

AGENDA

**Regional Transportation Council
Thursday, January 14, 2016
North Central Texas Council of Governments**

- 11:00 am** **Communication and Marketing of Tolled/Managed Lanes Workshop**
- 1:00 pm** **Full RTC Business Agenda**
(NCTCOG Guest Secured Wireless Connection Password: rangers!)
- 1:00 – 1:05** 1. **Approval of December 10, 2015, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Mark Riley, RTC Chair
Item Summary: Approval of the December 10, 2015, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A
- 1:05 – 1:05** 2. **Consent Agenda**
 Action Possible Action Information Minutes: 0
- 2.1. **Transportation Improvement Program Modifications**
Presenter: Christie Gotti, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2015-2018 Transportation Improvement Program (TIP) will be requested.
Background: February 2016 revisions to the 2015-2018 TIP are provided as [Reference Item 2.1.1](#) for the Council's consideration. Administrative amendments from the November 2015 cycle are provided for information in [Electronic Item 2.1.2](#). These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.
- 1:05 – 1:20** 3. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG
1. Specially Called Regional Transportation Council (RTC) Meeting:
January 20, 2016, 2:00 pm
 2. New Executive Director of the Texas Department of Transportation (TxDOT): James Bass
 3. Highlights of the TxDOT Transportation Forum
 4. Smart City Challenge Funding Opportunity ([Electronic Item 3.1](#))
 5. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
 6. City Efficiency Leadership Council Meeting, February 3, 2016 ([Electronic Item 3.3](#))
 7. December Public Meeting Minutes ([Electronic Item 3.4](#))
 8. January Public Meeting Notice ([Electronic Item 3.5](#))
 9. AirCheckTexas Fact Sheet ([Electronic Item 3.6](#))

- 10. Texoma Area Paratransit System Update
- 11. Federal Legislative Update Moved to February 11, 2016, RTC Meeting
- 12. Communication and Marketing of Tolled/Managed Lanes Workshop Update
Moved to February 11, 2016, RTC Meeting
- 13. Recent Correspondence ([Electronic Item 3.7](#))
- 14. Recent News Articles ([Electronic Item 3.8](#))
- 15. Recent Press Releases ([Electronic Item 3.9](#))
- 16. Transportation Partners Progress Reports

1:20 – 1:45

4. **New Texas Department of Transportation Congestion Relief Program**

Action Possible Action Information Minutes: 25

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will introduce a proposed partnership between the Texas Department of Transportation (TxDOT)/Texas Transportation Commission and the Regional Transportation Council (RTC). Action will be requested to present these projects to TxDOT Commissioner Bugg at the specially called RTC meeting on January 20, 2016.

Background: Recently, TxDOT identified approximately \$1 billion-\$1.3 billion in potential funding for a partnership with metropolitan areas of the State for congestion projects. The Dallas-Fort Worth region's share of the total funding is estimated up to \$163.8 million for the western subregion and \$364 million for the eastern subregion. General principles of the partnership include: 1) all projects must move forward as a package, 2) performance measures should be provided for proposed projects, 3) the partnership will involve funding from both TxDOT and the region, and 4) projects need to be constructed quickly. TxDOT's final approval timeframe is February 2016. The Texas Transportation Commission will meet on January 28, 2016, to advance the region's projects. [Reference Item 4](#) provides additional details about the partnership and the proposed projects.

1:45 – 2:05

5. **Mobility 2040**

Action Possible Action Information Minutes: 20

Presenter: Chad McKeown, NCTCOG

Item Summary: Staff will provide an update on the development of Mobility 2040, the next long-range transportation plan for the region. Draft recommendations will be presented, including major roadway and transit corridors. Staff will report on Regional Transportation Council (RTC)-requested public input received during the December public meetings on the recommendations in the Cotton Belt Corridor. The proposed policy bundle initiative will also be highlighted.

Background: One of the primary responsibilities of the Metropolitan Planning Organization is the development and maintenance of a metropolitan transportation plan (MTP). The last comprehensive update of the MTP occurred in 2011 with the adoption of Mobility 2035. Since then, Mobility 2035 has gone through two revisions, an update in 2013 and an amendment in 2014. Work

has been completed throughout 2015 on the development of a new MTP, Mobility 2040. This Plan reassesses existing recommendations and includes new demographics, financial forecasts, and planning initiatives. Staff has initiated the formal public involvement process on the draft recommendations of Mobility 2040. At its December 10, 2015, meeting, the RTC requested public input on recommendations in the Cotton Belt Corridor. The December public meeting minutes in [Electronic Item 3.4](#) detail this feedback. The draft MTP recommendations are summarized in [Electronic Item 5.1](#) and the draft Mobility 2040 document is available for review at the link provided in [Electronic Item 5.2](#). Staff will request RTC approval of Mobility 2040 in March 2016. [Electronic Item 5.3](#) contains a draft policy regarding transit service in the Cotton Belt Corridor.

2:05 – 2:15

6. **Eastern Subregion Supplemental Projects**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council approval to put into motion the ability to proceed with IH 635 east of US 75 and US 75 north of IH 635 will be requested.

Background: With the advancement of the new congestion relief program, it is important for the Regional Transportation Council (RTC) to realize that the other two priorities, specifically LBJ and US 75, remain committed. [Reference Item 6](#) contains a summary of the financial commitments for these two projects. Proposed RTC action would put into motion the advanced construction of noise walls and the Skillman/Audelia interchange on the LBJ E project. In addition, with RTC action, the region would pursue the second technology-based freeway managed corridor on US 75. This will trigger conversations with the Federal Highway Administration in modernizing the congestion management philosophy of traffic on US 75.

2:15 – 2:30

7. **Proposed Policy for Possible Employer Location and Announcement of Specific Request in Irving**

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will introduce and request action on a proposed policy regarding how the Regional Transportation Council (RTC) may wish to consider requests for infrastructure assistance associated with the location of new employers to the Dallas-Fort Worth region. In addition, the City of Irving's recent request for consideration of funding for infrastructure requests associated with a potential large regional employer in Las Colinas will be discussed.

Background: In October 2015, the RTC was asked to approve a funding request for infrastructure needed to attract/retain a potential major employer in a specific location in the region. At the meeting, RTC members expressed a desire to develop a policy for handling such requests fairly in the future to ensure that all

interested localities have an equitable chance to participate. To this end, staff proposes a two-step process. Initially, after a request is received, an agenda item is posted on the RTC agenda declaring that an employer is considering a relocation to Dallas-Fort Worth and that infrastructure has been requested by the potentially affected entity. This notification is intended to level the playing field and allow other entities to participate in the process. Then, the actual funding request will be brought back to the RTC for action. In most cases, the provision of funding for transportation improvements will be contingent upon the location being chosen (i.e., if the location is not chosen, the funding would not be needed for transportation improvements). [Reference Item 7](#) contains an RTC policy that assists local governments in attracting large employers.

Recently, the City of Irving requested consideration of funding for a rail station and roadway improvements for land near SH 114 and MacArthur Boulevard along Hidden Ridge Road in Las Colinas. As noted in local news articles this summer, Verizon is a potential large regional employer that is looking to locate in Irving at this location, and has requested the addition of a Dallas Area Rapid Transit station and roadway improvements on Hidden Ridge Road. This notification serves the purpose of informing the RTC.

2:30 – 2:40 8. Managed Lane Auto-Occupancy Detection Equipment Procurement Process

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Texas Department of Transportation (TxDOT) and Regional Transportation Council (RTC) staffs have been working to procure technology to automatically detect vehicle occupancy in managed-lane corridors. TxDOT has cancelled the procurement initiated in the spring and has requested the RTC to lead the reissuance of the procurement with TxDOT support.

Background: The RTC's Tolloed Managed Lane Policies provide for a discount for high-occupancy vehicles (HOVs) of 50 percent during the peak periods. The occupancy requirement for the discount is two or more occupants (2+) and may go to three or more occupants (3+) on or after June 1, 2016, as determined by the RTC. The policy is currently enforced manually with technology support, but provides that over time more advanced technology verification will be used as it becomes available.

2:40 – 2:50

9. **Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Follow-Up: Postponed from the December 10, 2015, Meeting**
 Action Possible Action Information Minutes: 10
Presenters: Rob Franke, Chair, Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee and Kevin Feldt, NCTCOG
Item Summary: An overview of the Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting will be presented.
Background: An RTC Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting was held prior to the December 10 RTC meeting. Updates regarding the three high-speed rail projects within the Dallas-Fort Worth region were provided to the Subcommittee.
10. **Progress Reports**
 Action Possible Action Information
Item Summary: Progress Reports are provided in the items below.
- RTC Attendance ([Reference Item 10.1](#))
 - STTC Minutes and Attendance ([Electronic Item 10.2](#))
 - Local Motion ([Electronic Item 10.3](#))
11. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
12. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.
13. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, February 11, 2016, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
December 10, 2015**

The Regional Transportation Council (RTC) met on Thursday, December 10, 2015, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Mike Cantrell, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Rob Franke, Sandy Greyson, Roger Harmon, Clay Jenkins, Ron Jensen, Jungus Jordan, Taylor Armstrong (representing Lee Kleinman), Stephen Lindsey, Brian Loughmiller, David Magness, Carter Burdette (representing Scott Mahaffey), Matthew Marchant, Ray Smith (representing Maher Maso), Cary Moon, Stan Pickett, Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, Oscar Ward, Bernice J. Washington, Duncan Webb, Glen Whitley, Kathryn Wilemon, Erik Wilson, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, Gustavo Baez, Melissa Baker, Berrien Barks, Carli Baylor, Keith Bilbrey, Brandi Bird, Brandy Bissland, Alberta Blair, Dale Booth, David Boski, Kristina Brevard, Tanya Brooks, Ron Brown, John Brunk, Loyl Bussell, Marrk Callier, Byron Campbell, Jack Carr, Angie Carson, Dave Carter, Sarah Chadderdon, John Cordary, Jason Crawford, Mike Curtis, Roy Davenport, Ruben Delgado, Jerry Dittman, Chad Edwards, Traci Enna, Brittney Farr, Kevin Feldt, Christie Gotti, Mike Grace, Tony Hartzel, Jeff Hathcock, Omega Hawkins, Rebekah Hernandez, Jesse Herrera, Robert Hinkle, Jodi Hodges, Tracy Homfeld, Jessie Huddleston, Yagnesh Jarmarwala, Dan Kessler, Karen Khan, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Marcus Knight, Paul Knippel, Tom Kramptiz, Garry Kraus, Dan Lamers, Eron Linn, Sonny Loper, Paul Luedtke, Matthew MacGregor, Mickey Marlow, Steve McCullough, Chad McKeown, Michael Miles, Mindy Mize, Cesar Molina, Erin Moore, Michael Morris, Ron Natinsky, Jeff Neal, Sidd Neekhara, Mark Nelson, Emily Nicholson, Bruce Nipp, Cynthia Northrop White, John Polster, Paul Pomeroy, James Powell, Vercie Pruitt-Jenkins, Dean Radeloff, Chris Reed, Molly Rendon, Cristal Retana, Milton Richter, Bill Riley, Kyle Roy, Greg Royster, Moosa Saghian, Kelli Schlicher, Lori Shelton, Walter Shumac, Randy Skinner, Tom Stallings, Shannon Stevenson, Rick Stopfer, Gerald Sturdivant, Vickie Suhm, Leon Tate, Don Treude, Lauren Trimble, Frank Turner, Travis Ussery, Dan Vedral, Mitzi Ward, Karla Weaver, Kendall Wendling, Devin Wenski, Sandy Wesch, Amanda Wilson, Brian Wilson, Ed Wueste, and Ann Zadeh.

1. **Approval November 12, 2015, Minutes:** The minutes of the November 12, 2015, meeting were approved as submitted in Reference Item 1. Mike Cantrell (M); Rob Franke (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **General Electric Test Track Funding Proposal:** A motion was made to approve the General Electric Test Track funding proposal, detailed in Referenced Item 2.1, to allocate up to \$3 million in Regional Toll Revenue funds from costs savings from the BNSF Railway Mainline relocation project.

Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized the birthday of Regional Transportation Council (RTC) Chair Mark Riley. Brian Barth highlighted the history of the Texas Road Hand Award, created in 1973 as the highest tribute to public-spirited citizens who freely give their time to champion transportation projects in their area. He recognized this year's honoree, Tarrant County Judge Glen Whitley.

Mr. Morris highlighted items in the Director of Transportation report. Reference Item 3.1 included the 2016 RTC meeting schedule. A draft unmanned aircraft systems (UAS) ordinance was provided in Electronic Item 3.2. Members were requested to provide comments regarding the draft UAS ordinance to staff. In addition, a federal legislative update was provided. He noted that a more complete overview of the bill will be provided to members by e-mail. The Fixing America's Surface Transportation (FAST) Act authorizes surface transportation programs for five years with \$305 billion in total funding. Highway programs have been increased by 5 percent in FY2016, with a 2 percent increase in FY2017-FY2020. Transit programs have been increased by 8 percent in FY2016, with a 2 percent increase in FY2017-FY2020. Related to the Surface Transportation Program, allocations have been increased from 51 percent to 55 percent. In the Transportation Alternatives Program (TAP), regions may now flex 50 percent of their TAP funds to the Surface Transportation Program. The bill also establishes two new, funded freight programs. In addition, funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program has been cut. The eligibility for different projects is expanding, but revenues are being reduced. Project delivery continues to be streamlined to accelerate the environmental review process. He noted that staff will draft a letter to Congress for the RTC Chair's signature thanking it for the work done on transportation. Air quality funding opportunities for vehicles were provided in Electronic Item 3.3, and Clean Fleet Policy adoption information was provided in Electronic Item 3.4. The December public meeting notice was provided in Electronic Item 3.5. A Proposition 7 Fact Sheet was provided in Electronic Item 3.6. Mr. Morris noted a recent presentation at Congressman Burgess' Summit and the message to the group on the importance of both mobility and safety. Every day since November 2000, a fatality accident occurs on the transportation system in Texas. Electronic Item 3.7 included a photo promoting the Texas Department of Transportation safety initiative, #EndTheStreakTX. Recent correspondence was provided in Electronic Item 3.8, recent news articles in Electronic Item 3.9, and recent press releases in Electronic Item 3.10. Transportation partner progress reports were provided at the meeting.

Mr. Morris introduced Bill Magers, Judge of Grayson County and Spanky Carter, Judge of Fannin County, members on the Texoma Area Paratransit System (TAPS) Board. He noted that Mr. Carter and Mr. Magers were available to answer RTC member's questions regarding TAPS, as requested at a previous meeting. Both TAPS Board members thanked the RTC and staff for efforts to provide assistance to TAPS. Charles Emery discussed the \$100,000 approved by the RTC to TAPS for consulting services and the \$250,000 financial backstop. He asked that members be provided a status report regarding TAPS. Mr. Carter noted that TAPS has not been able to find a lender that is willing to provide a loan to the agency. Mr. Magers noted that the \$100,000 is being used for consultants to assist in preparing invoices. In addition, he noted that Grayson County has discussed providing a loan, but is not sure if the county can legally act as a bank. He discussed the reimbursable model of TAPS and that the current cash flow issue. Oscar Trevino discussed the makeup of the TAPS Board and asked why elected officials on the Board did not ask questions before the financial situation was discovered. Mr. Carter discussed the Board membership and the Executive Director leadership. He noted that much of the information was only recently made known to members, and that members should have asked more questions sooner. He

expressed the importance of the service to citizens, and noted that remaining members are working to resolve the issues. Mr. Magers noted that TAPS has been operating since 1986, providing approximately 150,000 trips per year. He discussed the previous Chair of TAPS and noted that TAPS Board members trusted the leadership and believed it to be truthful. In addition, he discussed recent efforts of the TAPS Board to restore the agency. Mr. Magers noted that he believed if TAPS had 60 days of funding to continue operations, this would allow time for the consultants to prepare invoices for reimbursement and determine the status of the agency and a plan to move forward. Lissa Smith asked if members were aware of the total debt, and how much of the debt TAPS owed to the Internal Revenue Service (IRS). Mr. Carter noted that Texoma Area Paratransit System debt totals approximately \$4.4 million, with \$1.1 million owed to the IRS in unpaid payroll taxes. Glen Whitley asked how much money TAPS anticipates will be reimbursed for invoices that the consultants are reviewing. Mr. Morris noted that consultants are reviewing invoices for services paid up to 12 months ago and are working to reestablish cash flow to the entity. Mr. Carter noted that an exact total is not known at this time, but that it is potentially up to \$3 million. Mr. Whitley also asked how many counties remained with TAPS and the monthly cost to keep services to those counties. Mr. Carter noted that six counties currently use TAPS and that approximately \$50,000 per week is needed to sustain current services. Clay Jenkins asked if Board members have given any thought to contacting investment bankers or consultants within the impacted counties for assistance and noted that he would be willing to contact someone for TAPS. Bernice J. Washington discussed the financial issues and expressed how the situation elevates the distrust from the general public for local elected officials. She also offered to contact agencies that could potentially provide assistance to TAPS. Andy Eads asked what part of the MPO area TAPS serves. Mr. Morris highlighted four areas served by TAPS that will be discussed in Item 7: the unincorporated portion of Collin County, the McKinney urbanized area, Wise County, and the southern portion of Collin County that is within the Dallas-Fort Worth urbanized area. Each of these four areas have different funding sources and rules which complicate the situation. Mike Cantrell asked if there was anything that prohibited the six counties still in TAPS from contributing finances to sustain TAPS over the next few months until the status of the agency can be determined. In addition, he asked if there were also cities that were a part of TAPS that could also contribute financing. He noted that the entities could divide the contribution equally to provide the \$250,000 assistance needed, without the need for a bank. Mr. Carter noted that Sherman and Denison were also a part of TAPS. In addition, he noted that entities could be asked to provide financial assistance but that he did not believe the Fannin County Commissioner's Court would approve spending up to \$50,000 for TAPS. Mark Riley discussed the business of the RTC and the willingness of members to help those that help themselves. He noted that if each entity in TAPS were willing to contribute financing, it would send a message to RTC that all parties are willing to be partners to provide assistance to the agency. Mike Taylor noted that he believed members are not against the program, but that it was his opinion that what has occurred at TAPS is fraud and mismanagement. It is difficult for members to provide financial assistance to an agency that has not yet identified the problem or a solution to resolve the problem. He agreed that the counties/cities in TAPS should divide the financing equally and as cash begins to flow back into the agency, determine solutions and come back to the RTC with a plan to move forward. Glen Whitley discussed the previous leadership at TAPS and the members of the Board that have remained despite the current issues. He agreed that entities in TAPS should be willing to provide some financial contribution as demonstration of their commitment. Mr. Magers noted that he was willing to ask the Greyson County Commissioners Court to provide assistance and also discussed assistance currently being provided by the County. David Magness noted that as a STAR Transit Board member, he understands the complications

that are part of transit agencies. He also noted that Rockwall County was willing to provide assistance. Brian Loughmiller discussed the City of McKinney's relationship with TAPS. Providing additional funding to the agency was discussed until McKinney received notification that TAPS was terminating its service to the city. He noted that a consultant was hired to help McKinney develop an emergency plan for service with an alternate agency. Duncan Webb noted that Collin County has not terminated its agreement with TAPS at this time. TAPS terminated its service to rural Collin County, which created the emergency situation. Glen Whitley asked if Collin County had any members on the Board at the time that TAPS voted to terminate service in Collin County/City of McKinney. Mr. Loughmiller noted that a majority of the Board voted to terminate service. He noted that the City of McKinney was notified that TAPS was terminating service and then the City notified them that based on their termination of service the relationship with TAPS was terminated. Mr. Magers clarified that the TAPS Board Chair, from Collin County, resigned along with two representatives from the City of McKinney and that service to Collin County was then terminated. Mr. Morris reminded members that Mr. Magers and Mr. Carter were not before the RTC to request funding, but at the request of members to answer questions. Agenda item 7 includes emergency action to provide assistance to the agency, listed separately on the agenda.

4. **Second and Final Installment of the Metropolitan Planning Organization Revolver Fund and Partnership with City of Dallas and Dallas County:** Christie Gotti presented a request for action to approve the final two project funding exchanges needed to create the remaining \$4.577 million of the \$10 million Metropolitan Planning Organization (MPO) Revolver Fund. In September 2015, the Regional Transportation Council (RTC) approved the initial round of MPO exchanges with Dallas County and the Texas Department of Transportation for the Revolver Fund. Previously approved projects included SH 352 for \$2.015 million and Pleasant Run Road for \$3.418 million. Background information was provided in Electronic Item 4.2. North Central Texas Council of Governments (NCTCOG) staff has been working with the City of Dallas and Dallas County and has identified two projects that are on-system (eligible for Category 12 funds) and that have existing local funds. The first project, IH 635 at Skillman/Audelia, is a partnership with the City of Dallas and Dallas County for \$4.377 million and is a portion of existing City of Dallas/Dallas County funds. The local funds will be reallocated to the Revolver Fund in exchange for a corresponding amount of Category 12 funds. In addition, \$60.23 million in previously approved Proposition 1 funds are proposed to fund the balance of the project in FY2019. As Proposition 7 or other funds become available, staff may request to change the funding source in order to advance the project to FY2018, if possible. The second project, SH 183/Midtown Express, is located in the cities of Irving and Dallas. For this project, \$200,000 in Dallas County funds will be reallocated to the Revolver Fund in exchange for a corresponding amount of Category 12 funds. She noted that the project was previously funded and that the scope of the project is not changing. A motion was made to approve the funding allocations/transfers identified in Reference Item 4.1 as a result of the MPO Revolver Fund creation, adding \$4.577 million to the MPO Revolver Fund for a total of \$10 million, and to approve staff to administratively amend the changes to the Transportation Improvement Program (TIP)/Statewide TIP and other necessary administration/planning documents. Mike Cantrell (M); Bernice J. Washington (S). The motion passed unanimously.
5. **Mobility 2040: Approval to Go to Public Meetings:** Dan Lamers provided an update on the development of Mobility 2040, the next long-range transportation plan for the region. Draft recommendations are proposed to be presented at public meetings over the next

30 days for public comment. Mr. Lamers noted that much of the information has been covered in detail at the previously held Mobility Plan Workshop and RTC meetings. Electronic Item 5 included a more detailed presentation for member review. Guiding principles for development of the Plan were highlighted. In addition, the cost estimate was reviewed. Draft Mobility 2040 expenditures total approximately \$108.9 billion over the life of the Plan. He noted that the total for expenditures may change slightly due to projects being fine-tuned and the inclusion of high-speed rail costs for the region. A motion was made to approve staff to present draft Mobility 2040 recommendations at public meetings in December 2015. Glen Whitley (M). Jungus Jordan (S). Discussed was held.

