

## AGENDA

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
Friday, February 24, 2017  
North Central Texas Council of Governments**

**1:30 pm Full STTC Business Agenda**

**(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

**1:30 – 1:35**

**1. Approval of January 27, 2017, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Loyl Bussell, STTC Chair

Item Summary: Approval of the January 27, 2017, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

**1:35 – 1:35**

**2. Consent Agenda (There are no items on the Consent Agenda)**

Action       Possible Action       Information      Minutes: 0

**1:35 – 1:45**

**3. Dallas Area Rapid Transit/Regional Transportation Council Transit Related Improvement Program Funding Partnership**

Action       Possible Action       Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Committee and seek a recommendation for Regional Transportation Council (RTC) approval of a proposed partnership with Dallas Area Rapid Transit (DART) that will assist with DART's Transit Related Improvement Program (TRIP) and increase the RTC/Local funding pool.

Background: In December 2016, DART staff requested assistance from North Central Texas Council of Governments staff to develop a partnership that helps it respond to concerns from member cities without rail service. The proposed partnership helps DART and benefits the region by increasing the pool of RTC/Local funds. In January 2017, the DART Board approved the TRIP policy for DART cities without rail service in operation or rail service within an approved financial plan. The program encourages eligible cities to submit appropriate transportation projects for reimbursement from DART. DART requested a partnership with the RTC over eight years to assist in TRIP. As part of the partnership, DART and the RTC will each contribute half the funds for TRIP in two increments. The RTC would contribute an additional \$10 million in federal funds in each phase in return for \$10 million in local funds. The local funds would increase the region's RTC/Local pool. Additional information on the proposed partnership and projects are detailed in [Reference Item 3](#).

1:45 – 1:55

4. **Fixing America’s Surface Transportation Act: East/West Funding Distribution**

Action       Possible Action       Information      Minutes: 10

Presenter: Amanda Long-Rodriguez, NCTCOG

Item Summary: Staff will discuss and seek a recommendation for Regional Transportation Council (RTC) approval of the latest effort to reassess the funding distribution between the eastern (Dallas and Paris Districts) and western (Fort Worth District) subregions as a result of Fixing America’s Surface Transportation (FAST) Act.

Background: The RTC selects projects to be funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds (formerly Surface Transportation Program-Metropolitan Mobility funds). These funds are distributed to the region by the Texas Department of Transportation (TxDOT) using formulas established by the Federal Highway Administration (FHWA). The formula inputs include population, employment, emissions, etc. To ensure equity within the region, the RTC then distributes funding to the eastern and western subregions in proportion to each area’s demographics and activity. Generally, the RTC reevaluates the funding distribution after a new transportation funding bill is approved by the United States Congress. The current east/west funding distribution is 68 percent and 66 percent in the eastern subregion and 32 percent and 34 percent in the western subregion for STBG and CMAQ, respectively. [Reference Item 4.1](#) provides additional information on the analysis and draft results. The methodology staff used to reassess the current funding distribution is available for reference in [Electronic Item 4.2](#).

1:55 – 2:05

5. **Volkswagen Mitigation Update and Correspondence to the State of Texas**

Action       Possible Action       Information      Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will update the Surface Transportation Technical Committee (STTC) on the Volkswagen settlement status and request a recommendation for the Regional Transportation Council (RTC) to submit correspondence to the Governor of Texas and Texas Attorney General (AG) with recommendations for the approximately \$2.9 billion mitigation trust fund.

Background: Late last year, the Texas Attorney General and the United States Department of Justice (US DOJ) filed lawsuits against the Volkswagen Group for emissions test-cheat devices applied to certain 2.0 liter and 3.0 liter diesel engines allowing increased emissions of nitrogen oxides (NO<sub>x</sub>). The RTC submitted a letter on March 10, 2016, to the Texas AG and US DOJ requesting if a financial settlement is reached, funds be dispersed to Texas nonattainment regions for implementing air quality projects and/or programs. Since that time, Volkswagen has reached partial settlements for a mitigation

trust fund up to \$2.9 billion nationwide. Staff has met with other regions to begin collaboration on aspects of the mitigation process for Texas. Additional information is provided in [Reference Item 5](#).

2:05 – 2:15

6. **Modern Day “People-Mover” Technology Update and Request For Information**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update of recent progress regarding people-mover project initiatives for the Dallas-Fort Worth region, including staff efforts to advance the initiatives. Staff will submit a Request for Information in order to advance this concept.

Background: The Regional Transportation Council (RTC) has adopted regional policies guiding the development of people-mover projects within the Dallas-Fort Worth region. The RTC held a workshop prior to the February 9, 2017, RTC meeting to discuss current and future efforts. Currently, staff is moving forward with a study to determine efficient and effective methods to move people to, from, and within the proposed Midtown development in North Dallas. Staff continues to work with Southwest Medical District staff to develop a scope of services. In Arlington, a proposed high-speed rail station is desired. Connectivity to the proposed Arlington high-speed rail station is possible with people-mover technology. To achieve functional and operational efficiencies, North Central Texas Council of Governments (NCTCOG) staff will issue a Request for Information to the people-mover industry seeking information regarding people-mover technology, operational, and implementation methods, and strategies. A status update for these efforts, possible technology innovations, and the Request for Information will be presented. [Electronic Item 6](#) highlights the overall program and path forward.

2:15 – 2:25

7. **Waze Connected Citizens Program: Next Steps**

Action       Possible Action       Information      Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will provide an update on the Waze Connected Citizens Program (CCP).

Background: In December 2016, the Regional Transportation Council (RTC) authorized the region's participation in the Waze Connected Citizens Program. Information about the CCP can be found in [Electronic Item 7](#). The RTC also directed staff to explore other possible transportation data sharing opportunities. The purpose of this briefing is to provide a status report on the CCP and the 511DFW data portal and get input from Surface Transportation Technical Committee members.

2:25 – 2:35

8. **Critical Freight Corridors**

Action       Possible Action       Information      Minutes: 10

Presenter: Jeff Hathcock, NCTCOG

Item Summary: Critical Freight Corridors (CFCs) provide enhanced connectivity to the State freight network and National Highway Freight Network (NHFN). Staff will provide information regarding CFCs and identify proposed limits for North Central Texas CFC proposed designations.

Background: Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC) are vital freight corridors that provide critical connectivity to the NHFN. By designating these important corridors, states can strategically direct resources toward improved system performance and efficient movement of freight. The designation of these systems will increase opportunities for National Highway Freight Program formula funds and Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program funds.

2:35 – 2:45

9. **High-Speed Rail Update**

Action       Possible Action       Information      Minutes: 10

Presenters: Kevin Feldt and Sandy Wesch, NCTCOG

Item Summary: Staff will provide an update of recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region, including staff efforts to advance the initiatives.

Background: The Regional Transportation Council (RTC) has adopted regional policies guiding the development of high-speed rail implementation within the Dallas-Fort Worth region. Currently, three separate projects designed to serve the region are ongoing. North Central Texas Council of Governments (NCTCOG) staff continues to coordinate with project partners to ensure the efforts are consistent with the adopted RTC high-speed rail policies and with all transportation partners, consultants, and the public to ensure successful high-speed rail service implementation. Recently, NCTCOG staff issued a Request for Information to the high-speed rail industry seeking information regarding high-speed rail implementation methods and strategies. In addition, NCTCOG staff issued three Requests for Proposals for three station area planning studies in Fort Worth, Arlington, and Dallas seeking consultant assistance regarding station area plans and development opportunities. An update on these efforts and the NCTCOG staff effort to identify alignment alternatives will be presented.

2:45 – 2:55

10. **Transportation Development Credits: Category Renewals and Additions**

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will present proposed changes to the Regional Transportation Council's (RTC) Transportation Development Credit (TDC) program.

Background: In 2012, the RTC received an allocation of 465,486,222 TDCs from the Texas Department of Transportation. In the years since, 145,548,640 credits have been awarded to local agencies to be utilized in lieu of the local match on projects and programs with federal funding. North Central Texas Council of Governments staff has been exploring new ways to utilize TDCs and proposes to make changes and allocation adjustments to the program. Details on the proposed changes can be found in [Electronic Item 10.1](#). [Electronic Item 10.2](#) contains additional information on the existing categories.

2:55 – 3:05

11. **Schedule for the Metropolitan Transportation Plan, Transportation Improvement Program, and Air Quality Conformity**

Action       Possible Action       Information      Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide information and the schedule for development of the next Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and air quality conformity analysis.

Background: Certain developments have occurred that necessitate updating current transportation plans. To ensure seamless delivery of multimodal transportation initiatives, staff has prepared a schedule of upcoming key milestones towards development of the next MTP, TIP, and corresponding air quality conformity analysis. [Electronic Item 11.1](#) highlights this schedule and includes explanation for the coordinated effort. Additional information is provided in [Electronic Item 11.2](#).

3:05 – 3:15

12. **Legislative Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: The Surface Transportation Technical Committee will receive an update on federal and State legislative actions.

Background: The first session of the 115<sup>th</sup> United States (US) Congress convened on January 3, 2017, and the Texas Legislature convened on January 10, 2017. Transportation issues will be a focus for both the US Congress and Texas Legislature.

3:15 – 3:30

13. **Fast Facts**

Action       Possible Action       Information      Minutes: 15

Item Summary: Brief presentations will be made on the following topics:

1. *Michael Morris* – Support Letters to the United States Secretary of Transportation: Opportunity for Partnership and Request for High-Speed Rail Funding ([Electronic Item 13.1](#))
2. *Dan Lamers* – Mobility 2040 Policy Bundle Survey, Final Submittal Deadline Reminder – March 3, 2017
3. *Jill Hall* – FY2018 and FY2019 Unified Planning Work Program Development
4. *Heather Haney* – TEXRail Contingency Loan Not Needed

5. *Bailey Muller* – City of Euless Featured in *Fuel Fix* Magazine for Idle Reduction Efforts ([Electronic Item 13.2](#))
6. *Jenny Narvaez* – Southern Transportation and Air Quality Summit, August 29 and 30, 2017
7. *Jenny Narvaez* – Environmental Protection Agency's 2015 Ozone National Ambient Air Quality Standards Implementation Rule Comments ([Electronic Item 13.3](#))
8. *Kimberlin To* – Alternative Fuel Vehicle First Responder Safety Training, March 6 and 7, 2017 ([Electronic Item 13.4](#))
9. *Kenny Bergstrom* – Reminder of Dallas-Fort Worth Clean Cities Annual Report Deadline: March 1, 2017 ([Electronic Item 13.5](#))
10. *Rachel Linnewiel* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 13.6](#))
11. *Carli Baylor* – March Public Meeting Notice (Handout)
12. Written Progress Reports:
  - Local Motion ([Electronic Item 13.7](#))
  - Transportation Partners Progress Reports ([Electronic Item 13.8](#))
14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on March 24, 2017, at the North Central Texas Council of Governments.**

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
January 27, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 27, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, David Boski, Kristina Brevard, Keith Brooks, Mohammed Bur, Loyl Bussell, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, David Disheroon, Chad Edwards, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Robyn Root (representing Gary Graham), Brian McNulty (representing Ron Hartline), Michael Hasler, Curvie Hawkins, Matthew Hotelling, Terry Hughes, Paul Iwuchukwu, Tim James, David Jodray, Tom Johnson, Sholeh Karimi, Chiamin Korngiebel, Paul Luedtke, Edward Haas (representing Stanford Lynch), Yang Jin (representing Srin Mandayam), Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, Daniel Prendergast, Lisa Pyles, William Riley, Moosa Saghian, Jeff Kelley (representing David Salmon), Robert Woodbury (representing Elias Sassoon), Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Caroline Waggoner, Jared White, Bill Wimberley, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Morgan Bailie, Tom Bamonte, Carli Baylor, Adam Beckom, Kenny Bergstrom, Natalie Bettger, Jason Brown, Leah Brown, Ron Brown, Ken Bunkley, Pamela Burns, Shawn Conrad, Jerry Cotter, Matt Craig, Brian Dell, Julie Dunbar, Huong Duong, Craig Elliott, Kevin Feldt, Marcos Fernandez, Brian Flood, Chris Funches, Martin Gonzalez, Christie Gotti, Wade Haffey, Jill Hall, Fola Hammones, Heather Haney, Duane Hengst, Rebekah Hernandez, Jesse Herrera, Chris Hoff, Yagnesh Jarmarwala, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Amanda Long-Rodriguez, Alfred Luera, Nancy Luong, Edith Marvin, Mark Middleton, Mindy Mize, Nick Page, David Plutowski, Chris Reed, Amy Rideout, Kevin Robenhymmer, Rylea Roderick, Kyle Roy, Russell Schaffner, Kelli Schlicher, Neil Strassman, Gerald Sturdivant, Sandy Wesch, Elizabeth Whitaker, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of December 2, 2016, Minutes:** The minutes of the December 2, 2016, meeting were approved as submitted in Reference Item 1. Kristina Brevard (M); Tim James (S). The motion passed unanimously. Tim James noted discussions at the December 2, 2016, meeting regarding the Regional 10-Year Plan and Next 10 Years of Projects. He requested that in the future, when the Surface Transportation Technical Committee (STTC) makes a motion that includes specific language or comments, that the specific language or comments are conveyed to the Regional Transportation Council (RTC) when the item is presented so that the RTC is aware that STTC had specific recommendations in addition to the original motion.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Unified Planning Work Program Modifications:** A motion was made to recommend Regional Transportation Council approval of modifications to the FY2016 and FY2017 Unified Planning Work Program included as Reference Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.

Jim O'Connor (M); Tim James (S). The motion passed unanimously.

3. **Endorsement of High-Speed Rail Environmental Backstop:** Michael Morris presented the Regional Transportation Council's action to endorse a high-speed rail backstop. The Texas Department of Transportation (TxDOT) is conducting the High-Speed Rail Environmental Impact Study using American Reinvestment and Recovery Act (ARRA) funds that expire on September 30, 2017. TxDOT Austin contacted the North Central Texas Council of Governments (NCTCOG) regarding its opinion on completing the EIS for the high-speed rail line between Dallas and Fort Worth. The Federal Railroad Administration is concerned that the EIS will not be completed by the deadline to expend ARRA funds. To prevent EIS efforts from being on hold, RTC staff committed \$3 million to backstop ARRA funding if the funding source is not available to complete the Record of Decision on the project. This will allow the current engineers to continue is work on the EIS, uninterrupted. At its January 12, 2017, meeting, the RTC approved staff's commitment and signed a letter certifying its support to use the funds if necessary to ensure the EIS is completed. A copy of the letter was provided in Reference Item 3. A total of \$3 million was approved to backstop the ARRA funds. It is possible that the deadline for ARRA funds will be extended and the backstop will not be necessary. A motion was made to endorse Regional Transportation Council action to use approximately \$3 million in Surface Transportation Program funds to backstop American Recovery and Reinvestment funds for the Environmental Impact Study on the high-speed rail line between Dallas and Fort Worth, if needed. Paul Luedtke (M); Mark Nelson (S). The motion passed unanimously.
4. **Texas Department of Transportation 100 Year Anniversary:** Surface Transportation Technical Committee Chair Loyl Bussell introduced a video celebrating the 100 year anniversary of the Texas Department of Transportation (TxDOT). He noted he was proud to be part of an agency that considers safety a priority and works to develop solutions for transportation, and expressed his appreciation for entities in the region and their partnership to help move transportation forward. Mo Bur noted the new TxDOT mission statement; "Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods". He added, he believes the mission statement embodies the goals of the Regional Transportation Council and Surface Transportation Technical Committee. He noted the region is a great example for the rest of the state and other metropolitan planning organizations. Loyl Bussell noted an official kick-off celebration will be held at the Transportation Forum in Austin on February 6-7, 2017. April 4, 2017, is the actual anniversary date. There will be events scheduled for that date in Austin, as well as events throughout the state during 2017.
5. **Statewide Inundation Mapping Program: Sharing Watershed Data for Improved Transportation Design:** Jerry Cotter, Chief of Water Resources, United States Army Corps of Engineers (USACE), presented information on the activities of the Federal Interagency Team known as Interagency Flood Risk Management (InFRM) and how those activities could help impact transportation infrastructure. The first initiative is meteorology to determine future rainfall amounts and intensities. Nationally, the country is shifting to National Oceanic and Atmospheric Administration (NOAA) Atlas 14 that shows precipitation frequency intensity estimates for 1 through 1,000 years in durations of 5 minutes to 60 days. This information can be used for infrastructure design and flood studies. The information will be available via a state of the art website and will be able to be imported into water analysis applications and programs. The project funding and schedule for this initiative was highlighted. The next initiative, watershed hydrology, is related to runoff once the rainfall is received. InFRM, an interagency group of scientist and engineers, has been formed to help decrease the uncertainty regarding how much water will show up at various types of infrastructure such as roadways and bridges. Watershed hydrology assessments are being developed, as well as inundation mapping that will be available online. Mr. Cotter highlighted

stages of development for various locations in the state. The assessments estimate discharges for various time periods for both existing and future conditions, as well as climate change impacts. For example, data is available for the 100 year existing, future, and future with climate change. He discussed the 2015 flooding in Wimberley and the impact, uncertainty, and risk of changing data and analysis. Watershed hydrology assessments, incorporated with statistical hydrology, creates an improved estimate of how much water will arrive at specific areas. These models will produce data that will be published on the United States Geological Survey website and may be useful for transportation and infrastructure design groups. The last effort highlighted was the development of inundation mapping products for Texas. Inundation maps are geared towards emergency managers, but may benefit transportation entities. The online inundation maps will estimate how deep water is anticipated to be during real-time flood events to help entities manage their transportation network. A library will be created for each location and show water levels in various intervals. The National Weather Service generates forecasts every 12 hours and this information will be used to update the website so that the appropriate map for the depth being forecasted is updated. Data will include depths predicted and the timing, and could help with road closures and other infrastructure problems that are impacted by flooding. Clarence Daugherty asked what as the basis for predicting future conditions related to how cities plan to develop. Mr. Cotter noted the USACE has acquired land use projections for each city and placed the data into the hydrologic model. Estimates can then be determined based on the impacts of future development. Tim James asked how entities can access the inundation mapping. Mr. Cotter noted the website should be available in spring and the first products available near the end of September 2017.

