosqueda asked if the City of McKinney would be responsible for operations if it were to become the direct recipient. Ms. Huddleston noted that it was possible and that the City has procured consultants to look into long-term options. Paul Luedtke asked where money at TAPS has been allocated. Ms. Huddleston noted that currently there are funds tied up in federal grants that cannot be accessed. The local funds were being used to fund services until the agreements were canceled. Staff is working with FTA to gain access to the federal funds. A motion was made to recommend Regional Transportation Council approval to provide up to \$675,000 to support interim transit services in Collin and Wise counties as outlined in Reference Item 4. Chad Davis (M); Tracy Homfeld (S). The motion passed unanimously.

5. **Mobility 2040:** Chad McKeown provided an update on the development of Mobility 2040 and highlighted recommendations that will be presented at public meetings in December. He noted that a more detailed version of the presentation will be e-mailed to members following the meeting. The structure of Mobility 2040 was highlighted and includes financial reality, social and environmental considerations, operational efficiency, and mobility options. Guiding principles include a comprehensive review of all roadway corridors in the region to determine the category of the improvement that may be needed, reevaluation of priced facility recommendations in the light of new funding and restrictions, review of needed arterial improvements, reevaluation of regional rail recommendations, update of the Regional Veloweb, strengthening the role of sustainable development, continued emphasis on traffic management operations, and consideration of the role of new technology. Mr. McKeown discussed prioritization of projects and expenditures for Mobility 2040 recommendations. Draft Mobility 2040 expenditures total approximately \$108.9 billion over the life of the Plan. Existing, funded, and planned recommendations were highlighted for the Regional Veloweb from the active transportation section of the bicycle/pedestrian network. The presentation e-mailed to members will also include a map for community paths and on-street facilities that add additional networks to the bicycle/pedestrian portion of the Plan. Major transit corridor recommendations were also presented. Planned corridors were highlighted, including bus and rail corridors. He noted two corridors that previously had a planned rail line for which high-intensity bus service is recommended for Mobility 2040: IH 35W from downtown Fort Worth north on IH 35W towards Alliance Airport and Chisholm

Trail Parkway from downtown Fort Worth south to Cleburne. He also noted a corridor in Collin County where DART's Red Line terminates in Plano and extends north on or near US 75. On this corridor, the recommendation is to introduce the line to build ridership before a rail line is built in the corridor. A new corridor recommendation is IH 30 using the managed lanes that are under construction from Arlington to downtown Dallas. Mr. McKeown presented major roadway recommendations for freeways/tollways. He noted that the information builds on information presented previously to the Committee regarding efforts to pivot away from tolled/priced facilities. Categories include new or expanded capacity corridors without toll components, new or expanded capacity corridors with either toll road or managed lane components, or corridors with capital maintenance components. New or expanded capacity corridors without toll components that differ from the current Plan include the Southern Gateway on IH 35E and US 67, as well as US 820/US 287 in Tarrant County. In addition, he highlighted the recommended Outer Loop through the northern counties from IH 35 in Denton County moving through Collin County south to IH 30 in Rockwall County. This is a staged corridor for which portions are not included in the current Plan. Mr. McKeown noted that a major element which has not been included in previous Plans is a capital maintenance program to make strategic improvements to corridors within the existing right-of-way versus total reconstruction. Recommendations include IH 20 throughout much of the region (Parker, Tarrant, and Dallas counties), an ongoing project on IH 35E in Ellis County, and US 75 from IH 635 to the Sam Rayburn Tollway. For US 75, the plan is to remove the high-occupancy vehicle (HOV) lane and restore the shoulder for use during the peak periods and for incident management. Mr. McKeown discussed improvements on the roadway system apart from the freeway/tollway system. The arterial recommendations address some of the concerns expressed about needed improvements on regionally significant arterials such as US 380 in Denton and Collin counties, SH 34 in Ellis County, and FM 1187 in Tarrant County. Members previously discussed concern about the lack of an arterial network in fast-growing parts of the region, particularly in Collin County. He noted that staff is currently working with the county to develop a plan to ensure that the arterial network is planned for the additional population expected in Collin County by 2040. Staff is also analyzing the needs for additional north-south and east-west corridors. In addition, staff is reviewing needs in Tarrant County west of IH 35W. He noted that recommendations will not be completed in time for Mobility 2040 but that the work is ongoing. Following adoption of Mobility 2040, the 2016 air quality transportation conformity analysis work will begin. Parameters for conformity were highlighted, including analysis years, latest planning assumptions, and motor vehicle emissions budgets. He also noted that the 2027 analysis year will serve as the 10-year plan required by HB 20. Mr. McKeown noted that this information will be presented to RTC at its December 10, 2015, meeting and to the public in December 2015 and January 2016. Approval of Mobility 2040 is anticipated to be requested from the RTC in March 2016 and he noted that staff was requesting RTC approval to present recommendations at December public meetings. Staff requested that members provide comments regarding the recommendations as soon as possible so that the changes can be incorporated into recommendations. Electronic Item 5.1 and Electronic Item 5.2 included background information regarding Mobility 2040 recommendations. Mr. McKeown noted that a more detailed version of the presentation will be provided to members following the meeting. In addition, Reference Item 5.3 was provided to members at the meeting and contains the draft recommendations for the major freeway/tollway network. John Polster discussed Corridor ID 13, IH 35W. He noted that the North Central Texas Council of Governments' (NCTCOG's) map shows the corridor as a non-tolled facility and asked about managed lanes. Mr. Polster said he does not believe a determination has been made about building IH 35W with or without managed lanes and asked if a decision was made and not communicated. Mr. Morris noted that the Dallas District, John Polster, and NCTCOG staff should discuss. Mr. Polster also discussed Corridor ID 16, IH 35E. The corridor still has the