Monica R. Alonzo asked for an explanation of the public meeting process. Michael Morris discussed the public meeting process, noting that three meetings will be held in December 2015 at which draft Mobility 2040 recommendations will be presented. At January 2016 public meetings, the 60 day public comment period begins for Mobility 2040 during which recommendations must be held constant. If changes are made to recommendations, the 60 day public comment period must be restarted. Sandy Greyson noted that on the maps included in the presentation, the Cotton Belt is shown as rail only. She asked when the decision was made not to include bus rapid transit or high-intensity bus service in recommendations. Mr. Morris discussed the Fort Worth Transportation Authority's (The T) full funding grant agreement that provides regional rail from downtown Fort Worth to the AB Station. The RTC's policy is that riders are not forced to get off of a train and transfer to some other mode of transportation. Ms. Greyson asked if the RTC policy stating a one-seat ride from east to west/west to east is driving the fact that the map shows only rail. Mr. Morris noted yes, and that it is also due to the triparty agreement among the transportation agencies to provide customer service that does not force transfers between jurisdictions. Ms. Greyson noted that she had mentioned previously an interest in including options other than rail as part of Mobility 2040. She asked if the RTC must revisit its policy to address adding this option prior to adoption of the Mobility Plan. Mr. Morris noted that the RTC must revisit its one-seat ride policy and that the transit agencies must also revisit their triparty agreement. He noted that it would be important to make any changes to recommendations prior to the January public meetings due to the 60-day comment period during which significant changes would prompt an additional 60-days for public comment. Ms. Greyson also asked if the Trinity Parkway toll road was shown with and without tolls. Mr. Morris noted that the project is shown as a toll road recommendation in Mobility 2040. Ms. Greyson asked about a potential high-intensity bus service on the George Bush corridor and if the option would be presented to the public. Mr. Lamers noted that a map provided in Electronic Item 5 shows additional corridors being considered for potential high-intensity bus that will be presented to the public. Matthew Marchant asked the deadline for adoption of Mobility 2040. Mr. Lamers explained the expiration of the current Plan and the air quality conformity process, noting that staff believes the March 2016 request for approval provides sufficient time for projects to move forward. Mr. Marchant asked who determines what constitutes a material change that triggers the new 60-day public comment period. Staff noted that it is defined as any major regional transportation project and that these changes are monitored closely by federal partners that tend to be risk averse. Mr. Marchant reminded staff that he had requested at the November RTC meeting that the one-seat ride policy be discussed and that it now seems as if adding options will delay projects. Mr. Morris discussed the new federal transportation bill and additional funding for transit. Changes would be a violation of the triparty agreement among the transit agencies and the RTC policy. If members wish to provide bus service instead of rail on the Cotton Belt corridor, the RTC policy would need to be revised. It was suggested that members, as part of the motion, request to include this option at December public meetings. Ms. Greyson asked why the bus rapid transit option

was discussed as a possibility with City of Dallas staff if the RTC policy and transit authorities' triparty agreement precludes this from being a consideration. Mr. Morris noted that staff brought to the RTC the Mayor of Addison's position regarding no rail to its city. Staff spent time reviewing the issue and presented a financial position to Dallas Area Rapid Transit (DART). DART expressed interest, but to date a briefing has not been provided by DART or others about the bus rapid transit proposal. Ms. Greyson noted that it was her understanding that DART had some interest. Ms. Greyson made a friendly amendment to the original motion by Glen Whitley for staff to include bus rapid transit as an option in the Cotton Belt corridor during presentation of draft Mobility 2040 recommendations to allow the public to comment. The friendly amendment was not accepted by Glen Whitley. Glen Whitley expressed concern that adding options would delay approval of Mobility 2040. Mr. Morris clarified that presenting options at the December public meetings is preferred over waiting until January public meetings. If changes are made in January, this could impact the 60-day period during which the Plan must remain constant. He noted that in advance of the presentation to the public, staff must work with DART to determine its plan for bus rapid transit. A substitute motion was made to approve staff to present draft Mobility 2040 recommendations at public meetings, including the option for bus rapid transit in the Cotton Belt corridor. Sandy Greyson (M); Ron Jensen (S). The motion passed. Discussion continued.

Duncan Webb expressed concern that Collin County is expected to double its population in the next 25 years, but the only improvements shown is the outer loop and some expansion of the toll roads. He noted that he would like for US 380, SH 78, and FM 1378 to be added to the corridors for future evaluation. Dan Lamers noted that the corridors have been added to the map. Jungus Jordan asked if the proposed action to include options on the Cotton Belt corridor endangers the full funding agreement for the TEX Rail project. Mr. Morris noted that that there is logical termini on the full funding agreement which only applies from downtown Fort Worth to the AB station. Important information for public meetings will include the impact that transfer of modes will have on ridership, cost, and benefit. The federal government will be interested in what occurs east of the airport because of the impact on the seamless connection in the region. He clarified that the proposed action would not risk the full funding grant agreement and that additional details should be discussed by the RTC at its January 14, 2016, meeting. Ms. Greyson noted that she wanted to make sure that it is clear to the public that she is interested in bus rapid transit east of the Dallas/Fort Worth International Airport. Matthew Marchant noted that he was not interested in making a decision at this point, but interested in including bus rapid transit as one of the possible options. Gary Slagel noted that DART approved a service plan for rail on the Cotton Belt in the Mobility 2035 plan. DART is working to move the rail plan forward since the single seat ride is important. He stated that DART is on record for the Cotton Belt remaining a rail line.

6. **Regional Transportation Council Policies for Mobility 2040: Approval to Go to Public Meetings:** Michael Morris presented draft Regional Transportation Council (RTC) policies and the development of a credit bank proposed to be included in the development of Mobility 2040. He noted that this item was previously discussed in more detail at the Mobility Plan Workshop in November and details of the proposed policies were provided in Reference Item 6. The policy bundle concept and creation of a credit bank were highlighted, and it was noted that the program was voluntary. Mr. Morris highlighted changes to the policies previously presented. He noted a new policy to share best practices to prevent copper theft and discussed the safety problem caused in corridors when lighting is impacted due to the theft. In addition, he noted discussion by RTC Secretary Rob Franke related to sustainable development that involves ecotourism and State parks. Staff proposes that the

previously proposed policies addressing urban sustainable development and rural sustainable development be combined. The new proposed policy addresses each of the three types of sustainable development, including urban, rural, and suburban. Staff also proposed that urban thoroughfare revitalization include projects both on and off the State highway system. A motion was made to permit staff to present the policy bundle proposal and creation of the credit bank at public meetings as part of Mobility 2040. Glen Whitley (M); Rob Franke (S). Andy Eads was opposed. The motion passed.

7. **Contingency Emergency Supplement Transit Options for Texoma Area Paratransit System:** Jessie Huddleston discussed action to provide emergency transit operations for governmental agencies that are currently under contract to the Texoma Area Paratransit System (TAPS). She discussed the types of providers needed for interim service options for services previously provided by TAPS. In urban areas, the most likely providers of service are metropolitan transportation authorities such as Dallas Area Rapid Transit and the Denton County Transportation Authority. These agencies have a lot of experience running efficient, fixed-route and large volume demand-response services. In rural areas of Collin and Wise counties, the most likely providers are traditional rural operators such as STAR Transit and SPAN, Inc. The agencies specialize in feeder services and demand-response trips that cover long distances. In either geography, there are also groups of citizens that need specialized services, such as trips for seniors to meal sights. In the interim, these citizens may be best served using taxi vouchers so a mix of providers may be needed. Reference Item 7 outlines a contingency plan for the next 90-120 days to provide continuous transit operations. In the southern Collin County area (metro), RTC is responsible for this geography. The estimate to keep essential services running for this time frame is up to \$500,000. This money would come from Regional Toll Revenue (RTR) funds allocated to transit sustainability. In the McKinney urban area, the Federal Transit Administration (FTA) and TAPS are both responsible in this geography. The estimate of needed funds is up to \$100,000, also from RTR funds allocated to transit sustainability or federal funds if funds that have already been allocated can be accessed. In this action, staff is asking to assist McKinney in reestablishing its direct recipient status. McKinney would gain responsibility for what happens in its urban area and work with FTA to access federal funds if available. If federal funds cannot be accessed, the money would be used to fund operations as in the southern Collin County area. In the rural portions of Collin and Wise counties served by TAPS, the Texas Department of Transportation (TxDOT) is responsible for this geography. If the counties leave TAPS or the agency no longer exists before the counties leave, funding of up to \$75,000 could be loaned to the interim provider and may be repaid. Mr. Morris clarified that none of the funds will be provided directly to TAPS. During the 60-120 period, local entities should be in conversations with transportation authorities and rural transit providers to find a long-term provider. Erik Wilson asked how many people were served by TAPS. Ms. Huddleston noted that previously TAPS served approximately 350 riders per day in Collin County, with the true need being much higher. Before services were cut altogether, 100 trips per day were being provided. She noted that currently, no trips are being provided. In Wise County, only 18 trips per day are currently being provided. Bernice J. Washington asked if the proposed funding would be a loan or a gift. Mr. Morris noted that these are existing transit funds. In the first two options, the money will be used for interim service until a long-term provider is established. Related to TxDOT, flexibility is requested. The money may be needed only as cash-flow, so it could be a loan. He noted that TxDOT is negotiating over \$200 million on transportation projects with RTC and that the \$75,000 may be part of the partnership with TxDOT. Mike Cantrell asked if the RTR transit funds being proposed were specifically for Collin County. Mr. Morris noted that they are regional RTR funds dedicated to transit. Mr. Marchant noted that he believed Collin County should be

responsible for the funds and that the money should not come from funds that were allocated regionally. Charles Emery asked if there was a defined need in Collin County and if the requested funds would be enough. Ms. Huddleston noted that the amount requested in the first row of Reference Item 7 is the reasonable estimate by staff for services within cities in the Dallas-Fort Worth-Arlington urbanized area, which is probably not enough to provide all services. Jungus Jordan discussed TAPS' debt of \$4 million, and the estimate that TAPS is owed approximately \$3 million. He asked if the RTC is one of the entities that have not been invoiced for money owed to the agency. Mr. Morris noted that RTC does owe TAPS money and that staff are working to assist with invoices for the money owed. Mr. Whitley questioned why the proposed funds would come from the regional RTR allocation versus out of a suballocation for Collin County. In addition, he asked why RTC funds owed to TAPS could not just be advanced to provide assistance. He also asked that cities/counties involved contribute half of the needed funding as part of a partnership. Mr. Morris discussed the RTR allocations. In addition, he noted that an invoice to TAPS from 2014 was recently paid. Efforts are ongoing to prepare and pay 2015 invoices for money owed to TAPS, which totals approximately \$2 million. He clarified that the action requested at the meeting was to provide funding for interim services to give TAPS time to resolve invoices issues. Stan Pickett discussed experience with STAR Transit and issues related to FTA funding. He expressed concern that TAPS may have difficulty accessing FTA funds. Andy Eads noted that he believed that funds to assist Collin County should come from Collin County funds, not from the regional allocation of transit funds. He noted that this is not a regionwide issue and that the region should not be responsible for solving a local issue when the local elected officials were at the table when bad practices were occurring. Chair Riley asked if staff would be asking for additional funding in the future. Mr. Morris noted that it is not staff's intention to ask for additional funding in the future. Current approval will give local governments time to build relationships with other providers. Mike Cantrell discussed the RTR funds and asked what portion of those may be for Collin County. Mr. Morris noted that staff could review the original distributions and determine what portion is for Collin County, and then make sure the amount proposed for action is equal to or greater than the Collin County portion of the original suballocation. Duncan Webb noted that he believed if the RTR regional transit funds were going to be suballocated, then the RTC should look at the suballocations taken by all entities. A motion was made to approve up to \$645,000 in emergency contingency funding, if paid out of Collin County's portion of the regional RTR funds dedicated to transit for the first three rows of Reference Item 7. The Wise County portion will be paid out of the regional allocation. Andy Eads (M); Mike Cantrell (S). Duncan Webb was opposed. The motion passed.

8. **Managed Lane Auto-Occupancy Detection Equipment Procurement:** This item was postponed until the January 14, 2016, Regional Transportation Council meeting.
9. **Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Follow-Up: Dallas-Fort Worth Region High-Speed Rail Initiatives Update:** This item was postponed until the January 14, 2016, Regional Transportation Council meeting.
10. **State of Texas Lawsuits Against Volkswagen Group of America, Inc. and Audi of America, LLC:** This item was postponed until the January 14, 2016, Regional Transportation Council meeting.

11. **Air Quality Freight Initiatives**: This item was postponed until the January 14, 2016, Regional Transportation Council meeting.
12. **Progress Reports**: Regional Transportation Council attendance was provided in Reference Item 12.1 and the current Local Motion was provided in Electronic Item 12.2.
13. **Other Business (Old or New)**: There was no discussion on this item.
14. **Future Agenda Items**: There was no discussion on this item.
15. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for Thursday, January 14, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.