6. **TEXpress Lanes Education Campaign:** Amanda Wilson provided an update on the TEXpress Lanes Education Campaign. In 2016, at the request of former Regional Transportation Council (RTC) Chair Mark Riley, a workshop was held with RTC members who identified messaging and communication needs to help the public better understand managed lanes. North Central Texas Council of Governments (NCTCOG) staff coordinated with public information officers from regional transportation agencies throughout 2016 and a communication plan was developed. Educational components are a focus of the campaign such as how the lanes are used, why the lanes are used, how individual lanes create a system, and how the lanes benefit the transportation system and economic development in the region. Key efforts include the use of real world testimonials, analogies, and humor to help the user understand the lanes. Public information officers and NCTCOG staff developed eight key talking points: 1) options for drivers who want a more reliable commute, 2) a reliable choice with a predictable travel experience, 3) lowers the stress of commuting, 4) produces far-reaching benefits, 5) easy to use, 6) TollTag, TxTag, or EZ Tag customers and carpoolers get the lowest toll rates, 7) payment is easy, and 8) corridors with TEXpress lanes have been improved or completely rebuilt. Ms. Wilson noted that the campaign includes two targeted audiences of the communications plan, which are stakeholders and the general public. Products include a presentation with a script, a pocket card highlighting the campaign, and a white paper focusing on the benefits of the lanes. Staff continues to reach out to economic development directors and are finalizing a myths and facts information card. In addition, real world testimonials, social media messages, short articles, humorous videos, and other educational elements have been developed. All of the material leads back to a regional website that contains a comprehensive list of information on the TEXpress lanes: [www.TEXpresslanes.com](http://www.TEXpresslanes.com). Staff will work to finalize the remaining elements of the communications plan and provide to RTC members through the website in an online toolkit. Additional real-world testimonials are needed, and members were encouraged to have interested individuals contact staff. NCTCOG staff will also work with partners to distribute information to the general public and with RTC members to schedule

events in their communities. Clarence Daugherty asked if staff is making a concerted effort to provide this information to legislators. Ms. Wilson noted that legislators are a main stakeholder in the campaign and that staff has been invited to present at an upcoming Transportation Advocates of Texas Transportation 101 session for legislators and staff.

7. **Fiscal Year 2017 Federal Highway Administration 10 Year Preliminary Engineering**

**Audit:** Adam Beckom presented an update on the latest developments regarding projects subject to the Fiscal Year (FY) 2017 Federal Highway Administration (FHWA) Preliminary Engineering (PE) Audit. The purpose of the FHWA PE Audit is to review all projects that have been funded with federal funds for engineering, but that have not moved on to the next phase of implementation. Once a project is obligated for PE funding, it must advance to another phase within ten years of the project obligation. Time extensions are allowed, but only for extenuating circumstances. Mr. Beckom noted that the PE Audit is independent of the federal inactive projects list. A total of ten projects in the region are subject to the PE Audit. The list of projects for the western subregion were provided in Electronic Item 7.1 and for the eastern subregion in Electronic Item 7.2. Of those projects, the Regional Transportation Council (RTC) has selected approximately \$3.5 million of the projects and the Texas Department of Transportation (TxDOT) approximately \$2.1 million, bringing the total to \$5.6 million of funding at risk. TxDOT district staff is working with implementing agencies to justify the need for time extensions, and North Central Texas Council of Governments (NCTCOG) staff is working with the agencies to monitor and track the projects through the MPO Milestone Policy effort. Mr. Beckom noted that agencies with projects on the list should advance the projects to the next phase no later than September 30, 2017. Substantial progress must be shown for an extension. Agencies should also actively coordinate with TxDOT and NCTCOG on project progress. If the next phase is not initiated by the deadline and a time extension is not granted, obligated funds must be repaid to the federal government. In FY2016, approximately \$1.6 million was lost in the region as a result of the PE Audit. Agencies can keep projects off of the PE Audit list by keeping project schedules realistic and achievable, coordinating with TxDOT on key project delivery steps, submitting invoices to TxDOT on a regular schedule, coordinating with TxDOT and NCTCOG for project guidance and assistance, and communicating project schedules frequently. NCTCOG staff is working with agencies who have projects on the FY2017 FHWA PE Audit list and are monitoring project delivery schedules on a regular basis. Through initiatives like the MPO Milestone Policy, NCTCOG staff hopes to identify projects that may be subject to the PE Audit before they make it on the list. Michael Morris discussed the federal funds that must be returned to TxDOT and asked TxDOT staff where the returned funds go and if they funds can be placed on other regional projects. Mo Bur noted that the funds would likely be returned to the Category the funds were allocated from, but that he would confirm this information.

8. **Clean Cities Annual Report and Fleet Recognition:** Pamela Burns provided an overview of the Dallas-Fort Worth Clean Cities (DFWCC) annual report and Clean Fleet Policy, and how this ties into larger air quality efforts of the Metropolitan Planning Organization. This is important because three policies in the Metropolitan Transportation Plan Policy Bundle are related to air quality, one of which addresses Clean Fleets. In order to be eligible for clean vehicle funding, entities must have both adopted and complied with the Clean Fleet Policy. In addition to funding eligibility, fleets may also receive recognition as an outstanding fleet for going above and beyond what other fleets in the region are doing. The Clean Fleet Policy not only assists with the air quality goals for the region, but also supports the mission of the United States (US) Department of Energy's (DOE) Clean Cities program by reducing petroleum and improving energy security. The DOE has set a goal of reducing petroleum consumption by 2.5 billion gallons per year by the year 2020. Current projections show that

Clean Cities programs are on track to meet that goal. In order to do so, the DOE has challenged each of the local coalitions to increase petroleum reduction by 15 percent each year. To demonstrate attainment of these goals, the DOE requires entities to submit annual reports. The report not only fulfills the DOE requirement, but also serves as compliance with the Clean Fleet Policy in the region. Reports are due annually on March 1 and cover the previous calendar year. The data collected for 2015 shows that the region saved over 23 million gallons of petroleum. Alternative fuel vehicles accounted for the largest portion of reduction. The Clean Fleet Policy provides a framework for reducing emissions, improving economy, partnering with the North Central Texas Council of Governments and Clean Cities on clean vehicle activities, as well as training staff on air quality and petroleum reduction goals. The annual report allows for reporting on each of these activities that contribute to the goals. The reports are then scored by NCTCOG staff to provide recognition for those fleets who are exceeding other fleets in their efforts. Three levels of award are possible: 1) bronze, 2) silver, and 3) gold. Outstanding fleets were recognized at the December 2016 annual Clean Cities meeting. The Cities of Euless, Carrollton, and the Town of Addison received the silver award; and the Cities of Coppell, Fort Worth, Grapevine, Richardson, Rockwall, Southlake, Town of Flower Mound, Dallas Area Rapid Transit, and Denton Independent School District received the bronze award. Ms. Burns noted the annual report is due March 1 and can be found on the DFWCC newly redesigned website, [www.dfwcleancities.org](http://www.dfwcleancities.org). Details were provided in Electronic Item 8.

9. **New Multifunctional Transportation Alignments:** Michael Morris highlighted potential new multifunctional transportation options that may result from advances in technology related to driverless vehicles. The Regional Transportation Council (RTC) requested North Central Texas Council of Governments (NCTCOG) staff advance the implementation of people mover systems in Mobility 2040. He noted previous discussions regarding a pilot system/test track at the General Motors Assembly Plant to move vehicles from the facility to the rail head. This idea is slowly gathering interest in other potential facilities. For example, if high-speed rail is built between Dallas and Fort Worth, the ability to connect an Arlington high-speed rail station to the Dallas/Fort Worth International Airport is needed. A people mover system that connects not only with high-speed rail but with the University of Texas Arlington, downtown Arlington, the entertainment district, and other locations may be possible. Other potential opportunities include the Dallas Hospital district, Midtown (east of the Galleria), and an upgrade in Las Colinas. An RTC workshop is scheduled for February 9, 2017, prior to the RTC meeting to advance the conversation of the modern day people mover system. The modern day option for a people mover system may be a driverless vehicle operated in a right-of-way that does not use a guideway system. The driverless vehicle may be able to operate in a lightweight concrete structure or in other innovative ways. In addition, there may be opportunities to use these systems to also move goods in the same corridor. Discussion and constructive criticism are needed regarding the possibility of using driverless vehicle technology such as how to engage the private sector, designs for overhead structures, the possibility of multiple function corridors for both goods and passengers, the financial or innovative funding opportunities related to goods movement, potential new institutional structures such as who will operate the facilities, and set of specifications for a single technology. STTC may want to create a subset of the Committee who is interested to help NCTCOG with the driverless conceptual elements. Members were asked to weigh in on other potential market segments within the region so that entities in the area can receive a direct invitation to eventually sit on a committee that determines vehicle specifications and elevated structure designs. Chad Edwards asked how vehicles in the general purpose lanes could impact congestion. He also asked who will operate and maintain these types of systems, and who is liable for the systems. Mr. Morris discussed various options and projections that driverless vehicle usage could both positively and

negatively impact congestion. He added that questions of liability, phased implementation, and institutional mechanisms to build and maintain the systems are all good questions that should be discussed. Clarence Daugherty noted these types of technology must be embraced as technology moves forward and congestion continues to be a problem. Members with potential locations should contact Kevin Feldt, NCTCOG.

10. **Top Five Regional Transportation Council Policy Initiatives for 2017 and Introduction of New Institutional Needs:** Michael Morris summarized the top five Regional Transportation Council (RTC) policy initiatives for 2017 as presented at the January 2017 joint meeting of the Dallas Regional Mobility Coalition and Tarrant Regional Transportation Coalition. The items were discussed at the January 12, 2017, RTC meeting and include initiatives that showcase the region and may aid the new Administration. The first item is the possibility of a new federal initiative on transportation. The region has projects that are ready for implementation in the event that funding becomes available. The second initiative is the RTC's partnership with the Texas Department of Transportation (TxDOT). The third initiative is high-speed rail. Two environmental clearances are anticipated to be completed in 2017. The fourth initiative is the 85<sup>th</sup> Texas Legislature. The final initiative is related to efforts on the TEXRail project; the Cotton Belt; how Coppell, the Dallas/Fort Worth International Airport, and RTC can participate in a funding partnership; and a potential integrated new transit technology for a people-mover system that could be a driverless vehicle.
11. **Fast Facts:** Michael Morris discussed approval by the Regional Transportation Council (RTC) of a partnership with workforce development agencies to address drivers that could be replaced by the advance of transportation-related technology. This topic was requested by Regional Transportation Council member Lee M. Kleinman. As technology advances in the region, drivers may be replaced with less qualified drivers due to the technology. If approved, this item will permit staff to engage the North Central Texas Council of Governments (NCTCOG), Tarrant County, and Dallas County workforce development boards and technology staffs to prepare for the transition of technology in transportation.

Michael Morris noted that at the December 2016 RTC meeting, staff committed to bring back the Texas Department of Transportation's technical analysis of the IH30/IH 635 Interchange to show the potential phasing of the project. This technical analysis will be provided to the RTC at its February 9, 2017, meeting.

Natalie Bettger noted the Metropolitan Transportation Plan Policy Bundle survey deadline to submit for staff review is February 3, 2017. The final deadline to submit all required documentation is March 3, 2017.

Tom Bamonte discussed an upcoming event hosted by the Alliance for Transportation, the City of Arlington, and the North Central Texas Council of Governments. On February 2, 2017, at the Arlington Convention Center attendees will have an opportunity to ride in an automated vehicle and talk to developers. A flyer containing details of the event was distributed at the meeting.

Tom Bamonte also noted an Automated Vehicle Workshop scheduled for February 13, 2017, at the North Central Texas Council of Governments. A flyer containing details of the workshop on the advances in automated and connected vehicle technology was distributed at the meeting.

Allix Philbrick highlighted current air quality funding for vehicles. The Texas Commission of Environmental Quality, through its Texas Emissions Reduction Plan, has announced the re-opening of the Rebate Grants Program on February 22. Awards will be made on a first-come, first-served basis. Details were provided in Electronic Item 11.1.

Kimberlin To highlighted information about an upcoming Compressed Natural Gas Station Safety and Inspection Training for compressed natural gas professionals, code officials, fire inspectors, and fire marshals on February 9, 2017. The training will help prepare participants on understanding the differences between international and state fire codes and enforcing codes and permitting in a consistent manner to improve public safety. Details were provided in Electronic item 11.2.

Rachel Linnewiel noted that as part of last year's Volkswagen settlement with the Environmental Protection agency, \$1.2 billion has been set aside to fund electric vehicle charging infrastructure, education, and outreach outside of California over four funding rounds. Electrify America, an organization created by Volkswagen to implement the distribution of these funds, accepted initial input for the first round of funding earlier this month. Comments submitted by the North Central Texas Council of Governments were provided in Electronic Item 11.3.

Rebekah Hernandez provided a legislative update. She noted the Texas Legislature convened on January 10, 2017. At the time of the meeting, approximately 2,000 bills have been filed. Senate committee members were also announced. The only major action taken to date has been that the Senate and House have each released their proposed statewide two-year budgets. The budgets are approximately \$8 billion apart, but serve as the starting point for negotiations. Texas Department of Transportation funding totals approximately \$28.3 billion and does include an additional \$5 billion for the anticipated Proposition 7 funds. Funding for AirCheckTexas was continued at the current levels. Electronic Item 11.4 is a copy of RTC Legislative Program. Staff will continue to send weekly legislative updates to members.

Carli Baylor noted that an NCTCOG online public input opportunity was held December 13, 2016, through January 11, 2017. Members of the public were encouraged to review and comment on the FY2016 and FY2017 Unified Planning Work Program modifications, as well as proposed modifications to the list of funded projects. Minutes containing comments on the aforementioned input opportunities were provided in Electronic Item 11.5.

Kelli Schlicher highlighted the Access North Texas fact sheet provided in Electronic Item 11.6. Access North Texas is a regional public transportation coordination plan for the 16-county North Central Texas region. The plan includes strategies to improve the coordination and availability of public transportation particularly for older adults, disabilities, low income individuals, and families without vehicles. NCTCOG staff is updating Access North Texas to incorporate new public transportation needs within each county including emerging technologies and progress made since the last plan was adopted in 2013. In August 2016, staff began hosting outreach meetings throughout the 16-county region. STTC members have been invited to attend the meetings. One easy way for community members to have their voice heard is through a survey available at: [www.accessnorthtexas.org/survey](http://www.accessnorthtexas.org/survey). Strategies identified in Access North Texas can be funded locally or through funding available annually and competitively through the Federal Transit Administration grant programs. NCTCOG will open a competitive call for projects for funding from the Urbanized Area Formula Funding program for job access/reverse commute projects only and the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Approximately \$5.5 million is available for competitive award in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. The call for projects opens February 27 and closes April 7, 2017. Preproposal workshops will be held in March 2017. Additional information is available at [www.nctcog.org/ftafunding](http://www.nctcog.org/ftafunding).

Elizabeth Whitaker announced an upcoming Scenario Planning Workshop. Last year, staff received a grant to conduct scenario planning exercise using the Federal Highway Administration's PlanWorks resources. As part of the grant, staff would like to reach out to technical committees and other interested parties to discuss the role of scenario planning in transportation and how scenario planning can be used to better plan for the future, manage risk, and make better decisions. NCTCOG will host a workshop prior to next month's STTC meeting from 11:30 am to 1:00 pm on February 24, 2017. A flyer regarding the workshop was distributed at the meeting.

Brian Dell provided an update on the current east/west equity distribution for the region. To date, the distribution percentage is 68.29 percent in the eastern subregion and 31.71 percent in the western subregion. A listing of all actions to date to balance the equity was provided in Electronic Item 11.7. Also, staff is working to develop new funding distributions that will be used to allocate Fixing America's Surface Transportation Act funds that the region will receive. Once completed, an update will be provided to members.

Wade Haffey noted the Transportation Improvement Program (TIP) modification submittal deadline for the May 2017 TIP/Statewide TIP modification cycle was close of business the date of the meeting.

Gabriel Ortiz highlighted information regarding a Complete Streets one-day design course. The workshop, scheduled for February 7, 8, and 9, is a follow up to the Complete Streets Policy Workshop held in 2016. The design workshop will provide guidance on how to plan and design for implementation of complete streets that support safe, convenient, and comfortable mode choices. Since the announcement flyer was distributed, all three one-day courses have been filled. Members were encouraged to sign up for the waitlist so that NCTCOG staff can use the list to gauge interest to schedule another workshop in the future. Details were provided in Electronic Item 11.8.

The current Local Motion was provided in Electronic Item 11.9 and transportation partner progress reports were provided in Electronic Item 11.10.

12. **Other Business (Old and New):** Loyl Bussell recognized new members of the Committee: Keith Fisher representing the City of Cleburne, Dave Timbrell representing the City of Garland, and Chelsea St. Louis representing the City of Dallas. Dan Kessler recognized new North Central Texas Council of Governments staff: Fola Hammones, Nancy Luong, Morgan Bailie, Huong Duong, and Amy Rideout.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 24, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.

# DART/RTC TRANSIT RELATED IMPROVEMENT PROGRAM (TRIP) FUNDING PARTNERSHIP

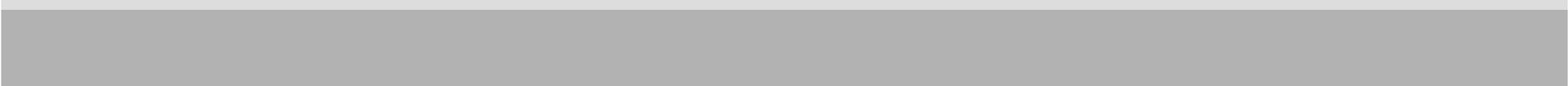
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SURFACE TRANSPORTATION TECHNICAL COMMITTEE

FEBRUARY 24, 2017

# BACKGROUND

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- ❖ In December 2016, DART staff requested assistance from NCTCOG to develop a partnership to help assist in their Transit Related Improvement Program (TRIP)
  - ❖ The TRIP program is designed to help DART respond to concerns from member cities without rail service or rail service in the approved financial plan.
  - ❖ Through this partnership, staff proposes to increase the Regional Transportation Council (RTC)/Local pool through an innovative funding exchange.
- 

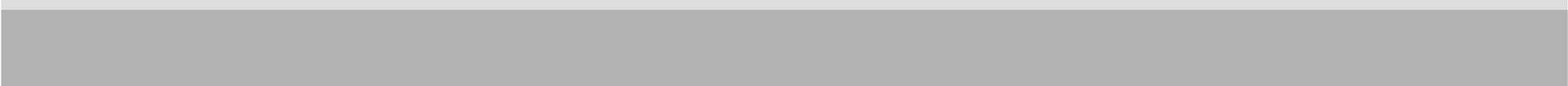
# RTC/DART PROPOSED PARTNERSHIP DEAL POINTS

- ❖ DART and the RTC each contribute half the funds to the TRIP program in 2 phases
- ❖ In addition, the RTC will send another \$10M for DART in each phase (\$20M total)
- ❖ In return DART will send the same amount of local funds back to the RTC.
- ❖ The local funds will repopulate the RTC/Local pool.