managed lane component but the notes indicate constructing concurrent managed lanes. In other columns, the term HOV/managed lanes is used. He asked that the HOV portion be removed. Mr. McKeown noted that HOV/managed lane is the typical nomenclature used in the tables. Mr. Morris noted that he prefers the use of tolled managed lanes to be clear it is tolled, but suggested adding a footnote that states managed lanes include using auto occupancy. Mr. Polster noted that for Project 27, it lists that a new six-lane frontage road is proposed. Denton County is about to adopt its new thoroughfare plan and is looking at a rural freeway, not only frontage roads. Mr. Morris noted that it should be a staged freeway with frontage roads in Mobility 2040. Mr. Morris noted the corridor should be included as a freeway, and requested Mr. Polster's assistance in determining how to phase the cross section over time. A motion was made to approve that the Surface Transportation Technical Committee review the Mobility 2040 findings, NCTCOG staff get consensus from the appropriate agencies, and that North Central Texas Council of Governments staff present the current recommendations at public meetings. Members will provide needed comments to NCTCOG. John Polster (M); Mark Nelson. The motion passed unanimously.

6. **Proposed Regional Transportation Council Policies for Mobility 2040:** Michael Morris presented draft Regional Transportation Council (RTC) policies and the creation of a credit bank, proposed to be included in the development of Mobility 2040. He noted that this effort provides an incentive to local governments to implement the proposed policies. The RTC would place \$100 million transportation development credits in a bank to substitute for local funds on federal projects. Local governments would submit the credits to offset local funds on federal projects. This policy would likely not be implemented for 18 months to give agencies time to determine which bundle of policies they would like to implement. Entities can adopt on a voluntary basis and decide which subset of policies it prefers. A 50 percent target is proposed. Mr. Morris reviewed the proposed policies. He noted that a detailed listing of the policies was provided in Reference Item 6. Type 1 policies would require joint staff coordination such as staffs meeting with major employers to promote the Employer Trip Reduction Program. He also noted the addition of best practices to prevent copper theft. Type 2 policies would require governing body approval through minute orders or resolutions, such as adoption of the existing Clean Fleet policy. In this category, staff proposes that Policy 9 addressing urban sustainable development and Policy 10 addressing rural sustainable development be combined. Mayor Rob Franke from the City of Cedar Hill has discussed a third type of sustainable development that involves ecotourism and State parks. The new proposed policy addresses each of the three types of sustainable development, including urban, rural, and suburban. Details were provided at the meeting in Reference Item 6.1. Staff also proposed that urban thoroughfare revitalization include projects both on and off the State highway system. Type 3 policies would require ordinances such as the Locally Enforced Motor Vehicle Idling Limitations, and Type 4 policies would require election by participating in membership with a transportation authority. A motion was made to recommend Regional Transportation Council approval to present the draft RTC policies and creation of a credit bank proposed to be included in Mobility 2040 at public meetings. Bryan Beck (M); David Disheroon (S). John Polster and Chad Davis were opposed. The motion passed.
7. **High Occupancy Vehicle Occupancy Technical Equipment Procurement:** Ken Kirkpatrick provided an update on the procurement for automatic occupancy-detection technology. As a reminder, the Regional Transportation Council's (RTC) Tolled Managed Lane Policies provide for a discount for high-occupancy vehicles of 50 percent during the peak periods. The policy is currently enforced manually with technology support, but provides that over time more advanced technology verification will be used as it becomes available. In the spring, the Texas Department of Transportation (TxDOT) with the support of