How to Read the Project Modification Listings – Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

TIP Code: 51328 **Facility:** SP 303 **Location/Limits From:** ON ROSEDALE FROM STALCUP **Modification #:** 2015-0467

Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820

County: TARRANT **CSJ:** 2208-01-061

City: FORT WORTH **Desc:** RECONSTRUCT FACILITY FROM 4 UNDIVIDED TO 4 LANE DIVIDED ROADWAY

Request: INCREASE CONSTRUCTION FUNDING BY \$2,800,000 STP-MM (\$2,240,000 FEDERAL AND \$560,000 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$4,800,000 TOTAL (\$2,000,000 CAT 1 [\$1,600,000 FEDERAL AND \$400,000 STATE] AND \$2,800,000 STP-MM [\$2,240,000 FEDERAL AND \$560,000 LOCAL]) FOR CONSTRUCTION, AND DELAY CONSTRUCTION TO FY2016; INCREASE IN FUNDING OFFSET BY A DECREASE ON TIP 11252.2/CSJ 0902-48-453

Comment: EXAMPLE COMMENT

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2015 | ENG | 2208-01-061 | SBPE: | \$88,190 | \$22,047 | \$0 | \$0 | \$0 | \$110,237 |
| 2015 | CON | 2208-01-061 | Cat 1: | \$1,600,000 | \$400,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| Grand Total: | | | | \$1,688,190 | \$422,047 | \$0 | \$0 | \$0 | \$2,110,237 |

| STTC APPROVED: | | | | | | | | | |
|------------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2015 | ENG | 2208-01-061 | SBPE: | \$88,190 | \$22,047 | \$0 | \$0 | \$0 | \$110,237 |
| 2016 | CON | 2208-01-061 | Cat 1: | \$1,600,000 | \$400,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| 2016 | CON | 2208-01-061 | Cat 7: | \$2,240,000 | \$560,000 | \$0 | \$0 | \$0 | \$2,800,000 |
| Phase Subtotal: | | | | \$3,840,000 | \$960,000 | \$0 | \$0 | \$0 | \$4,800,000 |
| Grand Total: | | | | \$3,928,190 | \$982,047 | \$0 | \$0 | \$0 | \$4,910,237 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|--------------------|------------------|------------|------------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2015 | ENG | 2208-01-061 | SBPE: | \$88,190 | \$22,047 | \$0 | \$0 | \$0 | \$110,237 |
| 2016 | CON | 2208-01-061 | Cat 1: | \$1,600,000 | \$400,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| 2016 | CON | 2208-01-061 | Cat 7: | \$2,240,000 | \$0 | \$0 | \$560,000 | \$0 | \$2,800,000 |
| Phase Subtotal: | | | | \$3,840,000 | \$400,000 | \$0 | \$560,000 | \$0 | \$4,800,000 |
| Grand Total: | | | | \$3,928,190 | \$422,047 | \$0 | \$560,000 | \$0 | \$4,910,237 |

Revisions since STTC Meeting: REVISED STP-MM MATCH FROM STATE TO LOCAL

| | |
|-----------------------------|---|
| TIP CODE: | The number assigned to a TIP project, which is how NCTCOG identifies a project. |
| IMPLEMENTING AGENCY: | Identifies the lead public agency or municipality responsible for the project. |
| COUNTY: | Identifies the county in which the project is located. |
| CITY: | Identifies the city in which the project is located. |
| FY: | Identifies the fiscal years in which the project occurs. |

| | |
|--|--|
| PHASE: | Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is Construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer. |
| FACILITY: | Identifies the highway or road on which the project is located. VA means Various, CS means City Street, and MH means Municipal Highway. |
| LOCATION/LIMITS FROM: | Identifies the starting point of the project. |
| LOCATION/LIMITS TO: | Identifies the ending point of the project. |
| CSJ: | Tracking number the Texas Department of Transportation (TxDOT) assigns to a project. |
| DESC: | Identifies the project description or scope of work that will be completed in the project. |
| REQUEST: | Describes the action being requested through each modification. |
| COMMENT: | States any comments related to the project. |
| MODIFICATION #: | The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff. |
| FUNDING SOURCE: | Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/15-18/index.asp |
| CURRENTLY APPROVED FUNDING TABLE: | Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP. |
| STTC APPROVED FUNDING TABLE: | Provides the total proposed funding for a project as recommended for RTC approval by Surface Transportation Technical Committee (STTC); incorporates total funding for all fiscal years and phases. This table will only show if funding has changed since STTC took action on the project. |
| REVISION REQUESTED FUNDING TABLE: | Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases. |
| REVISIONS SINCE STTC MEETING | Describes any revisions made to a modification since STTC took action on a project. |

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11318.1 **Facility:** VA

Location/Limits From: PLANO TRANSIT VILLAGE; FROM 12TH

Modification #: 2015-0556

Implementing Agency: PLANO

Location/Limits To: SH 190/BUSH TURNPIKE

County: COLLIN **CSJ:** 0918-24-099

City: PLANO **Desc:** VELOWEB CONTINUOUS BICYCLE AND PEDESTRIAN PATH

Request: DELAY CONSTRUCTION TO FY2018 WITH NO CHANGE TO FUNDED AMOUNT

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|--------------------|------------|------------|------------------|--------------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2004 | ENG | 0918-24-099 | Cat 5: | \$120,962 | \$0 | \$0 | \$30,241 | \$0 | \$151,203 |
| 2014 | ENG | 0918-24-099 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$78,797 | \$78,797 |
| 2015 | CON | 0918-24-099 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,077,534 | \$1,077,534 |
| 2015 | CON | 0918-24-099 | Cat 5: | \$1,088,654 | \$0 | \$0 | \$272,164 | \$0 | \$1,360,818 |
| Phase Subtotal: | | | | \$1,088,654 | \$0 | \$0 | \$272,164 | \$1,077,534 | \$2,438,352 |
| Grand Total: | | | | \$1,209,616 | \$0 | \$0 | \$302,405 | \$1,156,331 | \$2,668,352 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|--------------------|------------|------------|------------------|--------------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2004 | ENG | 0918-24-099 | Cat 5: | \$120,962 | \$0 | \$0 | \$30,241 | \$0 | \$151,203 |
| 2014 | ENG | 0918-24-099 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$78,797 | \$78,797 |
| 2018 | CON | 0918-24-099 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,077,534 | \$1,077,534 |
| 2018 | CON | 0918-24-099 | Cat 5: | \$1,088,654 | \$0 | \$0 | \$272,164 | \$0 | \$1,360,818 |
| Phase Subtotal: | | | | \$1,088,654 | \$0 | \$0 | \$272,164 | \$1,077,534 | \$2,438,352 |
| Grand Total: | | | | \$1,209,616 | \$0 | \$0 | \$302,405 | \$1,156,331 | \$2,668,352 |

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55031 **Facility:** IH 20 **Location/Limits From:** SH 161/LAKERIDGE PARKWAY **Modification #:** 2015-0566
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF CARRIER PARKWAY
County: DALLAS **CSJ:** 2374-04-076
City: GRAND PRAIRIE **Desc:** CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS AND RAMP MODIFICATIONS
Request: ADVANCE ENGINEERING AND ROW TO FY2016; INCREASE ROW FUNDING; ADD CONSTRUCTION PHASE OF \$31,488,670 TOTAL IN FY2016 AS APPROVED BY THE RTC ON OCTOBER 8, 2015
Comment: CAT 1 FOR OVERRUNS

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2025 | ENG | 2374-04-076 | SBPE: | \$1,600,000 | \$400,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| 2025 | ROW | 2374-04-076 | S102: | \$450,000 | \$50,000 | \$0 | \$0 | \$0 | \$500,000 |
| Grand Total: | | | | \$2,050,000 | \$450,000 | \$0 | \$0 | \$0 | \$2,500,000 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------|--------------------|---------------------|------------|------------|-------------|---------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2016 | ENG | 2374-04-076 | SBPE: | \$1,600,000 | \$400,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| 2016 | ROW | 2374-04-076 | S102: | \$4,500,000 | \$500,000 | \$0 | \$0 | \$0 | \$5,000,000 |
| 2016 | CON | 2374-04-076 | Cat 1: | \$3,590,936 | \$897,734 | \$0 | \$0 | \$0 | \$4,488,670 |
| 2016 | CON | 2374-04-076 | Cat 2 - Prop 1: | \$0 | \$19,738,012 | \$0 | \$0 | \$0 | \$19,738,012 |
| 2016 | CON | 2374-04-076 | Cat 4 - Prop 1: | \$0 | \$7,261,988 | \$0 | \$0 | \$0 | \$7,261,988 |
| Phase Subtotal: | | | | \$3,590,936 | \$27,897,734 | \$0 | \$0 | \$0 | \$31,488,670 |
| Grand Total: | | | | \$9,690,936 | \$28,797,734 | \$0 | \$0 | \$0 | \$38,488,670 |

TIP Code: 19000 **Facility:** CS **Location/Limits From:** OHIO DRIVE **Modification #:** 2015-0629
Implementing Agency: FRISCO **Location/Limits To:** AT WARREN PARKWAY
County: COLLIN **CSJ:** 0918-24-926
City: FRISCO **Desc:** INTERSECTION IMPROVEMENT TO CONVERT EXISTING FOUR-WAY STOP TO A ROUNDABOUT
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: PILOT PROJECT - NO ADDITIONAL FUNDING FOR CORRIDOR OF ROUNDABOUTS IS AVAILABLE IN FRISCO

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|--------------------|------------|------------|------------------|------------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2016 | ENG | 0918-24-926 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$230,000 | \$230,000 |
| 2017 | CON | 0918-24-926 | Cat 5: | \$1,520,000 | \$0 | \$0 | \$380,000 | \$0 | \$1,900,000 |
| Grand Total: | | | | \$1,520,000 | \$0 | \$0 | \$380,000 | \$230,000 | \$2,130,000 |

Revisions since STTC Meeting: UPDATED CSJ TO 0918-24-926

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 19001 Facility: CS

Location/Limits From: MCDERMOTT DR

Modification #: 2015-0630

Implementing Agency: ALLEN

Location/Limits To: AT CUSTER ROAD

County: COLLIN CSJ: 0918-24-906, 0918-24-906

City: ALLEN Desc: INTERSECTION IMPROVEMENT TO ADD TURN LANES

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PART OF COLLIN COUNTY FUNDING PARTNERSHIP (LIRAP/LIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|----------------|-----------------|------------|-------------|------------------|
| 2016 | ENG | 0918-24-906 | Cat 3 - TDC (MPO): | \$0 | \$4,000 | \$0 | \$0 | \$0 | \$0 |
| 2016 | ENG | 0918-24-906 | Cat 5: | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Phase Subtotal: | | | | \$20,000 | \$4,000 | \$0 | \$0 | \$0 | \$20,000 |
| 2017 | ENG | 0918-24-906 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$26,000 | \$0 | \$0 | \$0 |
| 2017 | ENG | 0918-24-906 | Cat 5: | \$130,000 | \$0 | \$0 | \$0 | \$0 | \$130,000 |
| Phase Subtotal: | | | | \$130,000 | \$0 | \$26,000 | \$0 | \$0 | \$130,000 |
| 2017 | ROW | 0918-24-906 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$0 |
| 2017 | ROW | 0918-24-906 | Cat 5: | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Phase Subtotal: | | | | \$50,000 | \$0 | \$10,000 | \$0 | \$0 | \$50,000 |
| Grand Total: | | | | \$200,000 | \$4,000 | \$0 | \$0 | \$0 | \$200,000 |

Revisions since STTC Meeting: WITHDRAWN PER COLLIN COUNTY; REVISED DESCRIPTION TO "INTERSECTION IMPROVEMENT TO ADD RIGHT TURN LANE" FROM "INTERSECTION IMPROVEMENT TO ADD TURN LANE"; UPDATED CSJ TO 0918-24-906

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 19002 **Facility:** US 380 **Location/Limits From:** AT AIRPORT DRIVE **Modification #:** 2015-0631

Implementing Agency: MCKINNEY

County: COLLIN **CSJ:** 0135-03-903

City: MCKINNEY **Desc:** ADD SECOND WESTBOUND LEFT TURN LANE

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: 113,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PART OF COLLIN COUNTY FUNDING PARTNERSHIP (LIRAP/LIP)