<b>RTC Commitments</b>	<b>Phase 1 FY 2018-2020</b>	<b>Phase 2 FY 2021-2025</b>
<b>RTC to DART (50%)</b>	\$7,025,000	\$9,000,000
<b>RTC/DART swap</b>	\$10,000,000	\$10,000,000
<b>TOTAL</b>	\$17,025,000	\$19,000,000

# RTC/LOCAL FUNDS

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- ❖ RTC/Local Pool was established in 2005 with funds from several funding exchanges.
    - ❖ e.g., \$57M with Denton County, \$21M with Dallas.
  - ❖ RTC funded local air quality, sustainable development projects, and other regionally significant projects with the funds.
  - ❖ As the existing RTC/Local balance is spent down, NCTCOG staff has been seeking opportunities to “re-populate” the account.
  - ❖ RTC/Local funds will be used for air quality projects, innovative finance, leveraging, cash flow, and other regional transportation projects.
- 

# PROPOSED PROJECT TYPES

- ❖ DART will utilize TRIP funds to build for the following types of projects with the affected cities:

<b>Agency</b>	<b>Project Types</b>
Cockrell Hill	Street repair and signal upgrades
Glenn Heights	Street repair, signal upgrades and transportation studies
University Park	Signal upgrades, radio system upgrades, road repair, road reconstruction, and intersection improvement
Highland Park	Signal upgrades, radio system upgrades, road repair, road reconstruction, and intersection improvement

- ❖ DART will use local funds for the above improvements
  - ❖ The RTC's federal funds will be used on DART projects to offset their local expenditures on TRIP.
  - ❖ This strategy concentrates federal money on a few bigger projects versus several small projects.

# PROJECTS PROPOSED FOR FEDERAL FUNDS

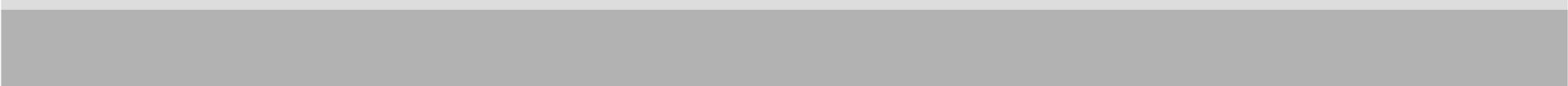
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**\$17,025,000 for Phase 1 to be programmed in FY 2018:**

Continued coordination with DART needed to finalize list of projects.

**\$19,000,000 for Phase 2 to be programmed in FY 2021:**

Continued coordination with DART needed to finalize list of projects.



# ACTION REQUESTED

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- ❖ Recommendation for RTC approval of the DART/RTC Transit Related Improvement Program Partnership with an exchange of:
  - ❖ \$17M in federal funds for \$10M local in 2018(Phase 1)
  - ❖ \$19M in federal funds for \$10M local in 2021(Phase 2)
- ❖ Approval to administratively amend the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate the new projects.

# TIMELINE

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December 2016	DART request for partnership
January 2017	Initial DART Action on TRIP
<b>February 2017</b>	<b>STTC Action</b>
March 2017	RTC Action
	Executive Board Action
April 2017	DART Agreement Action

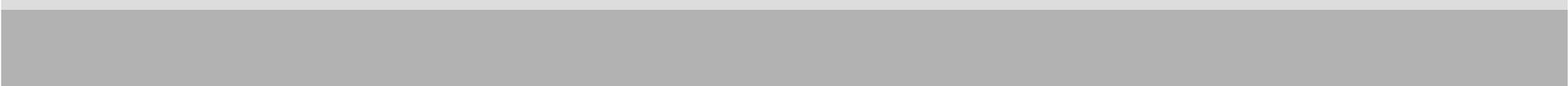
# CONTACT

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**EAST-WEST  
FUNDING DISTRIBUTION  
FOR FIXING AMERICA'S SURFACE  
TRANSPORTATION  
(FAST) ACT**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

February 24, 2017

# BACKGROUND:

## RTC Bylaws for Determining Funding Distribution

Funding Program	RTC Bylaws
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Re-evaluated with each new funding bill
Surface Transportation Block Grant Program (STBG) (as of Dec 2015) <del>Surface Transportation Program</del> Metropolitan Mobility (STP-MM)	Re-evaluated with each new funding bill
Transit Section 5307 Urbanized Area Formula Funding	Re-evaluated annually with new Federal Transit Administration (FTA) apportionments.

# BACKGROUND:

## Transit Funding Is The Exception

- Federal Transit Administration (FTA) formula program funds are allocated to the region's urbanized areas based on specific factors established by Congress.
- There are two ways in which FTA funds are sub-allocated in the region:
  1. Based on the same formula FTA uses in their annual apportionments
    - Ex: Urbanized Area Formula Program
  2. Awarded through a competitive call for projects
    - Ex: Enhance Mobility of Seniors and Individuals with Disabilities Program
- The Transit Distribution is not being address with this effort as it is re-evaluated annually when formula funds are received.

# BACKGROUND:

## Previous Distribution Percentages

	STP-MM		CMAQ	
Transportation Funding Bill	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA	33%	67%	33%	67%
TEA-21*	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU	31%	69%	31%	69%
MAP-21	32%	68%	34%	66%

\* TEA-21 funding distributions of 32% in the west and 68% in the east were originally approved. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.

# PREVIOUS EAST-WEST FUNDING DISTRIBUTION ANALYSIS FOR MAP-21

<b>STP-MM</b> Based on 12-County MPA Boundary	Western Subregion	Eastern Subregion
Population	34.32%	65.68%
Employment	30.10%	69.83%
Activity (Pop+Emp Equalized)	32.24%	67.76%
Vehicle Miles of Travel	31.54%	68.46%
Average	32.07%	67.93%
Rounded Average	<b>32%</b>	<b>68%</b>

<b>CMAQ</b> Based on 10-County Non Attainment Area	Western Subregion	Eastern Subregion
Ozone Precursors tons per day <sup>1</sup> (%)	77.74 (33.58%)	153.22 (66.42%)
Recommendation Ozone Precursors Tons of VOC and NOx (Rounded Average)	<b>34%</b>	<b>66%</b>

<sup>1</sup>NCTCOG forecast for 2011 Transportation Conformity ten-county analysis of 2012 roadway network.

# CURRENT FORMULA INPUTS FOR FAST ACT

**DRAFT**

<b>STBG*</b> Based on 12-County MPA Boundary	Western Subregion	Eastern Subregion
Population	34.11%	65.89%
Employment	30.72%	69.28%
Activity (Pop+Emp Equalized)	32.42%	67.58%
Vehicle Miles of Travel	32.36%	67.64%
Average	32.40%	67.60%
Rounded Average	<b>32%</b>	<b>68%</b>

<b>CMAQ*</b> Based on 10-County Non Attainment Area	Western Subregion	Eastern Subregion
Ozone Precursors tons per day <sup>1</sup> (%)	64.68 (34.03%)	125.37 (65.67%)
Recommendation Ozone Precursors Tons of VOC and NOx (Rounded Average)	<b>34%</b>	<b>66%</b>

\*Additional information on the reassessment methodology is available in Electronic x.2.

<sup>1</sup>NCTCOG forecast for 2016 Transportation Conformity ten-county analysis of 2017 roadway network.

# ENVIRONMENTAL JUSTICE

Population Type		Western Subregion	Eastern Subregion	Total
Minority	Population	1,007,941	2,384,036	3,391,977
	Percent	<b>30%</b>	<b>70%</b>	
Low Income	Population	328,457	649,180	977,637
	Percent	<b>34%</b>	<b>66%</b>	
Minority or Low Income	Population	1,111,283	2,527,911	3,639,194
	Percent	<b>31%</b>	<b>69%</b>	

Source: 2014 American Community Survey 5-Year Estimates

Environmental justice indicators show a minority and low income population distribution similar to the proposed funding distribution for western and eastern regions.

# ACTION REQUESTED

**DRAFT**

- Recommend RTC approval of the proposed regional distribution of FAST Act funds as outlined below:

<b>Funding Program</b>	<b>Western Subregion</b>	<b>Eastern Subregion</b>
<b>STBG</b>	32%	68%
<b>CMAQ</b>	34%	66%

- Moving forward new funding distribution applies as follows:
  - CMAQ distribution applies to air quality programs, such as the Transportation Alternatives - Set Aside Program.
  - STBG distribution applies to all federal and State RTC-selected mobility programs, such as Category 2, TMF, Proposition 12, etc. (not including Regional Toll Revenue funding).
- Transit formula funding is determined each year based on FTA formulas.

# EAST-WEST FUNDING DISTRIBUTION TIMELINE

December 2016

Began analysis

**February 2017**

**STTC Action**

March 2017

Public Meetings

RTC Action

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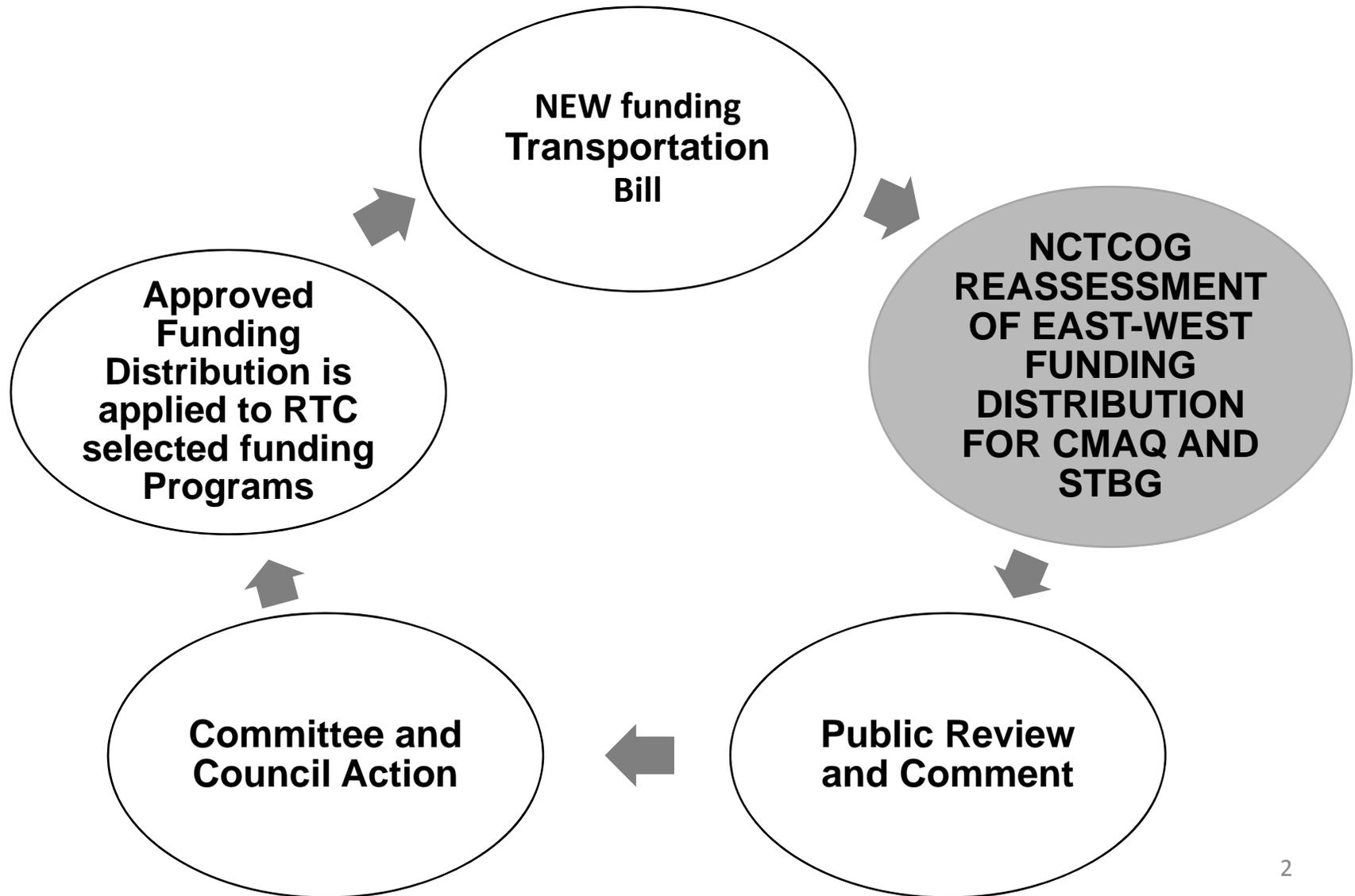
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**EAST-WEST  
FUNDING DISTRIBUTION for  
FIXING AMERICA'S SURFACE  
TRANSPORTATION (FAST) Act  
Methodology**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

February 24, 2017

# EAST-WEST EQUITY REASSESSMENT PROCESS



# FEDERAL/STATE FUNDING

## Allocation Methodology

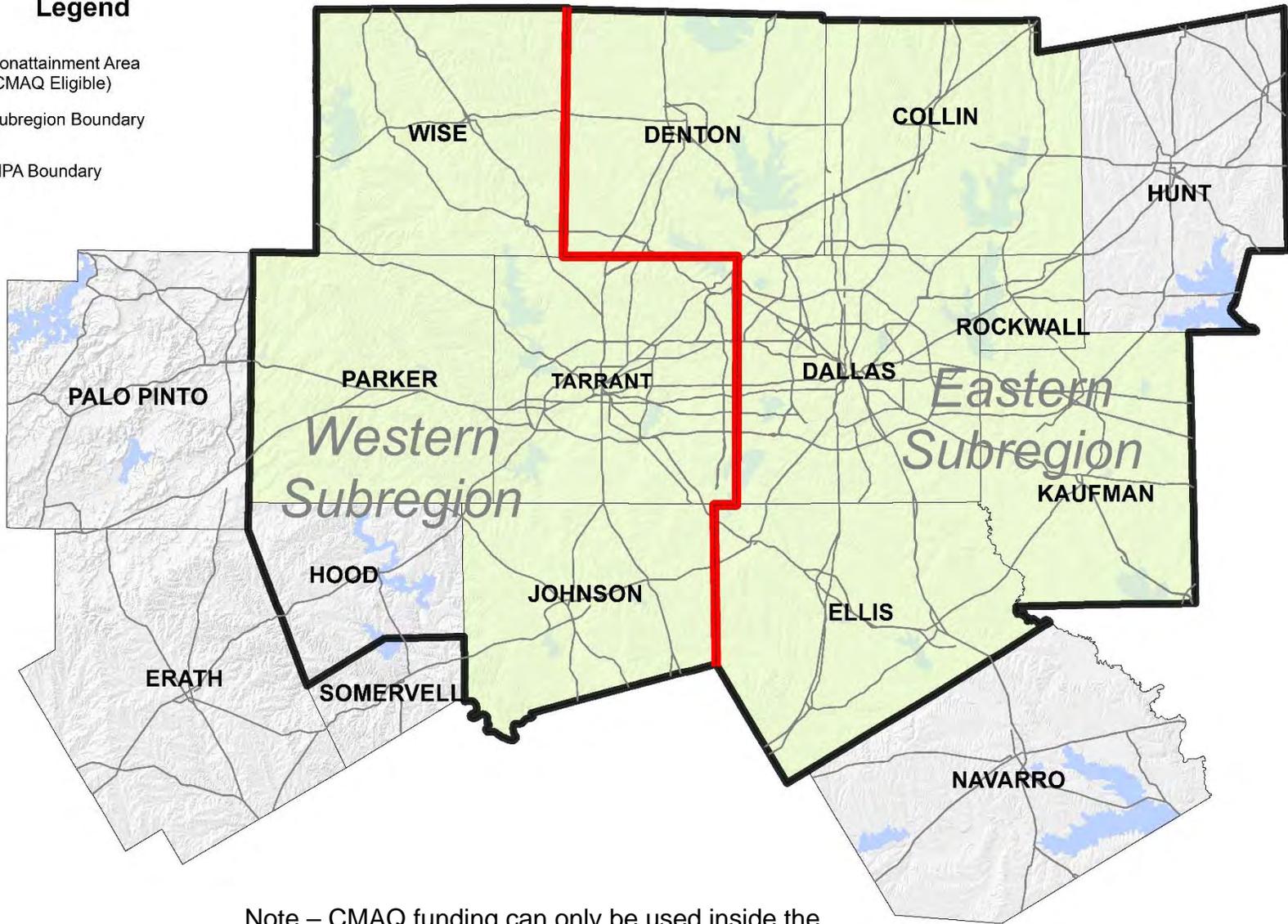
### Congestion Mitigation And Air Quality Improvement Program (CMAQ)

- Designed for air quality or transit projects that address attainment of national ambient air quality standards in nonattainment areas.
  - Allocations to the region are based on population and air quality nonattainment factors.
  - Ozone precursors include: Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO<sub>x</sub>)

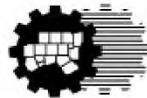
# NONATTAINMENT AREA BOUNDARY

## Legend

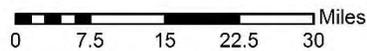
-  Nonattainment Area (CMAQ Eligible)
-  Subregion Boundary
-  MPA Boundary



Note – CMAQ funding can only be used inside the nonattainment area.



North Central Texas  
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# FEDERAL/STATE FUNDING

## Allocation Methodology

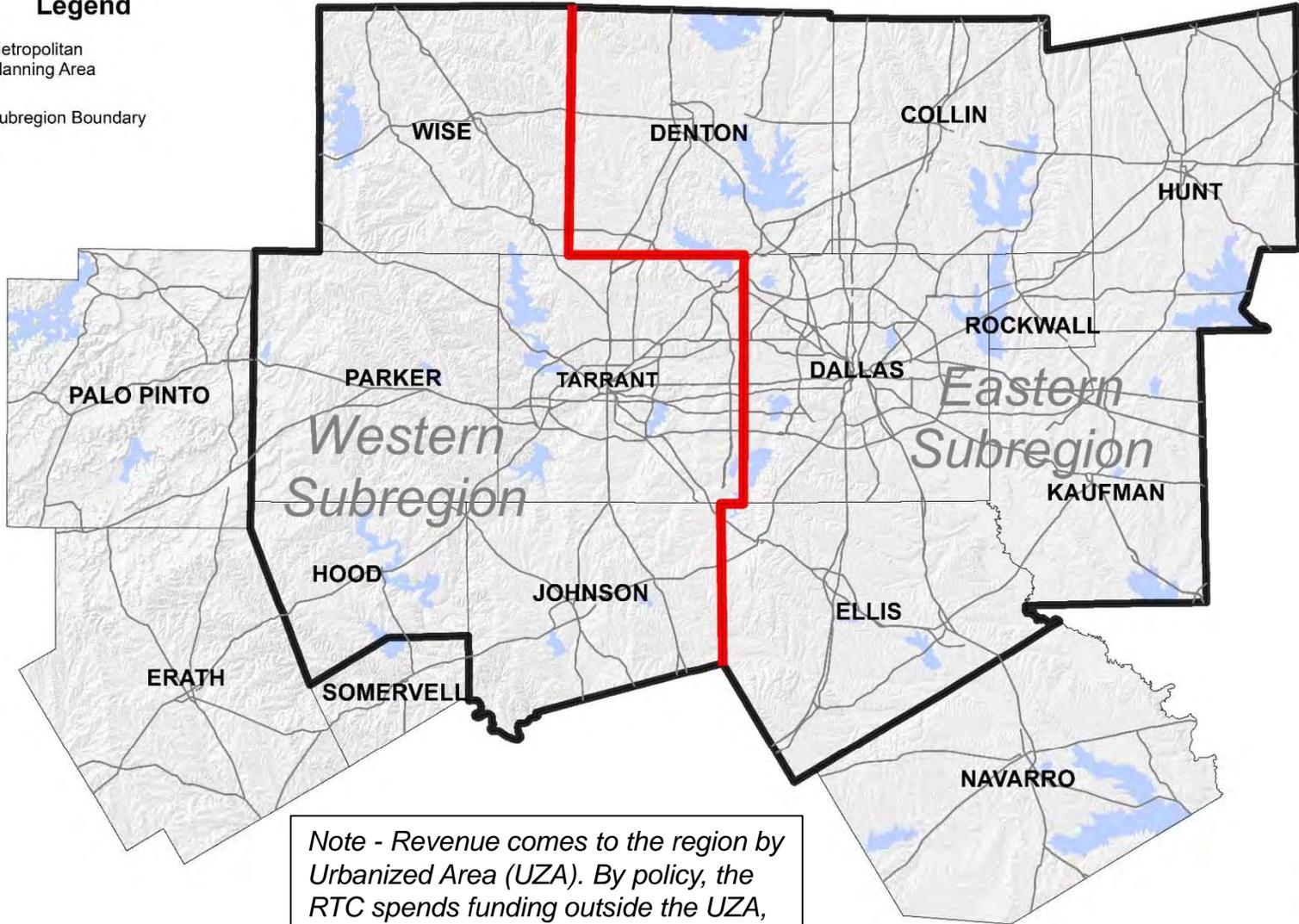
### **Surface Transportation Block Grant Program (STBG)**

- This program is designed for mobility (roadway or transit) and air quality projects that address transportation needs within the Metropolitan Area Boundaries with populations of 200,000 or greater.
- Allocation to the region is based on population.
- Previously named Surface Transportation Program – Metropolitan Mobility (STP-MM).