RTC staff, issued a procurement and evaluated proposals. In November, TxDOT canceled its procurement of the automatic occupancy-detection technology. TxDOT has recommended that the procurement be reissued and that RTC staff take the lead on reissuing the procurement, with TxDOT support. Although the procurement was canceled, staff believes that technology is available, or will soon be available and recommends that the procurement be reissued. Staff believes that some refinements to the procurement elements and the process can maximize the competition to meet the intent of the RTC policy. TxDOT is in the process of sending a formal request to RTC staff to take the lead, with TxDOT support in reissuing the procurement. Updates will continue to be provided to the Committee. John Polster asked that staff ensure that more money is not spent on the technology than will be collected. Mr. Kirkpatrick noted that staff is aware of the cost issues and believes that the procurement can be refined to address cost implications. Jim O'Connor asked if the procurement was canceled due to lack of response and asked if this was a statewide initiative. Mr. Kirkpatrick noted that it is possible that competition could be increased if the procurement is refined. In addition, staff clarified that the policy could potentially be used nationwide.

8. **Air Quality Freight Initiatives:** Jeff Hathcock provided information regarding current air quality initiatives related to freight activities. Heavy-duty diesel vehicles contribute approximately 41 percent of all on-road nitrogen oxides (NO_x) emissions in the Dallas-Fort Worth nonattainment area. Due to the lowered standard of 70 parts per billion (ppb), it will be important that the region work to offset the emissions in the freight industry. Through these initiatives, air quality will be improved through three of the seven air quality emphasis areas: high-emitting vehicles, idling, and energy/fuel consumption. Mr. Hathcock highlighted North Central Texas Council of Governments (NCTCOG) freight industry outreach. The Environmental Protection Agency (EPA) provided grant funds for face-to-face outreach to the trucking industry, the promotion of SmartWay-verified technologies, and education on efficient operational practices. The original strategy was to carry out this effort through an outside contractor, and a physical storefront was opened in May 2013 and closed January 2014. Staff evaluated the original strategy and decided the best approach would be for the program to be directly implemented by NCTCOG. Personal visits will be made to trucking firms and truck stops to meet face-to-face with drivers and fleet managers. The initiative has been rebranded as the Saving Money and Reducing Truck Emissions (SMARTE) Program. In June 2015, outreach was resumed. Staff has contacted over 400 drivers, fleet managers, and vendors combined and have received approximately \$68,000 in in-kind contributions. NCTCOG outreach resources were highlighted, as well as the topics discussed during the outreach including the Clean Fleet Policy, the DFW Clean Cities Coalition, the SmartWay Transport Partnership, and anti-idling efforts. Mr. Hathcock reviewed various initiatives that impact freight, including the EPA SmartWay Transportation Program, idling limitations/idle reduction infrastructure, the Heavy-Duty Diesel Inspection and Maintenance Pilot Program, and Dallas-Fort Worth regional truck lane restrictions. In addition, an update on commercial vehicle weight enforcement was provided. Details on each of these initiatives were provided in Electronic Item 8. Jim O'Connor discussed truck lane restrictions on SH 114 and IH 635. He asked when restrictions were expected to begin. Mr. Hathcock noted that restrictions are expected to begin within the next 2-3 months, once the signs have been placed in the corridors. IH 30 may take longer due to construction that is underway. Mr. O'Connor noted construction on the Midtown Express portion of SH 114 and that it may be difficult to implement the restrictions during the construction.
9. **High-Speed Rail Update:** Kevin Feldt provided an update regarding high-speed rail initiatives for the Dallas-Fort Worth region. The Mobility 2035 – 2014 Amendment currently includes the Regional Transportation Council (RTC) adopted three-station concept that