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2016 | ENG | 0135-03-903 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$14,400 | \$0 | \$0 | \$0 |
| 2016 | ENG | 0135-03-903 | Cat 5: | \$72,000 | \$0 | \$0 | \$0 | \$0 | \$72,000 |
| Phase Subtotal: | | | | \$72,000 | \$0 | \$14,400 | \$0 | \$0 | \$72,000 |
| 2017 | CON | 0135-03-903 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$98,600 | \$0 | \$0 | \$0 |
| 2017 | CON | 0135-03-903 | Cat 5: | \$493,000 | \$0 | \$0 | \$0 | \$0 | \$493,000 |
| Phase Subtotal: | | | | \$493,000 | \$0 | \$98,600 | \$0 | \$0 | \$493,000 |
| Grand Total: | | | | \$565,000 | \$0 | \$0 | \$0 | \$0 | \$565,000 |

Revisions since STTC Meeting: UPDATED CSJ TO 0135-03-903; INCREASED CONSTRUCTION FUNDING DUE TO REQUEST FROM COLLIN COUNTY

TIP Code: 55113 **Facility:** IH 20 **Location/Limits From:** IH 20 WESTBOUND BOWEN ST. RAMP **Modification #:** 2015-0634

Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 20 EASTBOUND BOWEN ST. RAMP

County: TARRANT **CSJ:** 2374-05-082

City: ARLINGTON **Desc:** CONSTRUCT NEW TEXAS U-TURN

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: LOCAL CONTRIBUTION PAID BY CITY OF ARLINGTON

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|------------|------------|------------|------------|------------------|------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2016 | ENG | 2374-05-082 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$176,438 | \$176,438 |
| 2016 | ENV | 2374-05-082 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$13,308 | \$13,308 |
| 2017 | CON | 2374-05-082 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$250,000 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$439,746 | \$439,746 |

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55114 **Facility:** BU 287P **Location/Limits From:** AT W. BAILEY BOSWELL RD. **Modification #:** 2015-0635
Implementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0013-10-082
City: SAGINAW **Desc:** CONSTRUCT NEW 4 LANE OVERPASS BRIDGE
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION PAID BY CITY OF SAGINAW

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|------------|------------|------------|------------|---------------------|---------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2017 | ENG | 0013-10-082 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$548,000 | \$548,000 |
| 2017 | ENV | 0013-10-082 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$11,000 | \$11,000 |
| 2018 | CON | 0013-10-082 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$11,000,000 | \$11,000,000 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$11,559,000 | \$11,559,000 |

TIP Code: 20055 **Facility:** SH 289 **Location/Limits From:** ON PRESTON ROAD/SH 289 **Modification #:** 2015-0636
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** AT PGBT
County: COLLIN **CSJ:** 0091-05-059
City: PLANO **Desc:** ADD 2 LEFT TURNS AND 1 DEDICATED SOUTHBOUND RIGHT TURN LANE
Request: DELAY CONSTRUCTION TO FY2017 AND ADD LOCAL CONTRIBUTION FUNDING OF \$1,500,000 TO CONSTRUCTION IN FY2017 FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$4,567,480 (\$3,067,480 CMAQ [\$2,453,984 FEDERAL AND \$613,496 STATE] AND \$1,500,000 LOCAL CONTRIBUTION [\$1,500,000 LOCAL])
Comment: LOCAL CONTRIBUTION PAID BY CITY OF PLANO

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|--------------------|------------------|------------|------------|------------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2013 | ENG | 0091-05-059 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$480,000 |
| 2015 | ROW | 0091-05-059 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$120,000 |
| 2016 | CON | 0091-05-059 | Cat 5: | \$2,453,984 | \$613,496 | \$0 | \$0 | \$0 | \$3,067,480 |
| Grand Total: | | | | \$2,453,984 | \$613,496 | \$0 | \$0 | \$600,000 | \$3,667,480 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|--------------------|------------------|------------|------------|--------------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2013 | ENG | 0091-05-059 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$480,000 |
| 2015 | ROW | 0091-05-059 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$120,000 |
| 2017 | CON | 0091-05-059 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,500,000 | \$1,500,000 |
| 2017 | CON | 0091-05-059 | Cat 5: | \$2,453,984 | \$613,496 | \$0 | \$0 | \$0 | \$3,067,480 |
| Phase Subtotal: | | | | \$2,453,984 | \$613,496 | \$0 | \$0 | \$1,500,000 | \$4,567,480 |
| Grand Total: | | | | \$2,453,984 | \$613,496 | \$0 | \$0 | \$2,100,000 | \$5,167,480 |

Revisions since STTC Meeting: LOCAL CONTRIBUTION CLARIFIED AS \$1,500,000 LOCAL

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 20159 **Facility:** SH 183 **Location/Limits From:** HANDLEY-EDERVILLE **Modification #:** 2015-0642
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** RUFÉ SNOW DRIVE
County: TARRANT **CSJ:** 0094-02-121
City: RICHLAND HILLS **Desc:** INTERSECTION IMPROVEMENTS TO ADD RIGHT TURN LANES, CURB & GUTTER AND SIDEWALKS AT 3 LOCATIONS
Request: REVISE SCOPE TO CORRIDOR IMPROVEMENTS ALONG BAKER BLVD/SH 183 INCLUDING SIDEWALKS AND CURB & GUTTER; REALIGN INTERSECTION AT ASH PARK AND BAKER BLVD; ADD WB RIGHT TURN LANES AT RUFÉ SNOW AND BAKER BLVD; ADD EB RIGHT TURN LANES AT HANDLEY EDERVILLE AND BAKER BLVD; INCREASE ENGINEERING IN FY2013; DECREASE ROW IN FY2015; INCREASE CONSTRUCTION FUNDING IN FY2016

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|--------------------|------------------|------------|------------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2013 | ENG | 0094-02-121 | Cat 12(S): | \$254,565 | \$0 | \$0 | \$63,641 | \$0 | \$318,206 |
| 2015 | ROW | 0094-02-121 | Cat 12(S): | \$336,919 | \$0 | \$0 | \$84,230 | \$0 | \$421,149 |
| 2016 | CON | 0094-02-121 | Cat 7: | \$1,927,178 | \$481,795 | \$0 | \$0 | \$0 | \$2,408,973 |
| Grand Total: | | | | \$2,518,662 | \$481,795 | \$0 | \$147,871 | \$0 | \$3,148,328 |

| STTC APPROVED: | | | | | | | | | |
|-----------------------|-------|-------------|----------------|--------------------|------------------|------------|------------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2013 | ENG | 0094-02-121 | Cat 12(S): | \$254,565 | \$0 | \$0 | \$63,641 | \$0 | \$318,206 |
| 2015 | ROW | 0094-02-121 | Cat 12(S): | \$336,919 | \$0 | \$0 | \$84,230 | \$0 | \$421,149 |
| 2016 | CON | 0094-02-121 | Cat 7: | \$2,800,000 | \$700,000 | \$0 | \$0 | \$0 | \$3,500,000 |
| Grand Total: | | | | \$3,391,484 | \$700,000 | \$0 | \$147,871 | \$0 | \$4,239,355 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|--------------------|------------------|------------|------------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2013 | ENG | 0094-02-121 | Cat 12(S): | \$331,120 | \$0 | \$0 | \$82,780 | \$0 | \$413,900 |
| 2015 | ROW | 0094-02-121 | Cat 12(S): | \$76,800 | \$0 | \$0 | \$19,200 | \$0 | \$96,000 |
| 2015 | CON | 0094-02-121 | Cat 12(S): | \$183,564 | \$0 | \$0 | \$45,891 | \$0 | \$229,455 |
| 2016 | CON | 0094-02-121 | Cat 7: | \$2,616,436 | \$654,109 | \$0 | \$0 | \$0 | \$3,270,545 |
| Grand Total: | | | | \$3,207,920 | \$654,109 | \$0 | \$147,871 | \$0 | \$4,009,900 |

Revisions since STTC Meeting: CLARIFIED REVISED SCOPE TO INCLUDE INDIVIDUAL LOCATIONS OF IMPROVEMENTS AND REVISED FUNDING FOR ROW AND CONSTRUCTION

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11986 **Facility:** VA **Location/Limits From:** ON US 287 (NB NW OF IH 35W PASS THE NTE LIMITS, SB AT E MORPHY ST, NB AT CASTLEMAN, NB SOUTH OF HERITAGE PKWY) AND **Modification #:** 2015-0644
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** ON IH 20 WB AT WEST SCENIC TRAIL AND INSTALL CCTV CAMERA AT FM 51 AND IH 20
County: TARRANT **CSJ:** 0902-90-015
City: VARIOUS **Desc:** DEPLOYMENT OF 5 DYNAMIC MESSAGE SIGNS (DMS) AND INSTALLATION OF 1 CCTV CAMERA
Request: INCREASE CONSTRUCTION FUNDING BY \$162,133 TOTAL (\$162,133 CMAQ [\$162,133 FEDERAL] AND 32,427 TDC (MPO) [32,427 REGIONAL]) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$932,133 TOTAL (\$932,133 CMAQ [\$932,133 FEDERAL] AND 186,427 TDC (MPO) [186,427 REGIONAL])
Comment: 186,427 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|------------------|------------|-------------|------------------|
| 2015 | CON | 0902-48-907 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$154,000 | \$0 | \$0 | \$0 |
| 2015 | CON | 0902-48-907 | Cat 5: | \$770,000 | \$0 | \$0 | \$0 | \$0 | \$770,000 |
| Phase Subtotal: | | | | \$770,000 | \$0 | \$154,000 | \$0 | \$0 | \$770,000 |
| Grand Total: | | | | \$770,000 | \$0 | \$0 | \$0 | \$0 | \$770,000 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|------------------|------------|-------------|------------------|
| 2015 | CON | 0902-90-015 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$186,427 | \$0 | \$0 | \$0 |
| 2015 | CON | 0902-90-015 | Cat 5: | \$932,133 | \$0 | \$0 | \$0 | \$0 | \$932,133 |
| Phase Subtotal: | | | | \$932,133 | \$0 | \$186,427 | \$0 | \$0 | \$932,133 |
| Grand Total: | | | | \$932,133 | \$0 | \$0 | \$0 | \$0 | \$932,133 |

TIP Code: 25019 **Facility:** US 287 **Location/Limits From:** IH 20 **Modification #:** 2015-0645
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 360
County: VARIOUS **CSJ:** 0172-04-905
City: VARIOUS **Desc:** INSTALLATION OF ITS FIBER AND EQUIPMENT
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| 2018 | CON | 0172-04-905 | Cat 5: | \$2,160,000 | \$540,000 | \$0 | \$0 | \$0 | \$2,700,000 |
| Grand Total: | | | | \$2,160,000 | \$540,000 | \$0 | \$0 | \$0 | \$2,700,000 |

Revisions since STTC Meeting: UPDATED CSJ TO 0172-04-905

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 25021 **Facility:** IH 35W **Location/Limits From:** IH 20 **Modification #:** 2015-0646
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 174
County: VARIOUS **CSJ:** 0014-02-905
City: VARIOUS **Desc:** INSTALLATION OF ITS FIBER AND EQUIPMENT
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|---------------------------|-------------------------|-------------------|-------------------|-------------------|---------------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2017 | CON | 0014-02-905 | Cat 5: | \$1,600,000 | \$400,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| Grand Total: | | | | <u>\$1,600,000</u> | <u>\$400,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$2,000,000</u> |

Revisions since STTC Meeting: UPDATED CSJ TO 0014-02-905

TIP Code: 25020 **Facility:** IH 30 **Location/Limits From:** MAIN STREET **Modification #:** 2015-0647
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820
County: TARRANT **CSJ:** 1068-01-905
City: FORT WORTH **Desc:** INSTALLATION OF ITS FIBER AND EQUIPMENT
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|---------------------------|-------------------------|-------------------|-------------------|-------------------|---------------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2017 | CON | 1068-02-905 | Cat 5: | \$1,200,000 | \$300,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| Grand Total: | | | | <u>\$1,200,000</u> | <u>\$300,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$1,500,000</u> |