# MPA BOUNDARY

## Legend

-  Metropolitan Planning Area
-  Subregion Boundary

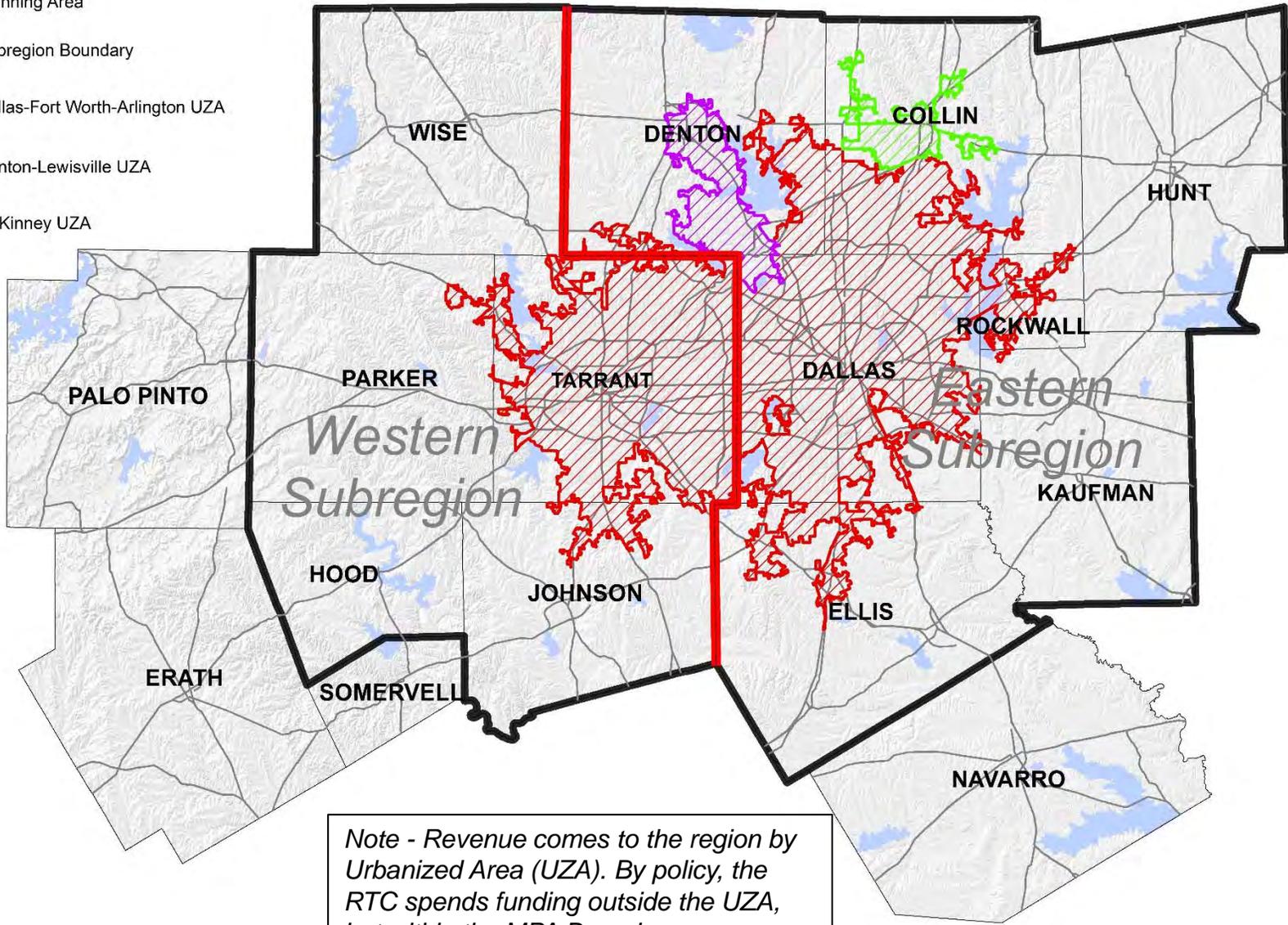


*Note - Revenue comes to the region by Urbanized Area (UZA). By policy, the RTC spends funding outside the UZA, but within the MPA Boundary.*

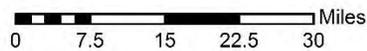
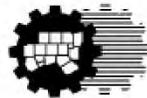
# UZA BOUNDARIES

## Legend

-  Metropolitan Planning Area
-  Subregion Boundary
-  Dallas-Fort Worth-Arlington UZA
-  Denton-Lewisville UZA
-  McKinney UZA



*Note - Revenue comes to the region by Urbanized Area (UZA). By policy, the RTC spends funding outside the UZA, but within the MPA Boundary.*



# FAST ACT FUNDING DISTRIBUTION

## Inputs and Assumptions for STBG

1. 2010 urbanized areas (UZAs)
2. 2014 NCTCOG demographics
3. Vehicle Miles Traveled (VMT ) were derived from the 2014 demographic forecasts and roadway network.
4. Activity = Population + (1.587\* Employment)
  - 1.587 is the latest employment ratio for the region

# PREVIOUS DISTRIBUTION PERCENTAGES

Transportation Funding Bill	STP-MM/STBG		CMAQ	
	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA	33%	67%	33%	67%
TEA-21*	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU	31%	69%	31%	69%
MAP-21	32%	68%	34%	66%
<i>FAST ACT**</i>	32%	68%	34%	66%

\*TEA-21 funding distributions of 32% in the west and 68% in the east were originally approved. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.

\*\* Proposed East-West funding distribution for FAST-Act

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# **VOLKSWAGEN MITIGATION UPDATE AND CORRESPONDENCE TO THE STATE OF TEXAS**

**Surface Transportation Technical Committee**

**Jenny Narvaez**

**February 24, 2017**



**North Central Texas  
Council of Governments**

# OVERVIEW

**Lawsuits Against Volkswagen Group 2.0 and 3.0 Liter Diesel Engine Vehicles**

**Found to Exceed the Environmental Protection Agency's (EPA) Standard for Nitrogen Oxides (NO<sub>x</sub>) Emissions**

**RTC Requested the Department of Justice (DOJ) and Texas Attorney General (AG), if a Financial Settlement is Reached, Funds be Dispersed to Texas Nonattainment Regions (March 10, 2016)**

**Partial Settlements Resulting in \$2.9 Billion Mitigation Trust Fund**

**2.0 liter Partial Settlement (9/30/16): \$2.7 Billion**

**3.0 liter Partial Settlement (12/20/2016): \$225 Million**

***\$209 Million to State of Texas***

**Administration Share is 15%**

# MITIGATION PROCESS

## **Trustee Selected**

*(Anticipated Appointment by Court Early 2017)*



## **Trust Agreement Finalized**

*(Trust Considered Effective)*



**Potential Government Beneficiaries Must File Certification Form to Become Beneficiaries/Identify Lead Agency within 60 Days of the Trust Effective Date**



## **Trustee Files List of Designated Beneficiaries**

*(Trustee has 120 days from Trust Effective Date to file list)*



## **Beneficiaries Must Create Mitigation Plan**

*(Summary of How the Beneficiary Intends to Use Allotted Funds)*



## **Mitigation Trust Administered by Trustee**

*(Trustee Required to Transmit Determination of Beneficiary's Funding Request within 60 Days Upon Receipt)*

# FAIR SHARE FUNDING RECOMMENDATION

Identify Effected Vehicles In Each COG Region



COG Region with Transportation Management Areas (TMA)



COG Region Containing Air Quality Focus; Proposed Ozone Nonattainment, or Existing Vehicle Inspection/Maintenance Program



COG Region within Texas Clear Lanes

Alamo Area COG

Capital Area COG

Houston-Galveston Area Council

Rio Grande COG

North Central Texas COG (Approximately \$63 Million)

Set Aside of 10% for Other Interested Regions

# ELIGIBLE NO<sub>x</sub> MITIGATION ACTIONS

## **Heavy-duty Vehicle Repowers/Replacements:**

**Freight Trucks**

**School, Shuttle or Transit Bus**

**Freight Switchers**

**Airport Ground Support Equipment**

## **Charging Infrastructure for Light-duty, On-road Zero Emission Passenger Vehicles**

## **Actions Eligible Under EPA's Diesel Emission Reduction Act**

**Alternative Fuel Infrastructure**

**Electrified Parking Spaces**

# REQUESTED ACTION

## Letter to Governor of Texas and Texas AG

**Request State of Texas Pursue Receipt of Funds**

**Request Lead Agency be the Texas Commission on Environment Quality**

**Direct that Mitigation Plan Development Include Input from Regions and Other Interested Parties Throughout Texas**

**Emphasis on High NO<sub>x</sub> Reduction Programs**

**Support Fair Share Funding Disbursement to COG's Based On:**  
**Transportation Management Areas**  
**Ozone Noncompliance**  
**Texas Clear Lanes**  
**10% Set Aside for Other Interested Regions**

**Use of Funds be Determined by Each COG**

**Develop Streamlined and Flexible Administrative Functions**

# VOLKSWAGEN MITIGATION UPDATE

## For Further Information

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# MODERN DAY “PEOPLE MOVER” AND ARLINGTON TRANSIT CONCEPTS RESULTING FROM HIGH-SPEED RAIL

Surface Transportation Technical Committee  
February 24, 2017

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Michael Morris, P.E.

Director Of Transportation  
North Central Texas Council Of Governments

# BACKGROUND: START AGAIN

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## Connections

Renew Potential GM Pilot System/Test Track

Dallas Hospital District

East of Galleria (Midtown)

Las Colinas: Upgrade?

Dallas/Fort Worth International Airport Connections

Arlington: University of Texas Arlington, Downtown Arlington,  
Entertainment District, and Beyond

Others

# “PEOPLE MOVER” POLICIES/RFI

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Uniform Technology Throughout Region

Enhance Last-Mile Connectivity to Transit

Technology Advancement in Driverless Vehicles/Batteries

Accommodate Freight Movements

Integrate with Parking

Optimized Engineering and Construction

Low Cost Elevated Public-Sector Corridor

Innovative Funding

Phased Implementation: Collection-Line Haul

# RFI GOALS

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Promote Last-Mile Connectivity

Identify Single Technology

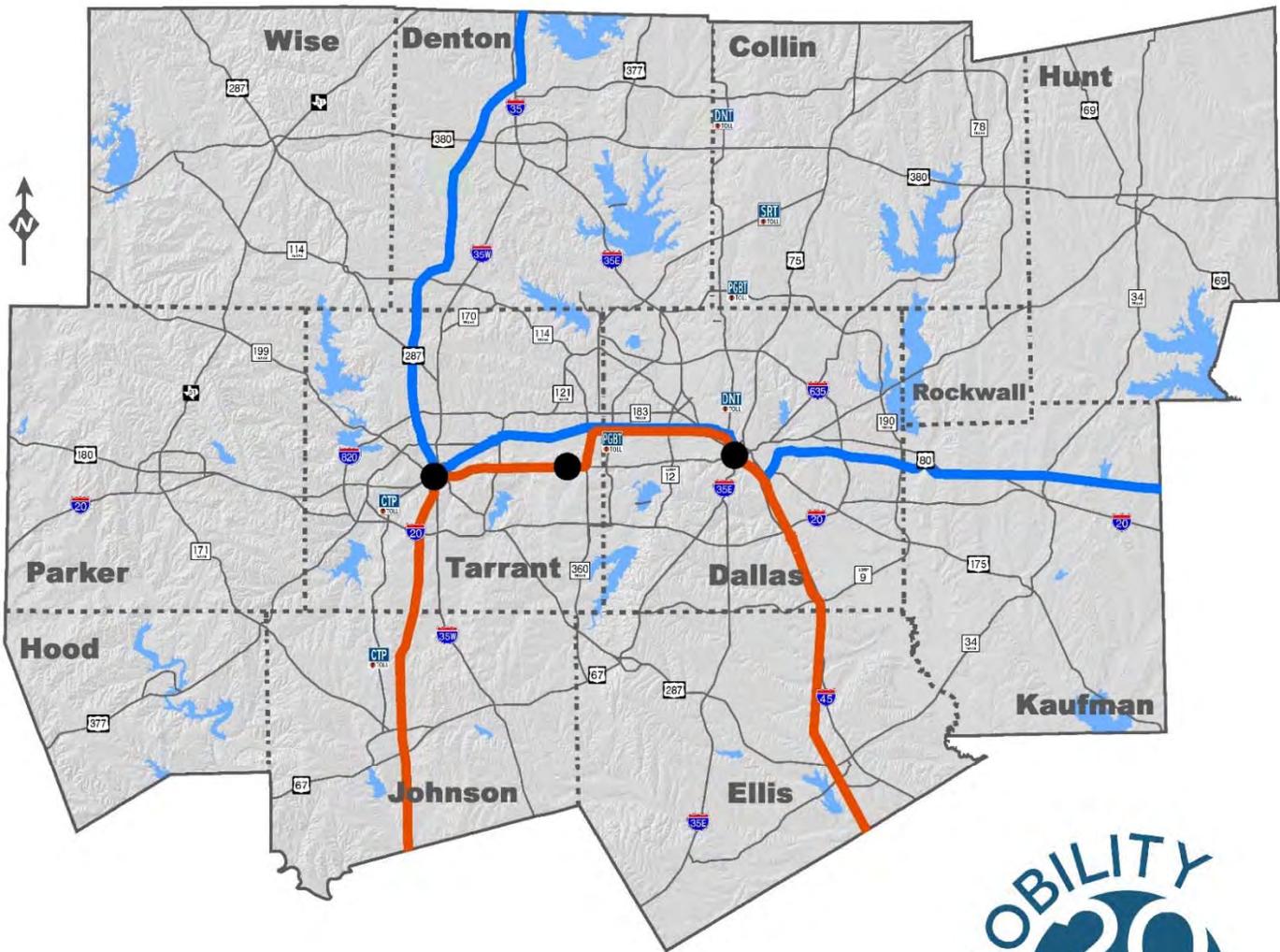
Reduce Procurement and Maintenance Costs

Attract Manufacturer



# DFW High-Speed Rail Projects

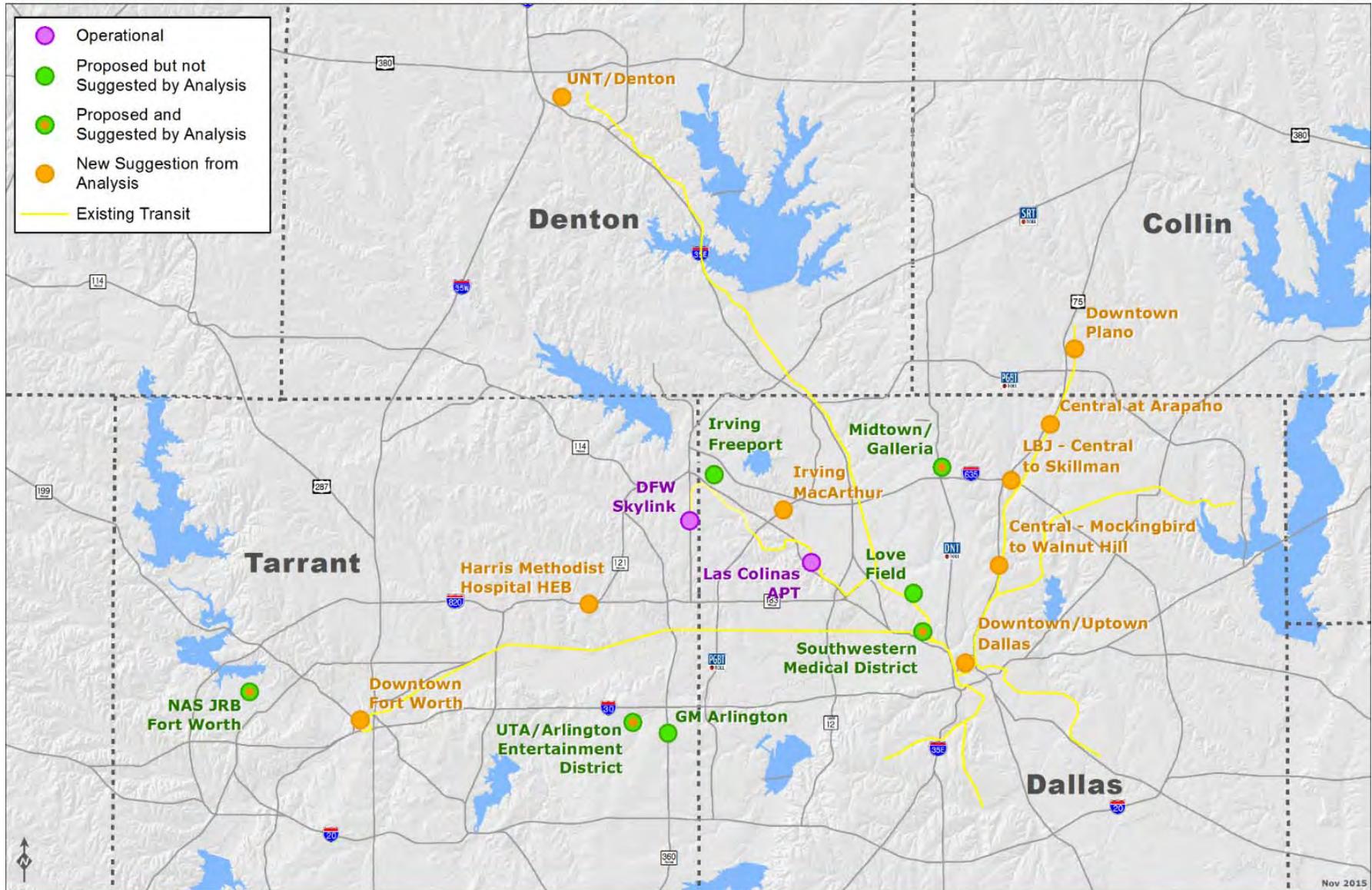
- At Grade
- Grade Separated
- Station Locations
- Major Roadways