includes stations in Fort Worth, Arlington, and Dallas. The Mobility Plan also incorporates regional connectivity, grade-separated rail, and at-grade rail. North Central Texas Council of Governments staff are currently providing assistance for three projects: the Texas Oklahoma Passenger Rail Study (TOPRS), the Houston to Dallas corridor being studied by Texas Central Partners, and the DFW Core Express Service. Mr. Feldt reviewed the proposed alignments and details for each project, as well as the expected dates for records of decisions for each project. It is proposed that Mobility 2040 include the RTC adopted policy for stations in downtown Fort Worth, Arlington, and downtown Dallas. In addition, the proposal will include high-speed rail system integration to ensure a one-seat ride, encourage private partnerships, and a review of all options for the environmental process. A draft map illustrating the alignment for Mobility 2040 high-speed rail recommendations was highlighted displaying at-grade and grade-separated rail, and the preferred station location concept. Next steps include the adoption of Mobility 2040, continued efforts with Arlington regarding regional transit connections, the December 10 RTC Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee, and continued coordination with the Texas Department of Transportation, Texas Central Partners, local governments, and the Commission for High-Speed Rail in the Dallas/Fort Worth Region. Michael Hassler discussed high-speed rail corridor options, noting that recommendations no longer include options for a corridor going into the Dallas-Fort Worth International Airport. Michael Morris noted discussions that rail should go to the downtown areas. It was determined that those who travel to the airport, simply travel directly to the airport. In working with the airlines in the region and in others working in Houston, the airlines seem to be okay with high-speed rail as long as it is equal to both airports. The proposed high-speed rail system has changed into focusing on the downtowns. John Polster asked if a technically, locally preferred alternative has been reached on the DFW Core Express Service project. Mr. Feldt noted at this time, there is not enough analysis for a recommendation. One of the considerations being analyzed is ridership, and a consultant is currently working to develop the model for the analysis. Mr. Polster asked if staff was aware of local government preferences. Mr. Morris noted that staff has received no information about the impact of the options in the corridor. Anna Mosqueda asked if the DFW Core Express Service project would eventually replace the Trinity Railway Express. Mr. Feldt noted that it would be a complimentary service.

10. **Fast Facts:** Rachel Linnewiel highlighted current air quality funding opportunities for vehicles. She specifically noted information regarding the Texas Commission on Environmental Quality Emissions Reduction Incentive Grants Program and the AirCheckTexas Program. Details were provided in Electronic Item 10.1.

Whitney Vandiver highlighted the Air North Texas 2014-2015 Partner Awards recipients. Hood County received the Outstanding Advertising award, City of Grand Prairie received the Outstanding Outreach award and the Outstanding Initiative award, University of North Texas Health Science Center received the Outstanding Partner Involvement award, City of Fort Worth received the Outstanding Media Engagement award, and City of Plano received the Air North Texas Partner of the Year award. Details were provided in Electronic Item 10.2.