Revisions since STTC Meeting: UPDATED CSJ TO 1068-01-905

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 19003 **Facility:** CS **Location/Limits From:** ON COIT ROAD FROM SH190 **Modification #:** 2015-0654
Implementing Agency: PLANO **Location/Limits To:** MAPLESHADE LANE
County: COLLIN **CSJ:** 0918-24-915
City: PLANO **Desc:** INTERSECTION IMPROVEMENTS - ADD ADDITIONAL RIGHT TURN LANES ALONG COIT ROAD
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 66,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PART OF COLLIN COUNTY FUNDING PARTNERSHIP (LIRAP/LIP)

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|------------------|------------|------------|------------|-----------------|------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2015 | ENG | 0918-24-915 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$7,500 | \$7,500 |
| 2016 | CON | 0918-24-915 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$0 | \$0 | \$66,000 | \$0 |
| 2016 | CON | 0918-24-915 | Cat 5: | \$330,000 | \$0 | \$0 | \$0 | \$0 | \$330,000 |
| Phase Subtotal: | | | | \$330,000 | \$0 | \$0 | \$0 | \$66,000 | \$330,000 |
| Grand Total: | | | | \$330,000 | \$0 | \$0 | \$0 | \$73,500 | \$337,500 |

Revisions since STTC Meeting: WITHDRAWN PER COLLIN COUNTY; UPDATED CSJ TO 0918-24-915

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 20255 Facility: VA

Location/Limits From: METROPOLITAN PLANNING ORGANIZATION (MPO) PLANNING
SUPPORT AND ASSISTANCE FOR SURFACE TRANSPORTATION
PROJECTS

Modification #: 2015-0661

Implementing Agency: NCTCOG

County: VARIOUS CSJ: 0918-00-197

City: VARIOUS Desc: PLANNING SUPPORT & TECHNICAL EXPERTISE FOR ON/OFF-SYSTEM TRANSPORTATION PROJECTS & TO EXPEDITE ENV. REVIEW FOR SURFACE TRANSPORTATION PROJECTS; PLANNING ACTIVITIES IN SUPPORT OF REG. FREIGHT PLAN; NECESSARY PLANNING EXPERTISE AS REQUESTED ON TIP PROJECTS

Request: INCREASE FUNDING IN FY2016; INCREASE OFFSET BY A DECREASE ON TIP 20107/CSJ 0918-46-233, TIP 20128/CSJ 0918-48-875, TIP 20053/CSJ 0918-24-162, TIP 20070/CSJ 0918-24-160

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|------------------------|------------|------------|--------------------|------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$1,200,000 | \$0 | \$0 | \$1,200,000 |
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$400,000 | \$0 | \$0 | \$400,000 |
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$80,000 | \$0 | \$0 | \$80,000 |
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$320,000 | \$0 | \$0 | \$320,000 |
| Phase Subtotal: | | | | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$2,000,000 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$66,862 | \$0 | \$0 | \$66,862 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$66,862 | \$0 | \$0 | \$66,862 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$328,033 | \$0 | \$0 | \$328,033 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$277,055 | \$0 | \$0 | \$277,055 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 161 - DA1: | \$0 | \$0 | \$9,771 | \$0 | \$0 | \$9,771 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 161 - TC2: | \$0 | \$0 | \$9,770 | \$0 | \$0 | \$9,770 |
| Phase Subtotal: | | | | \$0 | \$0 | \$758,353 | \$0 | \$0 | \$758,353 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$36,200 | \$0 | \$0 | \$36,200 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$36,200 | \$0 | \$0 | \$36,200 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$177,600 | \$0 | \$0 | \$177,600 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$150,000 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 161 - DA1: | \$0 | \$0 | \$155,115 | \$0 | \$0 | \$155,115 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 161 - TC2: | \$0 | \$0 | \$155,115 | \$0 | \$0 | \$155,115 |
| Phase Subtotal: | | | | \$0 | \$0 | \$710,230 | \$0 | \$0 | \$710,230 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$36,200 | \$0 | \$0 | \$36,200 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$36,200 | \$0 | \$0 | \$36,200 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$177,600 | \$0 | \$0 | \$177,600 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$150,000 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 161 - DA1: | \$0 | \$0 | \$155,115 | \$0 | \$0 | \$155,115 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 161 - TC2: | \$0 | \$0 | \$155,114 | \$0 | \$0 | \$155,114 |
| Phase Subtotal: | | | | \$0 | \$0 | \$710,229 | \$0 | \$0 | \$710,229 |
| Grand Total: | | | | \$0 | \$0 | \$4,178,812 | \$0 | \$0 | \$4,178,812 |

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

STTC APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|------------------------|------------|------------|--------------------|------------|-------------|--------------------|
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$1,200,000 | \$0 | \$0 | \$1,200,000 |
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$400,000 | \$0 | \$0 | \$400,000 |
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$80,000 | \$0 | \$0 | \$80,000 |
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$320,000 | \$0 | \$0 | \$320,000 |
| Phase Subtotal: | | | | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$2,000,000 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$66,862 | \$0 | \$0 | \$66,862 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$66,862 | \$0 | \$0 | \$66,862 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$328,033 | \$0 | \$0 | \$328,033 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$277,055 | \$0 | \$0 | \$277,055 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 161 - DA1: | \$0 | \$0 | \$9,771 | \$0 | \$0 | \$9,771 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 161 - TC2: | \$0 | \$0 | \$9,770 | \$0 | \$0 | \$9,770 |
| Phase Subtotal: | | | | \$0 | \$0 | \$758,353 | \$0 | \$0 | \$758,353 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$36,200 | \$0 | \$0 | \$36,200 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$36,200 | \$0 | \$0 | \$36,200 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$177,600 | \$0 | \$0 | \$177,600 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$150,000 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 161 - DA1: | \$0 | \$0 | \$155,115 | \$0 | \$0 | \$155,115 |
| 2015 | IMP | 0918-00-197 | Cat 3 - RTR 161 - TC2: | \$0 | \$0 | \$155,115 | \$0 | \$0 | \$155,115 |
| Phase Subtotal: | | | | \$0 | \$0 | \$710,230 | \$0 | \$0 | \$710,230 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$301,418 | \$0 | \$0 | \$301,418 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$87,029 | \$0 | \$0 | \$87,029 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$225,236 | \$0 | \$0 | \$225,236 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$199,205 | \$0 | \$0 | \$199,205 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 161 - DA1: | \$0 | \$0 | \$155,115 | \$0 | \$0 | \$155,115 |
| 2016 | IMP | 0918-00-197 | Cat 3 - RTR 161 - TC2: | \$0 | \$0 | \$155,114 | \$0 | \$0 | \$155,114 |
| Phase Subtotal: | | | | \$0 | \$0 | \$1,123,117 | \$0 | \$0 | \$1,123,117 |
| Grand Total: | | | | \$0 | \$0 | \$4,591,700 | \$0 | \$0 | \$4,591,700 |

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|------------------------|------------|------------|--------------------|------------|-------------|--------------------|
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$1,200,000 | \$0 | \$0 | \$1,200,000 |
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$400,000 | \$0 | \$0 | \$400,000 |
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$80,000 | \$0 | \$0 | \$80,000 |
| 2012 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$320,000 | \$0 | \$0 | \$320,000 |
| Phase Subtotal: | | | | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$2,000,000 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$66,862 | \$0 | \$0 | \$66,862 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$66,862 | \$0 | \$0 | \$66,862 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$328,033 | \$0 | \$0 | \$328,033 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$277,055 | \$0 | \$0 | \$277,055 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 161 - DA1: | \$0 | \$0 | \$9,771 | \$0 | \$0 | \$9,771 |
| 2014 | IMP | 0918-00-197 | Cat 3 - RTR 161 - TC2: | \$0 | \$0 | \$9,770 | \$0 | \$0 | \$9,770 |
| Phase Subtotal: | | | | \$0 | \$0 | \$758,353 | \$0 | \$0 | \$758,353 |

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

| | | | | | | | | |
|------------------------|-------------|------------------------|------------|------------|--------------------|------------|------------|--------------------|
| 2015 IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$36,200 | \$0 | \$0 | \$36,200 |
| 2015 IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$36,200 | \$0 | \$0 | \$36,200 |
| 2015 IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$177,600 | \$0 | \$0 | \$177,600 |
| 2015 IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$150,000 |
| 2015 IMP | 0918-00-197 | Cat 3 - RTR 161 - DA1: | \$0 | \$0 | \$155,115 | \$0 | \$0 | \$155,115 |
| 2015 IMP | 0918-00-197 | Cat 3 - RTR 161 - TC2: | \$0 | \$0 | \$155,115 | \$0 | \$0 | \$155,115 |
| Phase Subtotal: | | | \$0 | \$0 | \$710,230 | \$0 | \$0 | \$710,230 |
| 2016 IMP | 0918-00-197 | Cat 3 - RTR 121 - CC1: | \$0 | \$0 | \$301,418 | \$0 | \$0 | \$301,418 |
| 2016 IMP | 0918-00-197 | Cat 3 - RTR 121 - CC2: | \$0 | \$0 | \$88,029 | \$0 | \$0 | \$88,029 |
| 2016 IMP | 0918-00-197 | Cat 3 - RTR 121 - DA1: | \$0 | \$0 | \$225,236 | \$0 | \$0 | \$225,236 |
| 2016 IMP | 0918-00-197 | Cat 3 - RTR 121 - DE1: | \$0 | \$0 | \$199,205 | \$0 | \$0 | \$199,205 |
| 2016 IMP | 0918-00-197 | Cat 3 - RTR 161 - DA1: | \$0 | \$0 | \$155,115 | \$0 | \$0 | \$155,115 |
| 2016 IMP | 0918-00-197 | Cat 3 - RTR 161 - TC2: | \$0 | \$0 | \$155,114 | \$0 | \$0 | \$155,114 |
| Phase Subtotal: | | | \$0 | \$0 | \$1,124,117 | \$0 | \$0 | \$1,124,117 |
| Grand Total: | | | \$0 | \$0 | \$4,592,700 | \$0 | \$0 | \$4,592,700 |

Revisions since STTC Meeting: REVISED FUNDING FOR FY2016 RTR 121-CC2 LINE ITEM

TIP Code: 11981.1 **Facility:** CS **Location/Limits From:** PLEASANT RUN ROAD TRAIL FROM LANCASTER-HUTCHINS ROAD **Modification #:** 2015-0665

Implementing Agency: DALLAS CO **Location/Limits To:** MILLER FERRY ROAD

County: DALLAS **CSJ:** 0918-47-165

City: VARIOUS **Desc:** CONSTRUCT 3.1 MILE LONG SHARED USE PATH ON THE SOUTH SIDE OF PLEASANT RUN ROAD

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|--------------------|------------|------------|------------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2017 | CON | 0918-47-165 | Cat 9 TAP: | \$2,364,904 | \$0 | \$0 | \$591,226 | \$0 | \$2,956,130 |
| Grand Total: | | | | \$2,364,904 | \$0 | \$0 | \$591,226 | \$0 | \$2,956,130 |

Revisions since STTC Meeting: UPDATED CSJ TO 0918-47-165

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55152 **Facility:** SH 276 **Location/Limits From:** WEST OF FM 36 **Modification #:** 2015-0666
Implementing Agency: TXDOT-PARIS **Location/Limits To:** SH 34
County: HUNT **CSJ:** 0901-22-095
City: QUINLAN **Desc:** CONSTRUCT 0 TO 5 LANE FACILITY ON NEW LOCATION (QUINLAN BYPASS)
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: FUTURE PROP 1 PROJECT

| STTC APPROVED: | | | | | | | | | |
|-----------------------|-------|-------------|----------------|------------|--------------------|------------|------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2016 | ENG | 0902-22-095 | SBPE: | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |
| 2016 | ROW | 0902-22-095 | S102: | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |
| 2017 | ENG | 0902-22-095 | SBPE: | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| 2017 | ROW | 0902-22-095 | S102: | \$0 | \$2,000,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| 2017 | UTIL | 0902-22-095 | S102: | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$600,000 |
| Grand Total: | | | | \$0 | \$3,050,000 | \$0 | \$0 | \$0 | \$3,050,000 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|--------------------|------------------|------------|-----------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2016 | ENG | 0901-22-095 | SBPE: | \$0 | \$350,000 | \$0 | \$0 | \$0 | \$350,000 |
| 2017 | ROW | 0901-22-095 | S102: | \$1,680,000 | \$354,900 | \$0 | \$65,100 | \$0 | \$2,100,000 |
| 2017 | UTIL | 0901-22-095 | S102: | \$480,000 | \$101,400 | \$0 | \$18,600 | \$0 | \$600,000 |
| Grand Total: | | | | \$2,160,000 | \$806,300 | \$0 | \$83,700 | \$0 | \$3,050,000 |