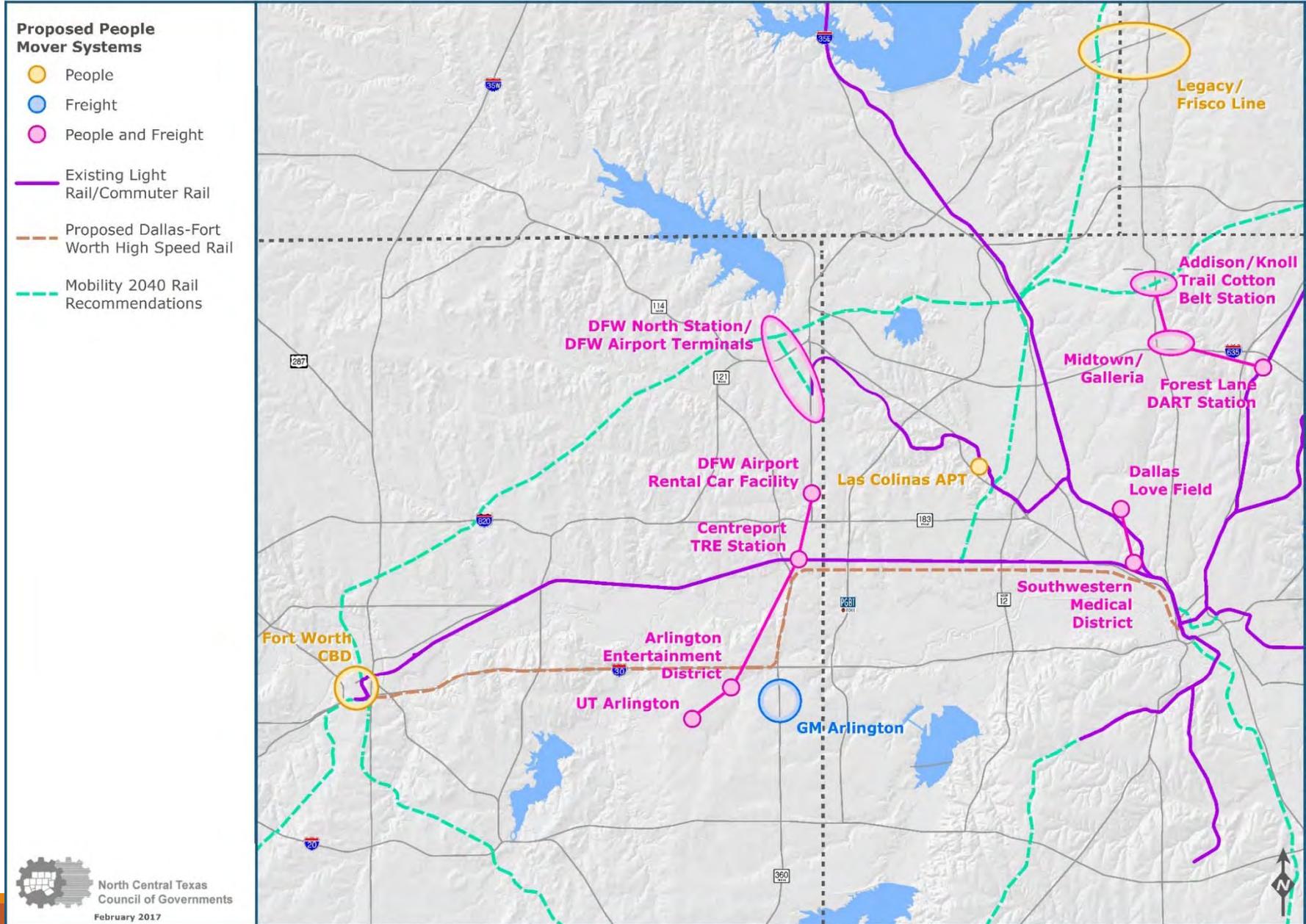
Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.



# Candidate People Mover Systems



# Proposed and Existing People Mover Systems: Examples



# TRADITIONAL PEOPLE MOVERS

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Fixed, Closed Guideways

Limited to One Vehicle Type per System

Difficult to Scale

Few Deployments Outside of Airports/Entertainment Districts

People Only

Can Be Expensive

Can Have Slow Traveling Vehicles

# AUTOMATED VEHICLE OPTIONS: MOVING FREIGHT

---



Automated Delivery  
of Pods

# WHO

---

All of Us

# WHAT

---

## Whole Elephant...For Now?

# WHEN

---

Now:

Early Deployment

and

More Planning for Next Mobility Plan

# WHERE

---

## Grass Roots Identification

# HOW

---

Working Together

Not All Corridors Need Goods  
Movement Options

[Traffic View Help Center](#)

Connecting Citizens and Governments through Data

## Join the Connected Citizens free data exchange program from Waze!

Apply now

[Waze and the Traffic Panopticon](#)

[Waze is Driving into City Hall](#)

[The Secret to 'Smart' Cities](#)

[Waze Teams Up With Cities](#)

### Exchange data with Waze to:

Know what's happening on your roads

Partners receive real-time incident information faster than other reporting methods

Increase the efficiency of incident response

Waze accurately pinpoints and verifies where incidents occur, creating faster response and clearing times

Reduce traffic congestion in your area

Reroute Waze users around road closures and incidents in real time

Make data-driven infrastructure decisions

Gain insights into locations with frequent congestion or hazards to drive smarter urban planning



**Take part in the smart solution**

**Join mobility leaders from around the world to discuss case studies and exchange ideas via in-person summits and an online forum.**

**The Waze map evolves with every driver and data point added. CCP yields more data, giving Wazers a greater ability to circumvent road closures and traffic jams.**

## **Join our global partners**

**Rio de Janeiro, Los Angeles, Tel Aviv, Boston, Jakarta, Florida, Washington D.C., Barcelona, Kentucky, Sydney, Budapest, Latvia, San Jose, Mexico City and many more!**

Apply now

Fact Sheet

[Overview of program](#)

Case Studies

[Examples of program impact](#)

## **FAQ**

How can Waze data benefit my organization?

Millions of Waze users report hourly on traffic, road hazards, road conditions and weather. This data is aggregated and analyzed by Waze, providing you with detailed information on what's happening on your roads by the people who drive them every day.

Why should my organization share information with Waze?

Sharing up-to-date information with Waze provides another means to maintain the safety of drivers in your area.

Whether it's road closures or planned construction, pushing information to Waze will ease congestion by re-routing drivers in real time and minimizing the impact of such disruptive events. Waze also provides attribution for partner-supplied data within the Waze application, a great way to showcase your involvement to your community.

How are Connected Citizens partners chosen?

Waze aims to work with partners who have additional sources of data not found within the Waze app. Waze also considers several other qualifications including geographical diversity, technical capability and eagerness to innovate.

Why did Waze create the Connected Citizens Program?

Waze was built on the premise that we're all in this together; the volunteer community is an integral part of our company, and it's our responsibility to give back to citizens wherever we can. A pilot program with the city of Rio de Janeiro showed us that we can empower city and government leaders with understanding of real-time conditions while delivering actionable insight, regardless of population or location.

The Waze map evolves with every driver and data point added. CCP yields more data, giving Wazers a greater ability to circumvent road closures and traffic jams.

What are the criteria to be eligible for membership in the CCP?

In order to become a member of the CCP, a partner must meet all of the following requirements:

- a. be a government agency or a private road operator (although Google may make an exception to this requirement at its sole discretion in rare circumstances);
- b. complete the [CCP membership application](#) and execute [The Waze Traffic Data API Additional Terms](#) OR execute Google's CCP Contract; and
- c. possess real-time traffic-related data, and have all of the rights needed to provide the data to Google in compliance with the Waze Traffic Data API Additional Terms.

Partner will not submit an application for membership in the CCP unless it meets all of the above requirements.

What type of data does Waze share with Connected Citizens partners?

The Waze data feed contains filtered data for the specific, monitored area including system-generated traffic jams and user-reported traffic incidents (including jams, accidents, hazards, construction, potholes, roadkill, stopped vehicles, objects on road, and missing signs).

Waze makes its data available for the partner to retrieve through a localized XML or JSON feed that is updated every two minutes. Waze additionally offers a web-interface, the Traffic View Tool, where partners have access to real-time, user-reported incidents and estimated travel time along pre-selected routes.

What are the resources available to Connected Citizens partners?

Partners have access to an exclusive tool for inputting road closures and surfacing major traffic events or emergencies. Partners are also invited to join a partner-only online forum that serves as a hub of collaboration and a space to discuss both strategic and operational issues.

Waze hosted a partner summit that coincided with the launch of the Connected Citizens program in October, 2014, and a second partner summit in April, 2015, in Mountain View, CA. Waze plans to continue hosting regular partner summits to facilitate cooperation between Connected Citizens Partners and to engage in candid conversations about future stages of the Connected Citizens program.

What are the goals of the program?

Waze's primary goals are 1) To get Waze-reported incident data into the hands of government officials that can address the reported incident, whether it's a five car pile-up or a pothole; and 2) To give Waze drivers the best real-time, location-based information on what's happening on the roads.

What kind of data do partners share with Waze?

Waze accepts data from partners in a variety of formats (in preferential order): 1) Access to a live feed API (JSON, XML or KML); 2) Data entered directly into the Waze Road Closure Tool; 3) Data entered into the [Partner Closure Google Form](#) ; 4) Emails to [closures@google.com](mailto:closures@google.com) ; and 5) Any combination of the above.

Partners are encouraged to share data on road closures (both scheduled and real-time) and traffic incidents (construction, accidents etc.).

Partner data must contain, at a minimum, the following fields: 1) Coordinates; 2) Street names 3) Description, and 4) [For closures] Start and end time.

How does Waze protect users' privacy?

User privacy is paramount at Waze. All road closure and incident information that partners receive is publicly available and submitted in the app by Waze users. The Waze user alias of each report is never shared. All of the data Waze shares with its partners (or any entity) is in accordance with Waze's user-facing policies, including the [Waze Privacy Policy](#).

**Waze will never share individual driving history or non-public user information with any partner.**

We want to share data with Waze. What format do we need to use?

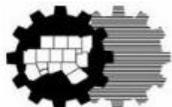
Waze can consume a feed that adds closures and construction info to the map automatically. The feed needs to contain basic data including the time frame of the event, the severity of the event's impact on traffic, the nature of the event and so forth. You can find the exact definitions [here](#).

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# UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT PROGRAM

## SURFACE TRANSPORTATION TECHNICAL COMMITTEE

FEBRUARY 24, 2017



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- Transportation Development Credits = TDCs
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- TDCs are not money or cash
- They do not increase funding for a given project
- They are eligible to “match” a federal funding award
- The Dallas-Fort Worth Region has been allocated 465,486,222 in TDCs
- As of September 30, 2016, the Dallas-Fort Worth Region has 319,121,623 of TDCs available for future allocation

# CURRENT TDC BALANCES

Category	Award Methods	Current Allocation
1	Strategic Awards to Small Transit Providers	10,000,000
2	Type 1 Call: RTC has Revenue <ul style="list-style-type: none"> <li>• Transportation Alternatives Program</li> <li>• TxDOT/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality</li> <li>• Collin County LIP/LIRAP Partnership</li> </ul>	9,600,000
3	Type 2 Call: Local Agency has Revenue	16,764,599
4	Selling TDCs to other MPOs/TxDOT	100,000,000
5	Regional Programs/Management and Operations	10,000,000
TDC Pool	For Future Allocation	319,121,623

# CATEGORY 1: STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS

Goal	<ul style="list-style-type: none"><li>• Support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match</li></ul>
Proposed Action	<ul style="list-style-type: none"><li>• Greater coordination between TIP and Transit Operations teams<ul style="list-style-type: none"><li>• Ensure that the transit category has adequate credits prior to awarding them</li><li>• Increased communication and standard operating procedure for TDC Annual Report</li></ul></li><li>• Continue the category with no changes</li><li>• Increase its allocation by 16,000,000 (1 million for FY 2016 and 5 million each for FY 2017, 2018, and 2019)</li></ul>

# CATEGORY 2: TYPE 1 CALL - RTC HAS REVENUE

Goals	<ul style="list-style-type: none"><li>• Advance initiatives of strategic importance</li><li>• Expedite delivery of projects</li><li>• Free up local or State funds for use on:<ul style="list-style-type: none"><li>• Projects that can be expedited outside the federal process</li><li>• Projects not typically eligible for federal funds</li></ul></li></ul>
Proposed Action	<ul style="list-style-type: none"><li>• Remove “Type 1 Call” from the name and rename to “RTC Has Revenue”</li><li>• Continue the category and increase its allocation by 10,400,000</li></ul>

# CATEGORY 3: TYPE 2 CALL - LOCAL AGENCY HAS REVENUE

Goals	<ul style="list-style-type: none"><li>• Advance projects of strategic importance</li><li>• Support capacity expansion of roadway, transit, and bicycle/pedestrian projects</li><li>• Leverage projects to maximize revenue available to regional transportation projects</li><li>• Expedite multi-modal project delivery</li><li>• Demonstrate innovative funding, partnering, or project delivery methods</li></ul>
Proposed Action	<ul style="list-style-type: none"><li>• Remove “Type 2 Call” from the name and rename to “Local Agency Has Revenue”</li><li>• Decrease the allocation by 73,484 to match the awarded amount</li><li>• Retire the category</li></ul>

# CATEGORY 4: SELL TDCS TO TXDOT AND OTHER MPOS/MPO REVOLVER

Goal	<ul style="list-style-type: none"><li>• Generate local revolving fund to cash flow federal programs administered by NCTCOG</li></ul>
Proposed Action	<ul style="list-style-type: none"><li>• Continue the category</li><li>• Increase allocation by 50,000,000</li><li>• Permit future use of the tool if the opportunity arises</li><li>• Send letters to other MPOs in the State to re-test the market</li></ul>

# CATEGORY 5: REGIONAL PROGRAMS/MANAGEMENT AND OPERATIONS

Goal	<ul style="list-style-type: none"> <li>• Support regional programs that improve air quality, congestion, reliability</li> </ul>
Proposed Action	<ul style="list-style-type: none"> <li>• Continue the category and increase its allocation by 20,000,000</li> <li>• Refine the goal of the category:             <ul style="list-style-type: none"> <li>• “Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply”</li> </ul> </li> <li>• Expand the category and utilize it to assist with:             <ul style="list-style-type: none"> <li>• Strategic partnerships with regional agencies</li> <li>• Future Sustainable Development projects (Phase 4)</li> <li>• Regional Turnback Program efforts</li> <li>• Land use/transportation integration for military bases</li> <li>• Projects/programs that improve safety</li> </ul> </li> </ul>

# PROPOSED NEW CATEGORY

- Metropolitan Transportation Plan (MTP) Policy Bundle
  - Goal: Provide support to agencies that implement policies that further Mobility Plan objectives
  - Propose to allocate 100 million TDCs to this category (Approximately 50 million per year for at least the next 2 years depending on the level of interest)
    - A “bank” of credits for this program was approved as part of Mobility 2040 action in March 2016
  - Eligibility
    - An agency will be considered eligible if it meets 50% of the MTP policies
    - Eligible agencies will then be able to submit projects for consideration (RTC approves via TIP action)

# PROPOSED NEW CATEGORY

- MTP Policy Bundle (cont'd)
  - Selection Process and Use Requirements
    - Agencies must submit the survey to initiate the process
    - Response level from agencies will determine the number of credits that will be awarded to an agency (Credits will be prorated depending on the demand)
      - Propose to use approximately 50 million of the 100 million TDCs (with approximately 5 million TDCs per agency as needed) in Year 1
    - Annual survey submission by agencies:
      - Confirm eligibility if previously qualified
      - Create window for new certifications (for any new agency)
    - TDCs must be assigned to a project within one year (TDCs that are not programmed in the TIP will be returned to the regional pool for reuse in the next year)
    - By State law, project agreement must be signed within 2 years of award or assignment to a project
    - Agencies cannot sell or transfer TDCs

# PROPOSED NEW CATEGORY

- MTP Policy Bundle (cont'd)
  - Deadlines:
    - Agency Survey Submittal: March 3, 2017 (First Friday of March going forward)
    - First Opportunity for Project Submittal: Due to TIP team by the deadline for the August 2017 TIP Modification cycle (April 28, 2017)
    - Can also submit projects through the November 2017, February 2018, and May 2018 TIP Modification cycles
  - Additional Information: [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)

# SUMMARY OF PROPOSED ACTIONS

Category	Proposed Action(s)
1 – Strategic Awards to Small Transit Providers	Continue the category and increase its allocation
2 – RTC Has Revenue	Continue the category and increase its allocation
3 – Local Agency Has Revenue	Retire the category after adjusting its allocation
4 – Selling TDCs to Other MPOs/TxDOT	Continue the category and increase its allocation
5 – Regional Programs/Management and Operations	Refine and expand the category’s goal and scope; Increase its allocation
6 – MTP Policy Bundle	Create the category and increase its allocation

# PROPOSED NEW ALLOCATION AMOUNTS

Category	Award Methods	Current Allocation	Proposed Change	Revised Allocation <sup>1</sup>
1	Strategic Awards to Small Transit Providers	10,000,000	+16,000,000	26,000,000
2	<del>Type 1 Call:</del> RTC has Revenue	9,600,000	+10,400,000	20,000,000
3	<del>Type 2 Call:</del> Local Agency has Revenue	16,764,599	-73,484	16,691,115
4	Selling TDCs to other MPOs/TxDOT	100,000,000	+50,000,000	150,000,000
5	Regional Programs/Management and Operations	10,000,000	+20,000,000	30,000,000
6	MTP Policy Bundle	0	+100,000,000	100,000,000
TDC Pool	For Future Reallocation	319,121,623	-196,326,516	122,795,107
Total		465,486,222		465,486,222

<sup>1</sup>Additional allocations are for fiscal year 2017, 2018, and 2019

# REMAINING TDC AMOUNT

- If the proposed allocations are approved, our MPO would have  $\approx$ 122.8 million TDCs left for future allocation.
- Staff plans to work with TxDOT to determine why our MPO has not received more TDCs
  - Is the State not meeting the federal maintenance of effort (MOE) requirement?
  - Or, is the State meeting MOE, but not requesting approval of new credits?
- Propose to send a letter to the State requesting clarification of the above issues

# FUTURE TDC AWARDS

- If additional TDCs are awarded, the RTC will be asked to approve the adjusted allocation to the respective category at that time.
  - Example: Approval of transit projects using Category 1 TDCs will be accompanied by approval of an increased allocation for that category to cover the awarded amount, if needed.
- The TDC balances will then be adjusted to reflect the new allocations.