Amy Hodges provided a Clean Fleet Policy adoption update. To date, 52 local entities and 12 private companies have adopted the revised policy. Details were provided in Electronic Item 10.3.

Natalie Bettger presented information regarding the draft Unmanned Aircraft Systems (UAS) ordinance provided in Electronic Item 10.4 and the UAS fact sheet provided in Electronic Item 10.5. In addition, she noted the FY2017 Traffic Safety Request for Proposals. Details were provided at the meeting in Reference Item 10.14.

Kendall Wendling noted that the North Central Texas Council of Governments (NCTCOG) recently received funding from the Department of Defense Office of Economic Adjustment to conduct an update to the Joint Land Use Study for the Naval Air Station, Fort Worth Joint Reserve Base in western Tarrant County. The purpose is to promote compatible community growth around military installations. Due to the strategic importance of the military in the region, this study will have an expanded scope to include all major military installations in the North Central Texas region.

Kendall Wendling also discussed the Strategic Highway Research Program 2. Funds were recently received from the Federal Highway Administration as part of a program to showcase use of its PlanWorks tool. PlanWorks is a decision support tool that assists transportation agencies with integrating economic, environmental, and community values into transportation projects and plans. NCTCOG will be using PlanWorks to develop and test scenarios for future mobility plans and to assist with developing performance measures.

Rebekah Hernandez provided a Federal Legislative update. She noted that the President was expected to sign a long-term transportation bill that was approved by Congress on December 3. The new bill, Fixing America's Surface Transportation (FAST) Act, authorizes surface transportation programs for federal fiscal years 2016-2020 with \$305 billion total funding. Staff will prepare a summary of the bill and provide additional information to the Committee. Rebekah Hernandez also highlighted the Proposition 7 fact sheet provided in Electronic Item 10.10. The fact sheet includes a summary of the recent statewide funding enhancements on transportation. She noted that due to recent changes to future allocations of Proposition 1, staff will be updating the fact sheet.

Daniel Snyder noted that in January 2016 members will be provided correspondence requesting nominations for the Bicycle and Pedestrian Advisory Committee.

Jeremy Williams noted the Designing for Pedestrian Safety Workshops being held in the region December 15-16 (Dallas) and December 17-18 (Fort Worth). Details were provided in Electronic Item 10.6. He also noted the Modern Roundabouts Workshop on February 2, 2016. Details were provided in Electronic Item 10.7.

Jahnae Stout noted that a summary of the October public meeting minutes was provided in Electronic Item 10.8. She also noted that a public meeting notice for upcoming December public meetings was provided in Electronic Item 10.9. In addition, she highlighted the January 2016 public meeting schedule.

Mr. O'Connor noted that the 2016 meeting scheduled for the Regional Transportation Council and Surface Transportation Technical Committee are provided in Reference Item 10.11.

The current Local Motion was provided in Electronic Item 10.12 and transportation partner progress reports were provided in Electronic Item 10.13.

11. **Other Business (Old and New):** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 22, 2016, at the North Central Texas Council of Governments.

The meeting adjourned at 3:40 pm.

local motion

A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

February 2016 | nctcog.org/localmotion

NCTCOG at 50

NCTCOG is beginning a yearlong celebration of 50 years of regional planning with a look at public safety: its Regional Police academy and Criminal Justice Program. Founded in 1968, the Regional Police Academy was born out of a need for member local governments to train law enforcement personnel. Having a regional academy was deemed more efficient and promoted consistent instruction across the region. For more about the Regional Police Academy and Criminal Justice Program, visit NCTCOG.org/50.

Meetings

February 4, 11 am

DRMC-TRTC Joint Meeting

Noah's Event Venue
6101 Campus Circle Drive East
Irving, TX 75063

February 11, 1 pm

Regional Transportation Council

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

February 26, 1:30 pm

Surface Transportation

Technical Committee

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Congestion-relief plan could bring DFW millions

A new program intended to improve traffic flow through North Texas and other major metropolitan areas could expedite several major projects. Governor Greg Abbott wants to create a congestion-relief fund and distribute \$1.3 billion to Dallas-Fort Worth, Houston, San Antonio and Austin. Locally, that translates to an additional \$527.8 million for three projects in the western and two in the eastern parts of the region.