Revisions since STTC Meeting: UPDATED CSJ FROM 0902-22-095 TO 0901-22-095; REVISED FUNDING TO CONSOLIDATE FUNDING IN EACH PHASE AND ADJUST FUNDING SHARES

TIP Code: 55120 **Facility:** US 175 **Location/Limits From:** EAST OF E. MALLOY BRIDGE RD **Modification #:** 2015-0667
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** KAUFMAN COUNTY LINE
County: DALLAS **CSJ:** 0197-02-124
City: SEAGOVILLE **Desc:** RAMP MODIFICATIONS
Request: ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|------------|------------------|------------|------------|-------------|------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2035 | ENG | 0197-02-124 | SBPE: | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| Grand Total: | | | | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55134 **Facility:** US 175 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2015-0668
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF FM 1389
County: KAUFMAN **CSJ:** 0197-03-074
City: SEAGOVILLE **Desc:** RAMP MODIFICATIONS
Request: ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|------------|------------------|------------|------------|-------------|------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2035 | ENG | 0197-03-074 | SBPE: | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| Grand Total: | | | | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |

TIP Code: 55078 **Facility:** IH 30 **Location/Limits From:** SH 205 **Modification #:** 2015-0669
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** JOHN KING BLVD
County: ROCKWALL **CSJ:** 0009-12-214
City: ROCKWALL **Desc:** REVERSE IH 30 RAMPS EAST OF SH 205
Request: INCREASE CONSTRUCTION FUNDING BY \$2,040,000 LOCAL CONTRIBUTION (\$2,040,000 LOCAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$2,990,000 LOCAL CONTRIBUTION (\$2,990,000 LOCAL)
Comment: LOCAL CONTRIBUTION PAID BY ROCKWALL COUNTY

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|------------|-----------------|------------|------------|--------------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2015 | ENG | 0009-12-214 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$388,000 | \$388,000 |
| 2015 | ENG | 0009-12-214 | SBPE: | \$0 | \$75,000 | \$0 | \$0 | \$0 | \$75,000 |
| Phase Subtotal: | | | | \$0 | \$75,000 | \$0 | \$0 | \$388,000 | \$463,000 |
| 2016 | CON | 0009-12-214 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$950,000 | \$950,000 |
| Grand Total: | | | | \$0 | \$75,000 | \$0 | \$0 | \$1,338,000 | \$1,413,000 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|------------|-----------------|------------|------------|--------------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2015 | ENG | 0009-12-214 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$388,000 | \$388,000 |
| 2015 | ENG | 0009-12-214 | SBPE: | \$0 | \$75,000 | \$0 | \$0 | \$0 | \$75,000 |
| Phase Subtotal: | | | | \$0 | \$75,000 | \$0 | \$0 | \$388,000 | \$463,000 |
| 2016 | CON | 0009-12-214 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$2,990,000 | \$2,990,000 |
| Grand Total: | | | | \$0 | \$75,000 | \$0 | \$0 | \$3,378,000 | \$3,453,000 |

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 55038 **Facility:** FM 2514 **Location/Limits From:** EAST OF LAVON PARKWAY **Modification #:** 2015-0673
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF DRAIN DRIVE
County: COLLIN **CSJ:** 2679-03-015
City: WYLIE **Desc:** WIDEN FACILITY FROM 2 LANE TO 4 LANE URBAN DIVIDED (ULTIMATE 6 LANE DIVIDED)
Request: ADD ROW PHASE WITH AN AUTHORIZED FUNDED AMOUNT OF \$3,100,000 S102 (\$2,480,000 FEDERAL AND \$620,000 STATE) IN FY2017

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|------------|------------------|------------|------------|-------------|------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2017 | ENG | 2679-03-015 | SBPE: | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| Grand Total: | | | | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2017 | ENG | 2679-03-015 | SBPE: | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| 2017 | ROW | 2679-03-015 | S102: | \$2,480,000 | \$620,000 | \$0 | \$0 | \$0 | \$3,100,000 |
| Grand Total: | | | | \$2,480,000 | \$820,000 | \$0 | \$0 | \$0 | \$3,300,000 |

TIP Code: 55037 **Facility:** FM 2514 **Location/Limits From:** NORTH OF DRAIN DRIVE **Modification #:** 2015-0674
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** BROWN STREET
County: COLLIN **CSJ:** 2679-03-016
City: WYLIE **Desc:** WIDEN FACILITY FROM 2 LANE TO 4 LANE URBAN DIVIDED (ULTIMATE 6 LANE DIVIDED)
Request: ADD ROW PHASE WITH AN AUTHORIZED FUNDED AMOUNT OF \$6,400,000 S102 (\$5,120,000 FEDERAL AND \$1,280,000 STATE) IN FY2017

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|------------|------------------|------------|------------|-------------|------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2017 | ENG | 2679-03-016 | SBPE: | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$600,000 |
| Grand Total: | | | | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$600,000 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|--------------------|--------------------|------------|------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2017 | ENG | 2679-03-016 | SBPE: | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$600,000 |
| 2017 | ROW | 2679-03-016 | S102: | \$5,120,000 | \$1,280,000 | \$0 | \$0 | \$0 | \$6,400,000 |
| Grand Total: | | | | \$5,120,000 | \$1,880,000 | \$0 | \$0 | \$0 | \$7,000,000 |

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11074.1 **Facility:** CS **Location/Limits From:** ON LAKERIDGE PKWY FROM S OF GREAT SW PKWY **Modification #:** 2015-0677
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 20 EB FRTG ROAD
County: DALLAS **CSJ:** 0918-45-747
City: GRAND PRAIRIE **Desc:** WIDEN EXISTING CITY STREET AND EXTEND ON NEW LOCATION IN GRAND PRAIRIE--SIX LANE URBAN DIVIDED ROADWAY AND ON-STREET BIKEWAY
Request: ADD CONSTRUCTION FUNDING IN FY2016 FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$2,500,000 STP-MM (\$2,000,000 FEDERAL AND \$500,000 LOCAL) IN FY2016

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|---------------------|------------|------------|--------------------|-------------|---------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2011 | ROW | 0918-45-747 | Cat 7: | \$4,000,000 | \$0 | \$0 | \$1,000,000 | \$0 | \$5,000,000 |
| 2011 | ROW | 0918-45-747 | Cat 10: | \$490,000 | \$0 | \$0 | \$0 | \$0 | \$490,000 |
| Phase Subtotal: | | | | \$4,490,000 | \$0 | \$0 | \$1,000,000 | \$0 | \$5,490,000 |
| 2011 | CON | 0918-45-747 | Cat 7: | \$13,238,682 | \$0 | \$0 | \$3,309,671 | \$0 | \$16,548,353 |
| Grand Total: | | | | \$17,728,682 | \$0 | \$0 | \$4,309,671 | \$0 | \$22,038,353 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|---------------------|------------|------------|--------------------|-------------|---------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2011 | ROW | 0918-45-747 | Cat 7: | \$4,000,000 | \$0 | \$0 | \$1,000,000 | \$0 | \$5,000,000 |
| 2011 | ROW | 0918-45-747 | Cat 10: | \$490,000 | \$0 | \$0 | \$0 | \$0 | \$490,000 |
| Phase Subtotal: | | | | \$4,490,000 | \$0 | \$0 | \$1,000,000 | \$0 | \$5,490,000 |
| 2011 | CON | 0918-45-747 | Cat 7: | \$13,238,682 | \$0 | \$0 | \$3,309,671 | \$0 | \$16,548,353 |
| 2016 | CON | 0918-45-747 | Cat 7: | \$2,000,000 | \$0 | \$0 | \$500,000 | \$0 | \$2,500,000 |
| Phase Subtotal: | | | | \$15,238,682 | \$0 | \$0 | \$3,809,671 | \$0 | \$19,048,353 |
| Grand Total: | | | | \$19,728,682 | \$0 | \$0 | \$4,809,671 | \$0 | \$24,538,353 |

TIP Code: 55006 **Facility:** FM 552 **Location/Limits From:** SH 205 **Modification #:** 2015-0682
Implementing Agency: ROCKWALL CO **Location/Limits To:** SH 66
County: ROCKWALL **CSJ:** 1017-01-015
City: ROCKWALL **Desc:** WIDEN FROM 2 LANE RURAL TO 6 LANE URBAN SECTION
Request: REVISE SCOPE TO WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN SECTION; CHANGE IMPLEMENTING AGENCY FROM ROCKWALL COUNTY TO TXDOT-DALLAS

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|------------|------------|------------|------------|--------------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2015 | ENG | 1017-01-015 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$1,000,000 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$1,000,000 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|------------|------------|------------|------------|--------------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2015 | ENG | 1017-01-015 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$1,000,000 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$1,000,000 |

PROPOSED FEBRUARY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 19004 **Facility:** CS **Location/Limits From:** DALLAS PARKWAY FROM FIRST STREET **Modification #:** 2015-0685

Implementing Agency: PROSPER **Location/Limits To:** PROSPER TRAIL

County: COLLIN **CSJ:** 0918-24-916
City: PROSPER **Desc:** INTERSECTION IMPROVEMENTS INCLUDING RIGHT AND LEFT TURN LANES ON DALLAS PARKWAY AT FIRST STREET AND PROSPER TRAIL
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 30,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PART OF COLLIN COUNTY FUNDING PARTNERSHIP (LIRAP/LIP)

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|--------------------|------------|------------------|-----------------|------------|-------------|------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2016 | CON | 0918-24-916 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$30,000 | \$0 | \$0 | \$0 |
| 2016 | CON | 0918-24-916 | Cat 5: | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |
| Phase Subtotal: | | | | \$0 | \$150,000 | \$30,000 | \$0 | \$0 | \$150,000 |
| Grand Total: | | | | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |

Revisions since STTC Meeting: WITHDRAWN BY COLLIN COUNTY; UPDATED CSJ TO 0918-28-916

How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES **Apportionment Year:** FY2016 PROGRAM OF PROJECTS **Modification #:** 2015-0607
Request: REFINE FY2016 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON
Comment: 83,200 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

| Currently Approved: | | | FUNDING TABLE: | | | | | | |
|----------------------------|---------------------|-----------|-----------------------|------------------|--------------|-----------------|------------------|------------|------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> |
| 12653.16 | PURCHASE OF SERVICE | 2016 | CAPITAL | \$416,000 | \$0 | \$0 | \$104,000 | 0 | \$520,000 |
| TOTAL: | | | | \$416,000 | \$0 | \$0 | \$104,000 | 0 | \$520,000 |

| STTC APPROVED: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED BY PROJECT |
|-----------------------|---------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12653.16 | PURCHASE OF SERVICE | 2016 | CAPITAL | \$416,000 | \$0 | \$0 | \$0 | 83,200 | \$416,000 | DECREASE LOCAL SHARE; ADD TDC |
| TOTAL: | | | | \$416,000 | \$0 | \$0 | \$0 | 83,200 | \$416,000 | |

| Revision Requested: | | | FUNDING TABLE: | | | | | | | REVISION REQUESTED BY PROJECT |
|----------------------------|---------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|---------------|------------------|--------------------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12653.16 | PURCHASE OF SERVICE | 2016 | CAPITAL | \$416,000 | \$0 | \$0 | \$0 | 83,200 | \$416,000 | DECREASE LOCAL SHARE; ADD TDC |
| TOTAL: | | | | \$416,000 | \$0 | \$0 | \$0 | 83,200 | \$416,000 | |