# TIMELINE

February 2017

STTC Information

March 2017

RTC Information  
Public Meetings  
STTC Action

April 2017

RTC Action

# QUESTIONS?

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# TDC CATEGORY PROJECT ELIGIBILITY & SELECTION TYPE

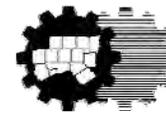
Category	Eligible/Example Project Types	Selection Type
1 – Strategic Awards to Small Transit Providers	<ul style="list-style-type: none"> <li>• Capital (e.g. buses, mobility management, maintenance)</li> <li>• Planning</li> </ul>	<ul style="list-style-type: none"> <li>• RTC and/or TIP Action</li> <li>• Ongoing, “open” call for projects</li> </ul>
2 – RTC Has Revenue	<ul style="list-style-type: none"> <li>• Roadway, transit, bicycle/pedestrian</li> </ul>	<ul style="list-style-type: none"> <li>• Calls for projects</li> <li>• TIP Action</li> </ul>
3 – Local Agency Has Revenue	<ul style="list-style-type: none"> <li>• Roadway, transit, bicycle/pedestrian</li> </ul>	<ul style="list-style-type: none"> <li>• Calls for projects</li> </ul>
4 – Selling Credits to Other MPOs/TxDOT	<ul style="list-style-type: none"> <li>• Roadway, transit, bicycle/pedestrian</li> </ul>	<ul style="list-style-type: none"> <li>• Partnership between NCTCOG and TxDOT/Other MPOs (approved by RTC)</li> </ul>
5 – Regional Programs/Management and Operations	<ul style="list-style-type: none"> <li>• Air quality, Travel Demand Management, operations, data collection, software development, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• RTC and/or TIP Action</li> </ul>

# **SCHEDULE FOR THE METROPOLITAN TRANSPORTATION PLAN, TRANSPORTATION IMPROVEMENT PROGRAM, AND AIR QUALITY CONFORMITY**

**Surface Transportation Technical Committee**

**Jenny Narvaez**

**February 24, 2017**



**North Central Texas  
Council of Governments**

# RATIONALE

## **AIR QUALITY CONFORMITY:**

**EPA Adequacy on Latest Motor Vehicle Emission Budgets (MVEB)**

**NO<sub>x</sub> = 130.77 tons per day**

**VOC = 64.91 tons per day**

**Conformity Deadline = November 23, 2018**

**New 2015 Ozone Standard Nonattainment Designations – October 2017**

**Conformity Deadline = Late 2018 – Early 2019**

## **METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE:**

**Demographics to 2045**

**Incorporate Most Recent Project Development Initiatives  
(i.e. HB20 10-Year Planning Effort)**

**Incorporate Modern Day “People Mover”**

**Environmental Documentation Consistency**

**Results from 85<sup>th</sup> Texas Legislative Session**

**Possible Inclusion of New Federal and State Performance Measures**

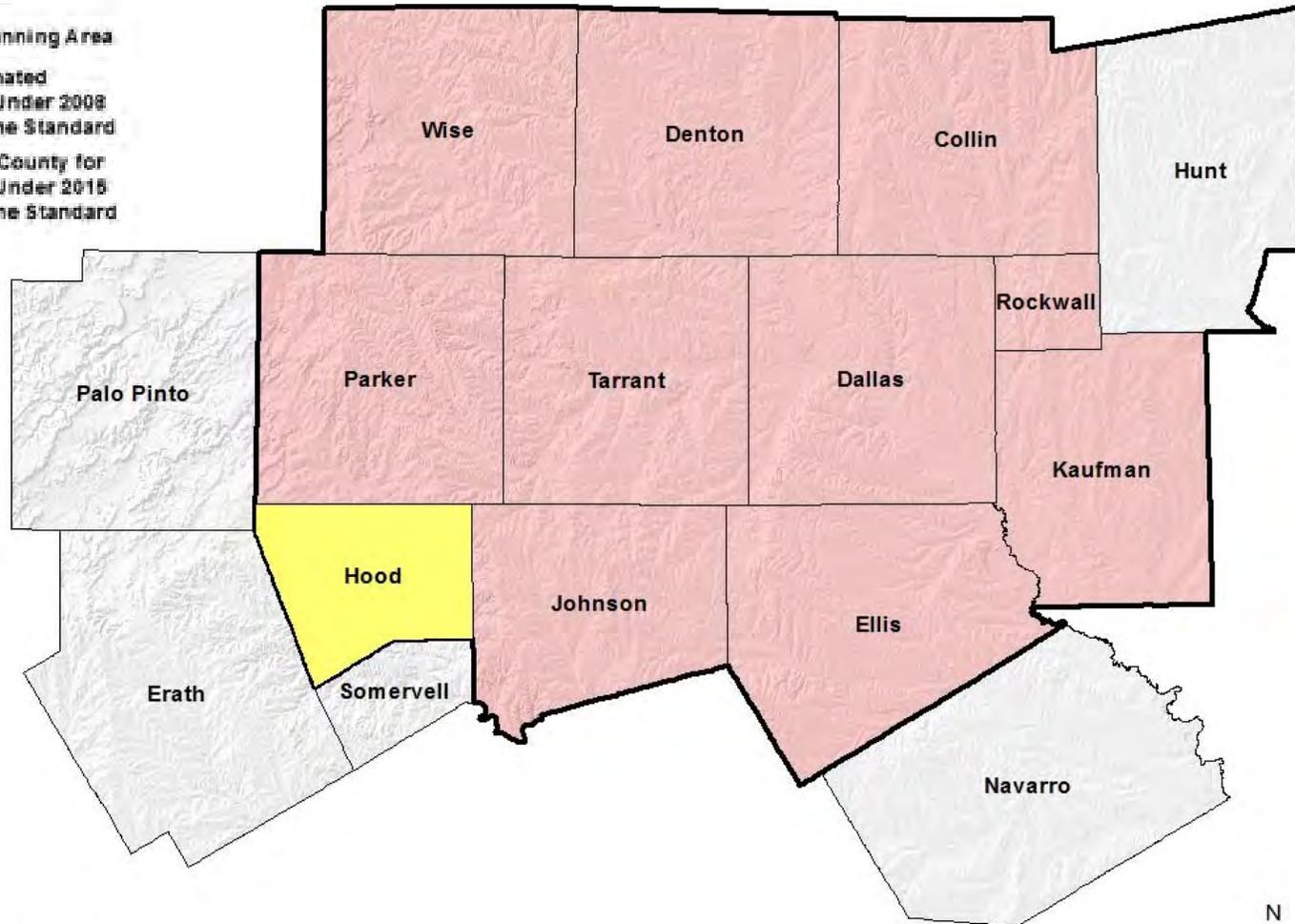
## **TRANSPORTATION IMPROVEMENT PROGRAM (TIP):**

**2019-2022 Inventory of Surface Transportation Projects**

# DFW METROPOLITAN PLANNING AND NONATTAINMENT AREAS

## Legend

-  Metropolitan Planning Area
-  Counties Designated Nonattainment Under 2008 Eight-Hour Ozone Standard
-  Recommended County for Nonattainment Under 2015 Eight-Hour Ozone Standard



# SCHEDULE

**DRAFT**

Milestone	Date
2045 MTP Update, 2019-2022 TIP, and Air Quality Conformity Development	Begins April 2017
Public Involvement	Through May 2018
2019-2022 TIP (STTC-Action)	April 27, 2018
2019-2022 TIP (RTC-Action)	May 10, 2018
2045 MTP Update and Air Quality Conformity (STTC-Action)	May 25, 2018
2045 MTP Update and Air Quality Conformity (RTC-Action)	June 14, 2018
Air Quality Conformity Consultation Process	June – November 2018
Air Quality Conformity DOT Determination	By November 23, 2018

# CONTACT

## **For More Information on 2045 MTP:**

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## **For More Information on 2019-2022 TIP:**

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## **For More Information on Air Quality Conformity:**

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## **Planning Cycle for Upcoming Metropolitan Transportation Plan, Transportation Improvement Program, and Air Quality Conformity**

As the Governor-designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, the North Central Texas Council of Governments (NCTCOG) is responsible for development of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and air quality conformity analysis. The 10 counties in the DFW area are designated as an ozone nonattainment area by the US Environmental Protection Agency (EPA) and are subject to the transportation conformity analysis requirements of the Clean Air Act Amendments (CAAA) of 1990. These counties fall within the 12-county Metropolitan Planning Area (MPA). The transportation conformity analysis is based on the long-range Metropolitan Transportation Plan and must demonstrate the total ozone-causing pollution expected from all of the planned transportation projects listed in the MTP are within limits established in the State Implementation Plan for complying with the CAAA.

The following is a list of efforts and projects that are anticipated over the next two years:

### **Air Quality**

The EPA declared the motor vehicle emissions budgets (MVEBs) in the *Dallas-Fort Worth (DFW) Attainment Demonstration State Implementation Plan revision for the 2008 8-Hour Ozone NAAQS* adequate for transportation conformity purposes. Per the Code of Federal Regulations (CFR), Title 40, Part 93.104(e), the DFW area must demonstrate conformity, using these MVEBs within two years of the effective date, November 23, 2016. To meet this deadline, the Regional Transportation Council (RTC) will take local action by adopting transportation conformity results in June 2018 to allow the US Department of Transportation sufficient time to provide a federal conformity determination by November 2018.

### **Transportation Improvement Program**

The Transportation Improvement Program (TIP) is developed in accordance with the metropolitan planning requirements set forth in the Statewide Metropolitan Planning Final Rule (CFR, Title 23, Part 450; CFR, Title 49, Part 613). Because the Dallas-Fort Worth area is designated nonattainment, regionally significant surface transportation projects must be inventoried in the TIP. Deadlines for TIP development and submittal are dictated by the Statewide Transportation Improvement Program (STIP) schedule. The TIP is modified quarterly and a new TIP is developed every two years. Due to this schedule, development or amendments of the TIP may not share the same schedule as the MTP and conformity analysis. However, once the MTP and conformity are approved, projects in the TIP can be amended to conform. The intent is to have the projects in the TIP to match the November 2018 conformity date, so the RTC would need to take final action on the 2019-2022 TIP by May 2018.

### **Metropolitan Transportation Plan**

Federal planning regulations require that the MTP in a nonattainment area be revised at least once every four years. There are three types of MTP revisions including administrative modification, amendment, or update (a brand new plan is classified as an update). The threshold for the type of MTP revision pursued is relative to what is being changed in the MTP. For example, minor text changes would qualify as an administrative modification, changes to design concept or scope for a few projects could be accounted for in an amendment, while more substantive changes regarding demographic forecasts, MTP base and horizon year, financial assumptions, etc. would require an update. Due to the magnitude of changes that are necessary for the next MTP revision, it is appropriate to pursue an update in the form of a new

MTP. These changes include updated demographics to 2045, incorporation of House Bill 20 10-year planning effort, inclusion of the modern day “People Mover”, consistency with environmental documentation, results from the 85<sup>th</sup> Texas legislative session, and possible inclusion of new federal and state performance measures.

### **Model Development Group**

During the development of a new MTP, the regional travel demand model version DFX 4.5 should be used in creation of the traffic forecasts. The MVEB emissions and budgets were established from model runs using this version; changes to the model would result in changes to the budgets. The DFX 4.5 is already available for use by the Air Quality and Mobility Plan teams. DFX 4.5 has been validated based on 2010 observed roadway counts and 2014 observed transit ridership.

### **Demographics**

To support the development of a new MTP, a demographic forecast for 2045 would be created by January 2018. This new forecast would not change the existing demographic forecast that included 2017-2040, released in 2015. The 2045 forecast would be an extension of the 2040 demographics. The new forecast for 2045 will provide an opportunity to utilize newly available data from cities and local governments regarding unseen development in the 2040 forecast. To stay in compliance with federal planning regulations, the MTP horizon year will be extended to 2045 to maintain the 20-year planning cycle.

### **Congestion Management Process**

A Congestion Management Process (CMP) is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). Federal requirements state that in all TMAs, the CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process. Although this is a federal requirement, no specific deadlines are set for updates to the CMP. CMP project forms must be completed for individual projects by implementing agencies and submitted to NCTCOG. The development of a new MTP would not significantly impact any CMP efforts.

### **National Environmental Policy Act**

To receive environmental approval under National Environmental Policy Act (NEPA), a project must be consistent with the MTP and transportation conformity. To determine this, the Federal Highway Administration reviews the project design, environmental documentation, MTP, TIP listings, conformity tables, and conformity networks. Additionally, several analyses (e.g., mobile source air toxins, regional tolling analysis, and project specific environmental justice origin-destination) in a NEPA document rely on data from the travel demand model. These must be performed using the MTP networks that correctly reflect the design. The development of an update, amendment, or new MTP would not significantly impact any major projects. For at least five known projects, a change to the MTP and associated conformity networks is needed before the projects can be environmental approved.

### **Public Involvement**

Public involvement supports the conformity, TIP, and MTP processes by affording opportunities for public review and comment. Per the RTC Public Participation Plan, draft MTP, TIP, and air quality conformity documentation would be made available at multiple public meetings throughout the region. The MTP update must be provided at least 60 days, and the TIP and conformity results at least 30 days prior to requesting local RTC approval. Members of the public are notified of the meetings via articles, email, social media, and newspaper

advertisements, including minority publications. Additionally, at least one public meeting is video recorded and made available online at [www.nctcog.org/video](http://www.nctcog.org/video) for review and comment.

### **Unified Planning Work Program**

Under federal law (CFR, Title 23, Part 450.308), the NCTCOG is responsible for documenting transportation planning activities and transportation-related air quality planning activities in a Unified Planning Work Program (UPWP) for the Metropolitan Planning Area. The UPWP documents the planning efforts and priorities during a specified timeframe. Modifications to the Fiscal Year (FY) 2016 and FY2017 UPWP will be necessary to incorporate development of the MTP, conformity analysis, and the preparation of demographic forecasts through the year 2045. Proposed modifications will be presented through a public outreach effort initiated in March 2017, followed by action from the Surface Transportation Technical Committee later that month, and action by the RTC and NCTCOG Executive Board in April 2017. Upon these approvals, proposed modifications will be transmitted to the state and federal funding partners for review and approval during the May/June 2017 timeframe.

DRAFT



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

February 9, 2017

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

Dear Secretary Chao:

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

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

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

- **National Infrastructure Bank**  
The DFW region is a model for public-private partnerships and has additional projects ready to move forward through an Infrastructure Bank. With the advent of new technology and driverless vehicles, many innovative projects across a variety of transportation modes could be advanced.
- **Funding Partnerships**  
The DFW region can be used as a road map of how tools and project leveraging can be implemented. For example, managed lanes on the LBJ Express and North Tarrant Express projects used a private equity finance model for a public-private partnership. In addition, MPO-Texas Department of Transportation public sector partnerships have also been constructed.
- **High-speed Rail**  
Texas Central Partners is developing a high-speed rail line from Houston to Dallas. In addition, an environmental study is underway for an extension of the line from Dallas to

February 9, 2017

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

- **Public Transportation**

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

- **Job Creation**

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

- **Optimize Patrol and Traffic Response**

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

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

Sincerely,



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

RH:ch  
Enclosure

cc: The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission  
Mr. Al Alonzi, Texas Division Administrator, Federal Highway Administration  
Mr. Bob Patrick, Region 6 Administrator, Federal Transit Administration  
Mr. Michael Morris, P.E., Director of Transportation, NCTCOG



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

February 9, 2017

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area we respectfully request your consideration of this initiative. A membership roster of the RTC is enclosed. The RTC and the North Central Texas Council of Governments' (NCTCOG) Transportation Department work with elected officials, all levels of government, transportation partners, and the region's residents to plan coordinated transportation systems, projects and policies to meet transportation and air quality needs for the Dallas-Fort Worth area.

Members of the RTC are requesting your support for high-speed rail between Fort Worth and Dallas. The Texas Department of Transportation (TxDOT) is completing an Environmental Impact Study with the Federal Railroad Administration (FRA) within the next twelve months. We believe a partnership between the private-sector/international high-speed rail implementers and the Federal Railroad Administration could help advance the project. With this letter, we seek support from interested House members. The RTC wishes to explore ways to create a partnership between our region and your office.

High-speed rail has the potential to be a transformative mode of transportation. A private company, Texas Central Partners, is funding a route from Houston to Dallas, and officials throughout DFW are working hard to plan for an extension from Dallas to Fort Worth through Arlington. Eventually, high-speed rail continues from Fort Worth to the Austin-San Antonio region.

Representatives from the cities of Dallas, Fort Worth, and Arlington, Texas met with former Secretary Foxx on October 15, 2015. Since that time, work has progressed on several fronts for the Dallas-Arlington-Fort Worth segment and we feel the time is right to make a request for funding for the project from the US Department of Transportation (USDOT) and the FRA. This request is for \$2 billion for implementation of high-speed rail from Dallas to Fort Worth. This is the gap in capital costs with the remainder paid by the private sector.

In March 2016, USDOT and FRA issued a request for proposals through the Federal Register and several responses were received for Texas corridors from private and public respondents. In parallel, the DFW region has moved forward on several items to prepare for high-speed rail service within the region. An industry forum was held in June 2016 that was attended by over 80 individuals representing firms from several countries, showing that there is international interest in participating in high-speed rail projects in the US.

February 9, 2017

This fall, NCTCOG, the Metropolitan Planning Organization for the DFW region, issued a Request for Proposals for three station area plans in Dallas, Arlington, and Fort Worth and consultants have been selected to begin that work. In addition, NCTCOG issued a Request for Information and received 15 responses from global firms with expertise in planning, financial, technical, engineering, partnerships, fare collection, construction, and operations/maintenance of high-speed rail. TxDOT continues to work on an Environmental Impact Statement for the segment from Dallas to Fort Worth, with a final report expected to be finalized in 2017. Ridership forecasts have recently been completed by NCTCOG and show that the line connecting with the Dallas-Houston segment will be an extremely popular alternative for travelers to, from, and within the DFW region.

We fully support efforts to bring high-speed rail to the DFW region and request the USDOT and FRA review this funding request as a potential to leave a lasting legacy of innovation on transportation in the US, Texas, and the DFW region. Thank you for your service to our Nation. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or (817) 695-9241.