Southern Gateway, a \$655 million rebuild of part of Interstate Highway 35E and US Highway 67, is expected to receive \$264 million in congestion relief from the state, according to information presented to the Regional Transportation Council in January. In addition, the RTC has pledged \$243 million toward the project.

Another project, Lowest Stemmons (IH 35E from IH 30 to north of Oak Lawn), would get \$100 million. In the west, the State Highway 121/SH 360 interchange could receive \$60 million, the full cost of the project. Improvements to SH 199 would receive \$56.5 million, while Loop 820 (from SH 121 to Randol Mill Road) would be assisted with \$20.5 million in congestion relief, if the Texas Transportation Commission approves the RTC recommendations. Much of the funding for this project (\$90 million) would come from savings being made to IH 35W and Texas Department of Transportation bridge funds. The Texas Transportation Commission is expected to consider projects when it meets in February. TTC Commissioner Bruce Bugg Jr. discussed the governor's plan during a special meeting of the RTC on January 20. Bugg also held several listening sessions across the state in advance of the commission's consideration of the program. Bugg said the governor's congestion-relief efforts will continue to help the state improve quality of life and the economy. "This is not a one and done deal," Bugg said. "This is a long-term, well-thought-through project."

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.



our region

Ozone season begins March 1

The Ozone season begins in North Texas on March 1 and will last through October. The height of ozone season typically begins in May when temperatures begin rising, but now is a good time for North Texans to begin considering how their actions could improve the air during ozone season.

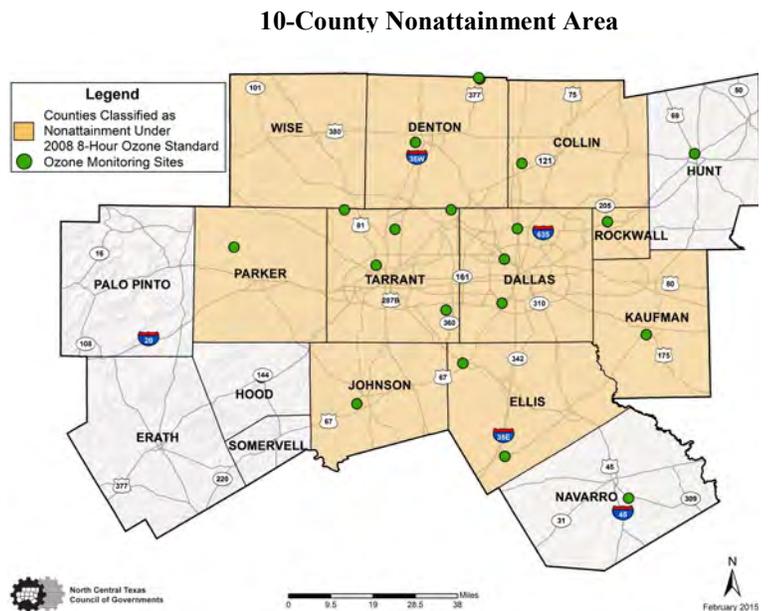
With the Environmental Protection Agency recently lowering the 8-hour ozone standard from 75 parts per billion to 70 ppb, the region will need to continue to work together to improve air quality. The design value for the 10-county North Texas region is currently at 83 ppb. The EPA anticipates announcing designations for the new 8-hour ozone standard in December 2017.

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.

Air North Texas implements an annual, regional clean air event, Clean Air Action Day, on the first Friday of summer. Clean Air Action Day 2016 will fall on June 24 and participants are asked to implement a clean air action that will help reduce ozone in the region. The 2015 event saw the highest participation to date and included a Clean Air Action Day Challenge for Surface Transportation Technical Committee members.

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.