Sincerely,



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

RH:kd  
Enclosure

cc: The Honorable Michael Burgess, Congressman, US House of Representatives  
The Honorable Kay Granger, Congresswoman, US House of Representatives  
The Honorable Eddie Bernice Johnson, Congresswoman, US House of Representatives  
The Honorable Kenny Marchant, Congressman, US House of Representatives  
The Honorable Pete Sessions, Congressman, US House of Representatives  
The Honorable Marc Veasey, Congressman, US House of Representatives  
The Honorable Roger Williams, Congressman, US House of Representatives  
Mr. Marc Dixon, South Central Regional Manager, Federal Railroad Administration  
Michael Morris, P.E., Director of Transportation, NCTCOG

## EULESS USES LESS WITH IDLE REDUCTION



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

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

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

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



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



BAILEY MULLER | Dallas-Fort Worth Clean Cities | bmuller@nctcog.org | 817-695-9299



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**class 4-7 vehicles qualify!!**





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

February 13, 2017

Mr. Robert Lingard  
Office of Air Quality Planning and Standards  
Environmental Protection Agency  
Mail Drop C404-03  
Research Triangle Park, NC 27711

Attn: Docket ID No. EPA-HQ-OAR-2016-0202

Dear Mr. Lingard:

On behalf of the Regional Transportation Council (RTC) who serves as the Metropolitan Planning Organization for North Central Texas and is the local policy body responsible for meeting federal transportation conformity requirements, I appreciate the opportunity to review and provide comments to the Environmental Protection Agency's (EPA) *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classification and State Implementation Plan (SIP) Requirements (Docket ID No. EPA-HQ-OAR-2016-0202)* published in the *Federal Register (81 FR 81276)* November 17, 2016. Currently, 10 counties in North Central Texas are designated ozone nonattainment under the 2008 National Ambient Air Quality Standards (NAAQS) and are predicted to be ozone nonattainment under the 2015 ozone NAAQS when designations are made later this year. The region takes NAAQS noncompliance very seriously and works closely with the Texas Commission on Environmental Quality on the development of our regional SIP in addition to implementing a diverse array of transportation emission reduction control strategies aimed at attaining air quality standards. The RTC supports EPA in revising the ozone standard to a level that is best supported by science and health related studies and supports logical implementation rules that will guide attainment success.

#### **Appreciate comment period extension**

The EPA's extended comment period to February 13, 2017, is welcomed. This additional time allows for practitioners ample opportunity to review proposal, discuss with colleagues, and prepare appropriate comments.

#### **EPA proposal to implement a modernized Title I, Subpart 2 classification methodology**

To classify nonattainment areas and establish attainment dates, the EPA is proposing the option of Title 1, Subpart 2 as contained in the Clean Air Act (CAA). The methodology being utilized is referred to as "percent-above-the-standard". The EPA has stated this approach is desirable because the "percent-above-the-standard" methodology follows previously implemented standards and has avoided litigation. It is essential to look for possible unintended consequences of this proposal. Application of this approach suggests a majority of nonattainment areas would be classified as "Marginal" which is associated to no SIP requirements and, depending on effective date of the implementation rule, could have a year 2020 attainment deadline. More specifically and critical to local regions would be design value milestone years of 2017, 2018, and 2019.

February 13, 2017

Statistically speaking this "percent-above-the-standard" methodology places States and local regions at a disadvantage, as compared to a more modern and realistic methodology, and ultimately in the long run, doing possible more harm to public health. To support this observation, the EPA's recent publication *Notice of Availability of the Environmental Protection Agency's Preliminary Interstate Ozone Transport Modeling Data for the 2015 Ozone National Ambient Air Quality Standard (NAAQS) (82 FR 1733)*, suggests numerous nonattainment areas in Texas are forecasted to have design values over the 2015 ozone NAAQS of 70 parts per billion (ppb) into the year 2023, three years later than the "percent-above-the-standard" calculations suggest. Due to this significant inconsistency between the "percent-above-the-standard" methodology versus the EPA's own ozone forecast modeling, the RTC staff is urging the EPA to reconsider the proposed methodology and utilize an alternate classification approach that results in more realistic conclusions consistent with observed historical trends and existing modeling forecasts.

#### **Support for use of Title I, Subpart 1 classification approach**

If the EPA is unable to thoroughly evaluate and implement a more reasonable approach to classify nonattainment areas under Subpart 2, then RTC staff strongly requests the EPA to carryout necessary steps for utilization of Subpart 1. Subpart 1 is allowable in areas with an ozone design value less than 90 ppb and provides for a more orderly, meaningful, and reasonable planning process to develop and implement necessary emission reduction measures that will lead to a more realistic attainment goal. We understand Subpart 1 requires attainment demonstration SIP's and has a five-year milestone from classification effective date to attain the 2015 ozone NAAQS, with the possibility of up to 10 years if the EPA deems appropriate.

#### **Support for Option 1 to revoke the 2008 ozone NAAQS**

RTC staff supports the proposed Option 1, which will revoke the 2008 ozone NAAQS for all purposes in each area one year after the 2015 ozone NAAQS designation effective date. This option would establish a set of protective anti-backsliding requirements for all nonattainment areas that have not yet attained the 2008 ozone NAAQS at the time of its revocation.

RTC staff does not support Option 2, which would place a burden on federal, state, and local resources by increasing the number of analysis years needed to complete emissions inventory preparations for SIPs and conformity demonstrations. If a region is classified as nonattainment for both the 2008 and 2015 ozone standard, the requirements to demonstrate attainment of the 70 ppb standard, will simultaneously demonstrate attainment of the 75 ppb standard. The anti-backsliding requirements put in place by the EPA will ensure a region, if classified more stringent under the 2008 standard, will still be held to the control strategies and regulations of the higher classification, without creating a need for duplication of emission inventories and conformity demonstrations.

#### **Support for wider application on international emissions impacts**

RTC staff supports wider application of CAA Section 179B policy on international emissions impacts beyond historical applications to only nonattainment areas adjoining international borders (e.g. El Paso, Texas). Section 179B allows the EPA to approve prospective attainment plans if the demonstration shows the area would attain "but for emissions emanating from outside the US", and not reclassify an area upon a determination that an area would have attained by its attainment date "but for emissions emanating from outside the US" Supporting this need, the EPA's *Notice of*

Mr. Robert Lingard  
Page Three

February 13, 2017

*Availability of the Environmental Protection Agency's Preliminary Interstate Ozone Transport Modeling Data for the 2015 Ozone National Ambient Air Quality Standard (NAAQS) (82 FR 1733)* identifies other states and global emissions contributing significant ozone level impacts in Texas nonattainment areas. These external uncontrollable impacts look to be the deciding difference for North Central Texas' future attainment coupled with tighter ozone NAAQS.

**Ensure timeliness of final rules**

Through the CAA, the EPA sets strict deadlines for regions to come into attainment, transportation conformity determinations, SIP submittals, etc. In turn, however, the EPA has established a precedence of not meeting NAAQS complimentary federal deadlines to adopt and publish implementation rules. This puts undue burden on nonattainment regions to develop SIPs and conformity determinations. RTC staff suggests the EPA to fulfill their obligations under the CAA and when uncontrollable delays occur, then the EPA is asked to revisit the NAAQS timetable, including designation and implementation, to develop a more practical, effective, and efficient schedule and communicate this in a timely manner to the States and local areas.

Thank you for this opportunity to comment on the *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classification and State Implementation Plan Requirements*. We look forward to a continued partnership with the EPA as we work together toward the common goal of improving air quality in North Central Texas. If you have any questions or would like further clarification, please contact Chris Klaus at (817) 695-9286 or at [cklaus@nctcog.org](mailto:cklaus@nctcog.org).

Sincerely,



Michael Morris, P.E.  
Director of Transportation

AP:ch

cc: Mike Eastland, Executive Director, NCTCOG  
Chris Klaus, Senior Program Manager, NCTCOG

# NAFTC First Responder Alternative Fuel Vehicle Safety Training

## **Monday, March 6**

Firefighters

8:30 am - 5 pm

Register:

[csrtc.nctcog.org/p-6580-naft.aspx](http://csrtc.nctcog.org/p-6580-naft.aspx)

## **Tuesday, March 7**

EMS & Law Enforcement

8:30 am - 3 pm

Register:

[csrtc.nctcog.org/p-6581-naft.aspx](http://csrtc.nctcog.org/p-6581-naft.aspx)

Cost: \$15

Lunch will be provided.

Addison Fire Department  
4798 Airport Pkwy  
Addison, TX 75001



Dallas-Fort Worth  
CLEAN CITIES

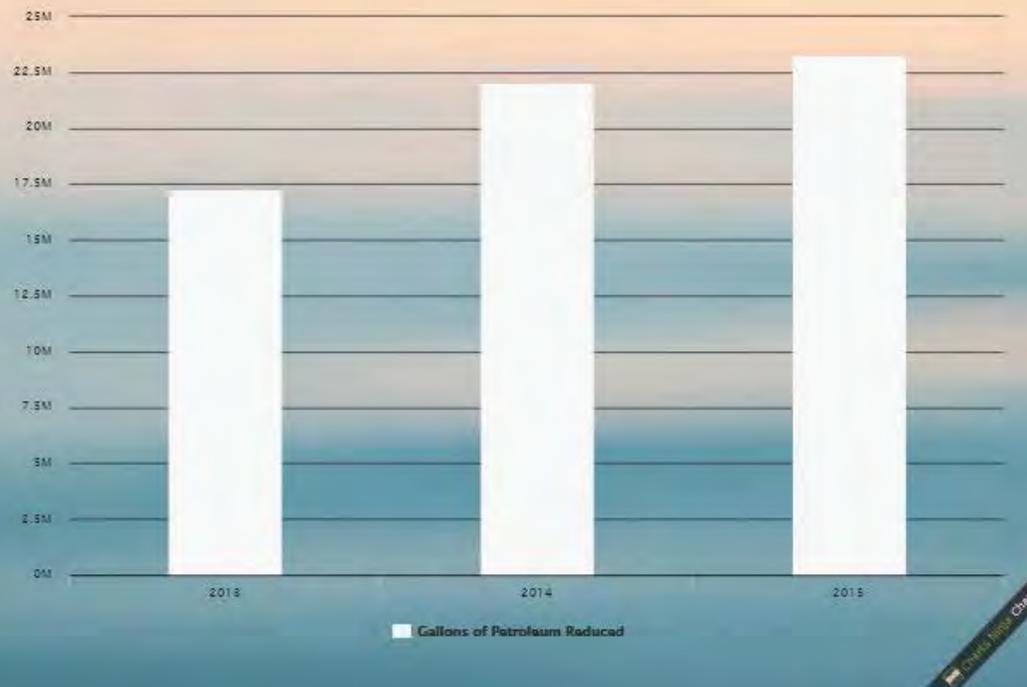


As part of a grant from the Department of Energy, the Dallas-Fort Worth Clean Cities and the National Alternative Fuels Training Consortium (NAFTC) are hosting safety training courses that are designed to educate firefighters, EMS, and law enforcement personnel on properties and procedures when dealing with alternative fuel vehicles.

Certified NAFTC instructors will teach:

- properties and functions of alternative fuels
- how to identify the risks and hazards common to alternative fuel storage, including high-voltage batteries, high pressure gaseous fuel cylinders, and gaseous leak
- how to recognize alternative fuel vehicle components, vehicle operation, fueling, and charging
- how to identify risks involved with the transport and handling of alternative fuels
- the personal protective equipment necessary for firefighters, EMS, and law enforcement personnel when responding to an alternative fuel vehicle incident
- the steps required to secure an alternative fuel vehicle, rescuing occupants from a damaged alternative fuel vehicle, and proper fire response to an alternative fuel fire

# DFW Clean Cities Annual Report



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

Below, you'll find our 2016 DFW Clean Cities Annual Report Template. This is the excel document you'll download, fill out all required fields, and send back to us at [cleancities@nctcog.org](mailto:cleancities@nctcog.org). Don't forget, the "start" tab is the data we collect for our Annual Fleet Recognition. Want cool stickers to put on your fleet vehicles? Fill out the report in it's entirety and you'll greatly increase your odds of being one of our outstanding fleets.

[2016 Annual Report Template](#)

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

### Air Quality Funding Opportunities for Vehicles

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

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

## Current Vehicle Grant Funding Opportunities

[Select Language](#) ? ?

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

[NCTCOG Funding Opportunity Archive](#)

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

North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888  
Main Operator: (817) 640-3300 | Fax: (817) 640-7806



February 2017

A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## Applications for TA funding due February 24

Applications for the Transportation Alternatives Call for Projects will be open until February 24.

Approximately \$23 million is available for active transportation and Safe Routes to School projects in the 12-county NCTCOG area. The RTC is expected to select projects in June. For more on the call for projects, visit [www.nctcog.org/tap](http://www.nctcog.org/tap).

## Calendar

### February 1, 8:30 am TRTC

Fort Worth Intermodal Transportation Center  
1001 Jones St.  
Fort Worth, TX 76102

### February 3, 11 am DRMC

North Texas Tollway Authority  
5900 W. Plano Parkway  
Plano, TX 75093

### February 9, 1 pm Regional Transportation Council

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

### February 24, 1:30 pm Surface Transportation Technical Committee

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

## RTC OKs backstop for HSR environmental study

The Regional Transportation Council has approved a measure to backstop the continuation of the environmental impact statement for the Dallas-Fort Worth Core Express, a proposed high-speed rail line that would link Dallas, Arlington and Fort Worth to other destinations.

At issue is the September deadline to spend money allocated by the federal government as part of the American Recovery and Reinvestment Act of 2009. Originally funded through ARRA, the EIS is not expected to be complete by the deadline, and the RTC wants to ensure work on the project can move forward.

So the RTC has authorized up to \$3 million toward the continuation of the environmental process. The expenditure could be significantly less than what was approved if Congress extends the ARRA deadline.

This is the latest action by the North Central Texas Council of Governments in its ongoing effort to facilitate the arrival of high-speed trains to the Dallas-Fort Worth area.

NCTCOG has selected firms for three high-speed rail station-area concepts. Gateway Planning will develop a plan for the Fort Worth station, while WSP/Parsons Brinckerhoff handle the Arlington planning and Lockwood, Andrews and Newnam (LAN) studies the Dallas station area. These studies will inform the EIS and ensure regional connectivity with planned high-speed rail lines serving the Dallas-to-Houston and Oklahoma City-to-South Texas corridors.

DFW is seen as a top candidate for high-speed rail. NCTCOG hosted an industry forum last summer where it was determined many firms around the world are interested in developing the Core Express project.

For more information on high-speed rail, visit [www.nctcog.org/hsr](http://www.nctcog.org/hsr).



North Central Texas  
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department

## **TxDOT at 100: Connecting Texans to what matters most**

On April 4, the Texas Department of Transportation will celebrate 100 years. Born as the Texas Highway Department in a corner of the Texas Capitol in 1917, the earliest incarnation of TxDOT still shares one challenge with the agency we know today – there’s a lot of ground to cover in Texas.

Texas’ transportation system not only gets us back and forth to daily destinations and appointments, but also brings us home each day and allows us to visit loved ones across the state and beyond.

That’s why TxDOT’s centennial theme is “Connecting Texans to what matters most.”

From the earliest days of connecting farms to market, to the modern realities of multi-lane metropolitan highways, TxDOT now manages 80,000 miles of roadway. As the state’s economy and population continue to grow, TxDOT remains committed to meeting Texas’ ongoing and ever-changing transportation needs.



TxDOT photo

**This is a view of Fort Worth’s Trinity River Bridge on Lancaster Avenue in 1939. TxDOT is celebrating 100 years of overseeing Texas’ transportation system. Today, the department is responsible for 80,000 miles of roadway and more than 52,000 bridges.**

TxDOT is proud of its 100 years of service to the people of Texas, and the department is particularly proud of the collaborative tradition that has helped guide our service, projects and ongoing plans for the future.

History has shown that by working closely with community leaders and residents, TxDOT has developed one of the safest and most reliable transportation systems in the world.

The Dallas and Fort Worth Districts, covering 16 counties in the North Texas region, are successfully completing legacy projects like the DFW Connector, Horseshoe, LBJ Express and North Tarrant Express. TxDOT will continue working with its transportation partners and the North Central Texas Council of Governments to deliver projects for the next 100 years. For a look at how TxDOT has evolved to meet the needs of Texans, watch the centennial video at <https://youtu.be/Kta3DE7P-Y4> .

— Submitted by TxDOT

## **MANAGED LANES**

### **See how real North Texans use TEXpress Lanes**

North Texans will soon see several new videos highlighting how drivers take advantage of TEXpress Lanes to avoid traffic snarls and get to their destinations on time.

Along with social media, infographics and resources for community leaders and lawmakers, the videos are part of a multimedia campaign to educate the public about the benefits of TEXpress Lanes.

The videos feature the testimonies of real North Texans – young professionals, retired people, parents and grandparents – as they drive on TEXpress Lanes and discuss how the lanes give them more reliable commutes and visits to family members.

Transportation partners around the region will also spotlight the testimonials and infographics across their social media platforms in an effort to widely distribute information to drivers about this new transportation option.

Learn more about TEXpress Lanes, where they are and how to use them, at [www.TEXpresslanes.com](http://www.TEXpresslanes.com).

### **60 entities have adopted Clean Fleet Policy**

Improving vehicle emissions is an effective way to enhance air quality and help the Dallas-Fort Worth area reach compliance with federal air quality standards.

One tool to assist in this effort is the Clean Fleet Policy.

Local fleets are reminded that the Regional Transportation Council encourages all fleets in the nonattainment area adopt the Clean Fleet Policy as part of local efforts to improve air quality.

As of January 2017, 60 local fleets have adopted the policy.

Adoption ensures eligibility for clean vehicle funding made available through the RTC and fleet recognition from the Dallas-Fort Worth Clean Cities Coalition.

It also allows for an offset of local funds in federal transportation projects as part of the Metropolitan Transportation Plan Policy Bundle initiative.

For entities interested in adopting this policy, the RTC resolution, policy template and supporting items can be viewed at [www.nctcog.org/fleetpolicy](http://www.nctcog.org/fleetpolicy).

### **Information sought for emissions reduction**

The North Central Texas Council of Governments is seeking ideas for projects that focus on diesel emissions reduction that would have significant support from and impact on the community.

If you or your organization has a project idea that would target older diesel vehicles or equipment (on-road, non-road, or off-road) and would like to partner with the NCTCOG if funding becomes available, please contact Rachel Linnewiel at [rlinnewiel@nctcog.org](mailto:rlinnewiel@nctcog.org) or 817-608-2329.

For other air quality-related funding opportunities, visit [www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding).

## Transportation Resources

### Facebook

Facebook.com/nctcogtrans

### Twitter

Twitter.com/nctcogtrans

### YouTube

YouTube.com/nctcogtrans

### Instagram

Instagram.com/nctcogtrans

### Publications

NCTCOG.org/trans/outreach/publications.asp

\*\*\*

## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**The Fort Worth  
Transportation Authority**  
FWTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

## By the Numbers

**60**

The number of local adopters of the regional Clean Fleet Policy.