Signing up for air pollution alerts will help residents and employers stay informed of when additional clean air actions are recommended.



Region develops UAS model ordinance to promote safety

As part of its ongoing coordination of small unmanned aircraft systems in the Dallas-Fort Worth area, NCTCOG is helping to facilitate the development of a model ordinance. The city of Fort Worth has led the process. The goal is the safe operation of a class of aircraft rapidly growing in popularity. Law enforcement, first responders and others have expressed a desire for a coordinated effort to ensure the safe operation of UAS.

In municipalities that adopt the ordinance, operators of small unmanned aircraft could be restricted from flying within 1.5 miles of an airport and military installation facilities. They must also comply with Federal Aviation Administration regulations that require permission from airports, military installations, and airport control towers to fly aircraft within five miles of their facilities. The FAA recently required the registration of unmanned aircraft characterized by weight specifications and released the free B4UFLY smartphone app. Operators of small UAS can determine if they are within five miles of an airport, or if other restrictions exist in their area.

On the Web: NCTCOG.org/uas

public involvement

Input sought on Mobility 2040, conformity

NCTCOG staff will seek public input on draft Mobility 2040 recommendations and 2016 Transportation Conformity at public meetings scheduled for 6:30 pm February 9 in Richardson, 2:30 pm February 10 in Arlington and 6:30 pm February 15 in Euless.

This will be the third consecutive month NCTCOG has sought comments on the region's next long-range transportation plan. NCTCOG is required to maintain a long-range plan for the region's multimodal transportation system covering a time horizon of at least 20 years. Staff members are developing Mobility 2040, the next long-range plan, and will highlight draft recommendations for major roadways, transit projects and bicycle and pedestrian infrastructure as well as a list of near-term Transportation Improvement Program projects affected by the plan. Mobility 2040 is expected to be adopted by the RTC in March.

In addition to long-range planning, NCTCOG also coordinates Transportation Conformity, a federal regulation requiring nonattainment areas to conduct air quality analysis on projects, programs and policies identified in transportation plans, federally funded projects or projects requiring federal approval. Ten Dallas-Fort Worth area counties are designated nonattainment for the pollutant ozone. Staff will present information regarding draft results for the 2016 Transportation Conformity.

AirCheckTexas Drive a Clean Machine Program, Dallas-Fort Worth Clean Cities annual report and recognition and the annual list of obligated projects will also be highlighted.

Following the public meeting in Arlington, a video recording will be online at www.nctcog.org/input.

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The Fort Worth
Transportation Authority
The-T.com

Texas Department
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TxDOT.gov

\$527.8 million

The amount expected to come to Dallas-Fort Worth to advance projects as part of Governor Greg Abbott's congestion-relief plan.

policymakers —

Entities continue adopting Clean Fleet Policy

Entities throughout Dallas-Fort Worth continue to adopt the Clean Fleet Policy at a brisk pace. As of December 2015, 56 local fleets have approved the revised policy, an increase of 33 compared to April. Eligibility for clean fleet funding through the Regional Transportation Council requires adoption of the policy, and as the Dallas-Fort Worth area continues to face air quality challenges, the RTC requests all organizations with fleet operations in the 10-county DFW ozone nonattainment area adopt the new policy. The RTC resolution and new policy template can be viewed at NCTCOG.org/fleetpolicy. Supporting items are also available online, including a Clean Fleet Policy guidance document, which outlines practical examples for implementing policy elements.

Environmental mapping site launched

The NCTCOG Transportation and Environment & Development departments recently launched an interactive mapping website that serves as a one-stop shop for partners seeking environmental data. The Regional Ecosystem Framework Interactive Viewer is a publicly accessible site intended for use by transportation, environmental and local government stakeholders to identify potential environmental impacts when planning transportation projects.

The interactive map contains over 40 spatial layers with detailed information in the Dallas-Fort Worth region and was developed with grant funds from the Federal Highway Administration. The interactive mapping site and additional project information can be viewed at NCTCOG.org/ref.

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.