# PUBLIC *Involvement*

## Help improve connections to essential services



In every community, people struggle to find transportation options that connect them to doctors, jobs, grocery

stores, social services, churches and more. Access North Texas includes prioritized strategies that guide the region as partners work together to make the most of existing public transit services, increase the efficiency of existing services and expand services where necessary.

The plan is being updated to allow North Texas to continue meeting the transit needs of its residents. The update is being developed through a comprehensive process that includes local residents, social service agencies, employers, transit providers, human service providers, medical facilities and local governments. These entities will collaborate to identify the transportation challenges faced in the region. As more people move to North Texas, additional schools, hospitals and other community assets open to accommodate the growth. Updating Access North Texas in four-year increments helps ensure assets are accessible to those who need them most.

Interactive outreach meetings are being held across the 16-county NCTCOG region to allow stakeholders an opportunity to provide feedback on public transportation needs in their communities. They will continue February 15 at the Hood County Library in Granbury and February 21 at the Weatherford Library Auditorium. For more details, visit [www.accessnorthtexas.org](http://www.accessnorthtexas.org). To help planners determine the region's needs, residents and providers are invited to complete a short survey at [www.accessnorthtexas.org/survey](http://www.accessnorthtexas.org/survey).

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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.

## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics ★★★

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

# WORK PROGRESSING ON MIDTOWN EXPRESS

## BUSY TIMES AHEAD AS THE PROJECT BEGINS ITS LAST TWO YEARS OF CONSTRUCTION



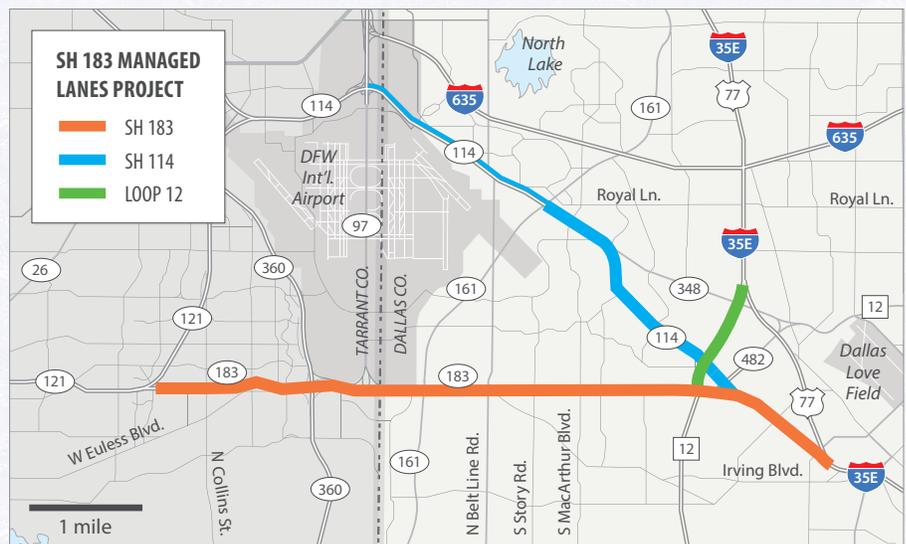
**DALLAS** — The \$850 million, 27.8-mile Midtown Express project, which began construction in April 2015, is almost at the halfway point of construction and expected to complete by the end of 2018. With less than two years to go, the project team is expecting

2017 to be its busiest year with more than a million man hours anticipated.

This summer, the Midtown Express team will be switching traffic on east and westbound SH 183 onto new bridge structures at some of the major intersections in Irving and Eules. New frontage roads are being built in both Eules and Irving with traffic switching onto the new alignment this summer.

In Eules, east and westbound SH 183 traffic will switch onto new widened bridge structures. This will allow the existing bridge to be demolished and work in the center (managed lanes) to commence. Work on Main St. bridge continues with its opening anticipated for December 2017.

In Irving, the east and westbound SH 183 general purpose lanes will switch onto their new alignment along the corridor. Moving traffic onto the new lanes means the footprint of the roadway will be in its final location, but traffic will be in a temporary traffic pattern. This allows the existing infrastructure to be demolished and rebuilt. Work on the Esters Rd. bridge will continue this year. Currently the bridge is partially demolished allowing substructure work to begin. Utility work in



SOURCE: TxDOT

TxDOT graphic

Irving is anticipated to be complete in late spring 2017.

In Dallas, work continues on the Trinity River bridges for the general purpose lanes and frontage roads. Half of all the bridge construction on the Midtown Express project is contained within the Trinity River bridges.

SH 114 is in its final phase of construction. The general purpose lanes have been moved to the outside of the existing alignment in order to construct the managed lanes inside of the general purpose lanes. The final stage of

construction beginning in late spring includes installation and testing of toll equipment and operations. The TEXpress Lanes on SH 114 are expected to open by the end of 2017.

Loop 12 will have a major traffic switch this spring switching the general purpose lanes to the west of their existing alignment. This switch allows the construction of the eastbound SH 183 direct-connect bridge to northbound Loop 12 to progress. Completion of both the southbound Loop 12 to westbound SH 183 and eastbound SH 183 to northbound Loop 12 direct-connect bridges is anticipated in fall 2018.

The Midtown Express Project is expected to be complete by the end of 2018. ■

183  
TEXAS

114  
TEXAS

LOOP  
12

## JANUARY 2017 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)*	CONTRACTOR	
0172-08-053	US 287	SH 34 to I-45	Widen 2-ln undivided highway to 4-ln urban freeway w/ grade separated interchanges and 0 to 4-ln frontage rds.	\$73.64	\$63.97	-13.13	\$86.08	Fluor Enterprises, Inc.	1
0353-04-095	SH 114	Freeport Pkwy. to Esters Blvd.	Construct WB 0 to 2 lane frontage road & ramp modifications	\$3.85	\$3.94	2.22	\$4.66	Ed Bell Construction Company	2
<b>JANUARY 2017 TOTAL</b>				<b>\$77.49</b>	<b>\$67.91</b>	<b>-12.36</b>	<b>\$90.74</b>		
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>				<b>\$152.28</b>	<b>\$141.38</b>	<b>-10.11</b>			
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>					<b>\$594.42</b>				

\*Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

## FEBRUARY 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0197-05-056	US 175	US 175 at FM 1895 and SL 12 at Scyene Rd.	Install intersection flashing beacon, safety lighting at intersection on US 175 and improve traffic signal on SL 12	\$0.43	1
0197-02-118	US 175	Lake June Road to I-20	Full depth concrete repair, overlay, and pavement markings	\$2.05	2
2981-01-007	FM 2932	FM 741 to FM 148	Reconstruct existing pavement and add shoulders	\$5.08	3
<b>TOTAL</b>				<b>\$7.56</b>	

\*Not mapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM JANUARY 1 – 31, 2017)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0197-04-078	US 175	SH 34	Landscape Development	1/30/17	\$0.28	1
0918-46-269	PW	At Ray Roberts (Isle Dubois) State Park	Rehabilitate State Park Roads, Parking Lots & Campsite Pullouts	1/16/17	\$1.59	2
<b>TOTAL</b>					<b>\$1.87</b>	

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in January, are projected to let in February or have recently been completed.



A. (INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

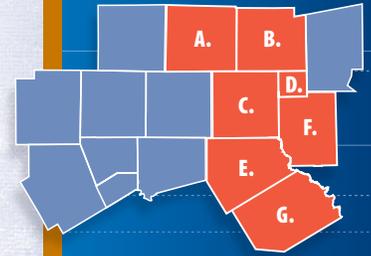
C.

E.

## LEGEND

- LET
- PROJECTED
- COMPLETED
- PLANNED
- TOLL ROAD
- TOLL ROAD UNDER CONSTRUCTION
- I-35 INTERSTATE HWY
- 67 U.S. HWY
- 34 STATE HWY

SOURCE: TxDOT research.  
\*POPULATION ESTIMATE: NCTCOG.



## DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,806,303  
\*POPULATION ESTIMATE | 4,551,670  
LANE MILES | 10,493.628

### A. | DENTON COUNTY

VEHICLE REGISTRATION: 603,332  
\*POPULATION ESTIMATE: 758,370  
LANE MILES: 1,488.733

### B. | COLLIN COUNTY

VEHICLE REGISTRATION: 729,624  
\*POPULATION ESTIMATE: 897,510  
LANE MILES: 1,373.829

### C. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783  
\*POPULATION ESTIMATE: 2,478,740  
LANE MILES: 3,366.158

### D. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 82,515  
\*POPULATION ESTIMATE: 89,660  
LANE MILES: 346.368

### E. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,813  
\*POPULATION ESTIMATE: 164,960  
LANE MILES: 1,523.910

### F. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 109,180  
\*POPULATION ESTIMATE: 113,530  
LANE MILES: 1,201.810

### G. | NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056  
\*POPULATION ESTIMATE: 48,900  
LANE MILES: 1,192.820

# TxDOT PREPARED FOR WINTER WEATHER



**DALLAS** — TxDOT has spent the past few months gearing up for the upcoming winter weather season, updating response plans and restocking inventory.

In addition, TxDOT has contracted with a joint venture between Amey Consultants and Webber Construction to increase its

maintenance resources in Dallas County, including during winter weather events. The performance-based contract means Amey-Webber is responsible for treating interstates in Dallas County, including I-30, I-20, I-635, I-45 and I-35, along with the Dallas County portion of US 75.

TxDOT will now be able to refocus its resources elsewhere in the district. This season, TxDOT will again have more than

185 pieces of equipment and nearly 350 employees readily available to immediately start working around the clock as soon as winter weather threatens North Texas.

What's more, the Dallas District has 14 snow plow blade attachments and three new brine makers at its disposal. Brine is a liquid, salt-based anti-icer used to pretreat roads just before temperatures drop below freezing. ★

## AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

## WHAT MATERIALS ARE USE ON THE ROADS?



### Before an ice/Snow Event

- Liquid salt-based anti-icers help prevent ice formation



### During an ice/Snow Event

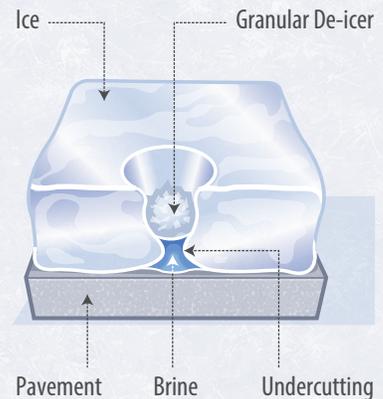
- Various salt-based granular de-icers are used to help melt ice already formed on the road

## HOW DO THE CHEMICALS WORK?

### Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use).

When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



### Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

SOURCE: [www.usroads.com](http://www.usroads.com)

TxDOT graphic



### From Angela V. of Dallas, TX:

(In reference to the I-635 North bridge -- Dallas County): "Thank you for sending in the service request. I drive over this bridge everyday and on my way home last night I saw that TXDOT maintenance went out and filled the holes with asphalt. I appreciate this very much and I am sure other drivers as well. Kind regards!"

From Rob Franke, Mayor of Cedar Hill:" Thank you Mo. I didn't know all the background and I truly appreciate you passing this along. Relationships are so important and I personally as well as our city value you and our TXDOT partners. I know you face more demands than praises so it is good to be reminded that you and the team make a difference. Thank you friend."

– Rob Franke, Mayor

SOURCE: Texas Department of Transportation.

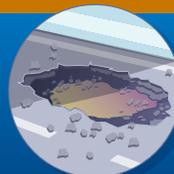
TxDOT graphic

## DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF  
TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

FOR MORE INFORMATION:  
214-320-4480  
[dalinfo@txdot.gov](mailto:dalinfo@txdot.gov)  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/formhtml?form=Report\\_a\\_Pothole](http://www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

# FORT WORTH DISTRICT PARTNERS



TxDOT Crews Prepare for Winter Weather in Early January

## FOCUS

on the *customer*

As TxDOT celebrates its 100<sup>th</sup> anniversary, the Fort Worth District recalls its rich history of Texas firsts:

**1<sup>st</sup> public hearing of the Texas Highway Commission held in Mineral Wells in 1917**

**1<sup>st</sup> 4-level, direct connection interchange built at U.S. 80/81 in 1958 (today known as I-30/35W)**

**1<sup>st</sup> freeway from city limit to city limit was Fort Worth's East-West Freeway (today known as I-30)**

### **I-820 East Loop**

Construction begins this spring to add a southbound exit lane on Interstate 820 from Pipeline Road to SH 10. This interim \$1.2 million project is estimated for completion this summer to help relieve traffic congestion along the I-820 East Loop. It will complement a larger Congestion Relief project that is scheduled to begin next winter to widen I-820 from SH 121/183 to Randol Mill Road. The \$150 million project will further relieve congestion by adding one mainlane each direction and providing new bridges and direct connections.

 [texasclearlanes.com](http://texasclearlanes.com)

### **Bryant Irvin Road at I-20**

Construction is underway to widen the Bryant Irvin Road bridge over Interstate 20. The project will build an additional lane in each direction, add dual left turn lanes for northbound traffic, provide continuous sidewalks, and upgrade traffic signals and roadway illumination. The project will improve safety and mobility for the businesses and residents in this area located near Chisholm Trail Parkway. The \$3.9 million project is estimated for completion in fall 2018.

### **Wrong Way Driver Pilot Program**

Wrong way driver countermeasures will soon be operational on 52 locations along SH 360

and Interstate 30. This includes reflective pavement arrows, flashing LED warning signs with radar detection, lowered wrong way signs, vehicle alert modules, and other measures. TxDOT will monitor the results of this pilot program to determine the most successful elements that can be implemented on other corridors.

### **I-30 Insider**

North Texans can earn rewards for commuting on I-30 between Dallas and Fort Worth. I-30 Insider, a pilot program funded through the federal Value Pricing Pilot Program, is encouraging alternative commuting modes like carpooling, telecommuting or compressed work week along this test corridor. I-30 commuters can earn points through April 28 for logging their alternative commutes. To register, go to:

 [i30insider.com](http://i30insider.com)

### **NE Tarrant Transportation Summit**

The 8th annual Northeast Tarrant Transportation Summit will be held at the Hurst Conference Center Feb. 17 from 8:30 a.m. to 1:30 p.m. The program will include discussions on autonomous vehicles, transportation evolution in the urban landscape, and what logistics will look like in the future.

 [netransportationsummit.com](http://netransportationsummit.com)

## AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
JAN	FM 917	County Rd 616 to Lillian Johnson County	Pavement overlay & repairs	\$0.5	\$0.5	-7.8
	SH 10	I-820 to Main St, Euless & Hurst	Traffic signal improvements	\$0.4	\$0.3	-26.3
	I-820	Pipeline Rd to SH 10, Hurst	Add southbound exit lane	\$1.4	\$1.2	-18.9
	Various roadways	Districtwide	Seal coat	\$7.6	\$6.2	-17.7
	Various roadways	Hood County	Pavement overlay & repairs	\$3.5	\$3.2	-8.8

## PROJECTED PROJECTS

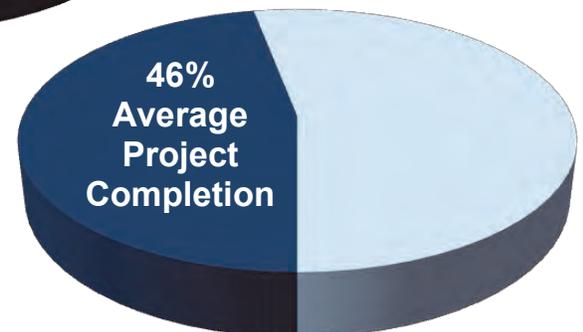
	Hwy	Limits	Type of Work	Estimate (millions)
FEB	SH 121	At Carson St, Haltom City	Bridge replacement	\$4.4
	FM 1187	McCart Ave to Main St, Crowley	Landscaping	\$0.6
MAR	US 67	FM 913 to FM 988, Stephenville	Pavement overlay & repairs	\$4.5
	SH 10	I-820 to Westpark Way, Euless & Hurst	Pavement overlay & repairs	\$4.2
	FM 156	At Westport Parkway, Haslet	Traffic signal	\$0.2
	FM 1187	FM 1902 to Business 1187, Crowley	Pavement overlay & repairs	\$6.4



### \$314 M PROPOSED LETTING



### FY 2017 CONSTRUCTION\*



**TOTAL CONTRACTS \$3.6 B**

\*includes CDAs

# TxDOT employees honored for accomplishments

Two members of the TxDOT Fort Worth District team were recently commended for their accomplishments in job excellence and project delivery.

Matthew Robberson, a North Tarrant County maintenance technician, won first place in the State Truck Rodeo. He competed against TxDOT's top 54 finalists from about 4,500 workers statewide who participated in the regional competitions.

In its 21st year, the rodeo consists of a truck inspection and a driving course, both of which mirror problems they might encounter every day on the job.

His second time to compete at the state level, Robberson said his training helped him stay cool and focused on his goal to win this year.

Part of TxDOT's safety program, truck rodeos test the drivers on the skills they have to perform in their daily jobs as they build and maintain the state's transportation system.

Richard Williammee, the Fort Worth District's materials engineer, also finished the year strong by winning TxDOT's prestigious Gibb GilChrist Award, named after the state highway engineer who oversaw the department when it began the farm-to-market road system.

The award recognizes the skill, innovation and performance excellence of department engineers in the field of engineering.



While Williammee prefers to work behind the scenes, he has led the nation in implementing new research methods into pavements and bridges. His best practices are being applied across the state and country and have resulted in a better infrastructure and environment.

A 32-year TxDOT veteran, Williammee has helped the department make great strides in the use of environment-friendly warm-mix asphalt, SBR latex for longer-lasting pavements, and geofoam blocks to reduce bridge and roadway settling.



Executive Director James Bass (left) and State Truck Rodeo winner Matthew Robberson



TxDOT Commissioner Laura Ryan and Bass with 2016 Gibb Gilchrist Award winner Richard Williammee



Tarrant . Johnson  
Parker . Wise . Hood  
Erath . Palo Pinto  
Jack . Somervell



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2501 SW Loop 820  
Fort Worth, TX 76133  
817-370-6500

 [txdot.gov](http://txdot.gov) • Fort Worth



## Connecting Texas to what matters most

Texans have long had a vision for transportation. Ever since the Texas Highway Department began its service in 1917, its pioneering members had a plan — to connect Texas. As TxDOT celebrates its 100th anniversary in 2017, the Fort Worth District recalls the early days as one of the state's original seven districts:



Downtown Fort Worth in approximately the 1920s showing cross traffic on SH 2. By the 1950s, the major highways moved out of downtown — later becoming I-35W and I-30.



The SH 16 arch masonry bridge at the Possum Kingdom dam in Palo Pinto County. Designed by the Fort Worth District and built by the Works Programs Administration (WPA) in the 1930s, this beautiful bridge is still in use over 80 years later.



1938: workers put the finishing touches on the original brick of SH 1/Bankhead Highway between Weatherford and Mineral Wells, which later became U.S. 180.