Revisions since STTC Meeting: EXAMPLE COMMENT

| | |
|--|--|
| IMPLEMENTING AGENCY: | Identifies the lead public agency or municipality responsible for the project. |
| APPORTIONMENT YEAR: | Identifies the apportionment year in which funds were committed to the project. |
| MODIFICATION #: | The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff. |
| REQUEST: | Describes the action being requested through the modification. |
| UZA: | Identifies the Urbanized Area in which the project is located. |
| COMMENT: | States any comments related to the project. |
| FUNDING SOURCE: | Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/15-18/index.asp . |
| CURRENTLY APPROVED FUNDING TABLE: | Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP. |
| STTC APPROVED FUNDING TABLE: | Provides the total proposed funding for a project as recommended for RTC approval by Surface Transportation Technical Committee (STTC); incorporates total funding for all projects in the program. This table will only show if funding has changed since STTC took action on the project |

| | |
|--|--|
| REVISION REQUESTED FUNDING TABLE: | Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program. |
| TIP CODE: | The number assigned to a TIP project, which is how NCTCOG identifies a project. |
| DESCRIPTION: | Identifies the scope of work that will be completed in the project. |
| FY: | Identifies the fiscal years in which the project occurs. |
| PROJECT TYPE: | Identifies if the project is a capital, operating, or planning project. |
| FUNDING TABLE: | Provides funding breakdown for funds associated with that program of projects. |
| REQUESTED REVISION BY PROJECT: | Identifies the request at the TIP Code level. |
| REVISIONS SINCE STTC MEETING | Describes any revisions made to a modification since STTC took action on a project. |

PROPOSED FEBRUARY 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2010 PROGRAM OF PROJECTS

Modification #: 2015-0689

Request: REFINE FY2010 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

| Currently Approved: | | | | FUNDING TABLE: | | | | | |
|----------------------------|--|-----------|---------------------|-----------------------|--------------|-----------------|-----------------|------------|------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> |
| 12121.10 | SYSTEM PREVENTIVE MAINTENANCE | 2013 | CAPITAL | \$37,965 | \$0 | \$0 | \$9,492 | 0 | \$47,457 |
| 12154.10 | OPERATING ASSISTANCE | 2013 | OPERATING | \$52,400 | \$0 | \$0 | \$52,400 | 0 | \$104,800 |
| 12478.10 | ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | 2013 | CAPITAL | \$120,000 | \$0 | \$0 | \$30,000 | 0 | \$150,000 |
| TOTAL: | | | | \$210,365 | \$0 | \$0 | \$91,892 | 0 | \$302,257 |

Revision Requested:

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED |
|----------------------------|--|-----------|---------------------|-----------------------|--------------|-----------------|-----------------|------------|------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12121.10 | SYSTEM PREVENTIVE MAINTENANCE | 2016 | CAPITAL | \$37,965 | \$0 | \$0 | \$9,492 | 0 | \$47,457 | NO CHANGE |
| 12154.10 | OPERATING ASSISTANCE | 2016 | OPERATING | \$52,400 | \$0 | \$0 | \$52,400 | 0 | \$104,800 | NO CHANGE |
| 12478.10 | ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | 2016 | CAPITAL | \$100,134 | \$0 | \$0 | \$25,034 | 0 | \$125,168 | DECREASE FUNDING |
| 12748.10 | ACQUISITION OF SOFTWARE | 2016 | CAPITAL | \$19,866 | \$0 | \$0 | \$4,967 | 0 | \$24,833 | ADD PROJECT |
| TOTAL: | | | | \$210,365 | \$0 | \$0 | \$91,893 | 0 | \$302,258 | |

PROPOSED FEBRUARY 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2014 PROGRAM OF PROJECTS

Modification #: 2015-0691

Request: REFINE FY2014 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | | | |
|----------------------------|--|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|------------|--------------------|--|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | | |
| 12104.14 | BUS TRANSIT ENHANCEMENTS | 2015 | CAPITAL | \$57,142 | \$0 | \$0 | \$14,286 | 0 | \$71,428 | | |
| 12354.14 | ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | 2015 | CAPITAL | \$102,000 | \$0 | \$0 | \$25,500 | 0 | \$127,500 | | |
| 12356.14 | ADA PARATRANSIT SERVICE | 2015 | CAPITAL | \$571,421 | \$0 | \$0 | \$142,856 | 0 | \$714,277 | | |
| 12465.14 | OPERATING ASSISTANCE | 2015 | OPERATING | \$833,072 | \$0 | \$0 | \$833,072 | 0 | \$1,666,144 | | |
| 12535.14 | SYSTEM PREVENTIVE MAINTENANCE | 2015 | CAPITAL | \$3,276,295 | \$0 | \$0 | \$819,074 | 0 | \$4,095,369 | | |
| 12723.14 | ACQUISITION OF SOFTWARE | 2015 | CAPITAL | \$360,000 | \$0 | \$0 | \$90,000 | 0 | \$450,000 | | |
| 12724.14 | PLANNING | 2015 | PLANNING | \$200,000 | \$0 | \$0 | \$50,000 | 0 | \$250,000 | | |
| 12725.14 | RENOVATION OF STATION | 2015 | CAPITAL | \$200,000 | \$0 | \$0 | \$50,000 | 0 | \$250,000 | | |
| TOTAL: | | | | \$5,599,930 | \$0 | \$0 | \$2,024,788 | 0 | \$7,624,718 | | |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | REVISION REQUESTED | |
|----------------------------|--|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|------------|--------------------|---------------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> | |
| 12104.14 | BUS TRANSIT ENHANCEMENTS | 2016 | CAPITAL | \$57,142 | \$0 | \$0 | \$14,286 | 0 | \$71,428 | NO CHANGE | |
| 12354.14 | ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | 2016 | CAPITAL | \$102,000 | \$0 | \$0 | \$25,500 | 0 | \$127,500 | NO CHANGE | |
| 12356.14 | ADA PARATRANSIT SERVICE | 2016 | CAPITAL | \$571,421 | \$0 | \$0 | \$142,856 | 0 | \$714,277 | NO CHANGE | |
| 12465.14 | OPERATING ASSISTANCE | 2016 | OPERATING | \$2,002,429 | \$0 | \$0 | \$2,002,429 | 0 | \$4,004,858 | INCREASE FUNDING | |
| 12535.14 | SYSTEM PREVENTIVE MAINTENANCE | 2016 | CAPITAL | \$2,221,222 | \$0 | \$0 | \$555,306 | 0 | \$2,776,528 | DECREASE FUNDING | |
| 12723.14 | ACQUISITION OF SOFTWARE | 2016 | CAPITAL | \$360,000 | \$0 | \$0 | \$90,000 | 0 | \$450,000 | NO CHANGE | |
| 12724.14 | PLANNING | 2016 | PLANNING | \$200,000 | \$0 | \$0 | \$50,000 | 0 | \$250,000 | NO CHANGE | |
| 12725.14 | RENOVATION OF STATION | 2016 | CAPITAL | \$200,000 | \$0 | \$0 | \$50,000 | 0 | \$250,000 | NO CHANGE | |
| TOTAL: | | | | \$5,714,214 | \$0 | \$0 | \$2,930,377 | 0 | \$8,644,591 | | |

PROPOSED FEBRUARY 2016 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0692

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

| Currently Approved: | | | | FUNDING TABLE: | | | | | |
|----------------------------|--|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|------------|--------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> |
| 12104.15 | ASSOCIATED TRANSIT IMPROVEMENTS | 2015 | CAPITAL | \$56,124 | \$0 | \$0 | \$14,031 | 0 | \$70,155 |
| 12354.15 | ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | 2015 | CAPITAL | \$56,124 | \$0 | \$0 | \$14,031 | 0 | \$70,155 |
| 12356.15 | ADA PARATRANSIT SERVICE | 2015 | CAPITAL | \$561,234 | \$0 | \$0 | \$140,309 | 0 | \$701,543 |
| 12465.15 | OPERATING ASSISTANCE | 2015 | OPERATING | \$462,000 | \$0 | \$0 | \$462,000 | 0 | \$924,000 |
| 12534.15 | BUS PREVENTIVE MAINTENANCE | 2015 | CAPITAL | \$1,160,834 | \$0 | \$0 | \$290,209 | 0 | \$1,451,043 |
| 12535.15 | RAIL PREVENTIVE MAINTENANCE | 2015 | CAPITAL | \$2,139,700 | \$0 | \$0 | \$534,925 | 0 | \$2,674,625 |
| 12558.15 | PURCHASE REPLACEMENT VEHICLES | 2015 | CAPITAL | \$1,176,325 | \$0 | \$0 | \$207,587 | 0 | \$1,383,912 |
| TOTAL: | | | | \$5,612,341 | \$0 | \$0 | \$1,663,092 | 0 | \$7,275,433 |

| Revision Requested: | | | | FUNDING TABLE: | | | | | | <u>REVISION REQUESTED</u> |
|----------------------------|--|-----------|---------------------|-----------------------|--------------|-----------------|--------------------|------------|--------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12104.15 | ASSOCIATED TRANSIT IMPROVEMENTS | 2016 | CAPITAL | \$56,124 | \$0 | \$0 | \$14,031 | 0 | \$70,155 | NO CHANGE |
| 12354.15 | ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT | 2016 | CAPITAL | \$56,124 | \$0 | \$0 | \$14,031 | 0 | \$70,155 | NO CHANGE |
| 12356.15 | ADA PARATRANSIT SERVICE | 2016 | CAPITAL | \$561,234 | \$0 | \$0 | \$140,309 | 0 | \$701,543 | NO CHANGE |
| 12465.15 | OPERATING ASSISTANCE | 2016 | OPERATING | \$1,816,688 | \$0 | \$0 | \$1,816,688 | 0 | \$3,633,376 | INCREASE FUNDING |
| 12534.15 | BUS PREVENTIVE MAINTENANCE | 2016 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT |
| 12535.15 | RAIL PREVENTIVE MAINTENANCE | 2016 | CAPITAL | \$0 | \$0 | \$0 | \$0 | 0 | \$0 | DELETE PROJECT |
| 12558.15 | PURCHASE REPLACEMENT VEHICLES | 2016 | CAPITAL | \$1,176,325 | \$0 | \$0 | \$207,587 | 0 | \$1,383,912 | NO CHANGE |
| 12798.15 | PREVENTIVE MAINTENANCE | 2016 | CAPITAL | \$1,945,846 | \$0 | \$0 | \$486,462 | 0 | \$2,432,308 | ADD PROJECT |
| TOTAL: | | | | \$5,612,341 | \$0 | \$0 | \$2,679,108 | 0 | \$8,291,449 | |

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0694

Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

| Revision Requested: | | | | FUNDING TABLE: | | | | | | <u>REVISION REQUESTED</u> |
|----------------------------|----------------------|-----------|---------------------|-----------------------|--------------|-----------------|-----------------|------------|------------------|---------------------------|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | <u>BY PROJECT</u> |
| 12797.15 | OPERATING ASSISTANCE | 2016 | OPERATING | \$72,000 | \$0 | \$0 | \$72,000 | 0 | \$144,000 | ADD PROJECT |
| TOTAL: | | | | \$72,000 | \$0 | \$0 | \$72,000 | 0 | \$144,000 | |

How to Read the Project Modification Listings – Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

TIP Code: 51328 **Facility:** SP 303 **Location/Limits From:** ON ROSEDALE FROM STALCUP **Modification #:** 2015-0467

Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820

County: TARRANT **CSJ:** 2208-01-061

City: FORT WORTH **Desc:** RECONSTRUCT FACILITY FROM 4 UNDIVIDED TO 4 LANE DIVIDED ROADWAY

Request: INCREASE CONSTRUCTION FUNDING BY \$2,800,000 STP-MM (\$2,240,000 FEDERAL AND \$560,000 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$4,800,000 TOTAL (\$2,000,000 CAT 1 [\$1,600,000 FEDERAL AND \$400,000 STATE] AND \$2,800,000 STP-MM [\$2,240,000 FEDERAL AND \$560,000 LOCAL]) FOR CONSTRUCTION, AND DELAY CONSTRUCTION TO FY2016; INCREASE IN FUNDING OFFSET BY A DECREASE ON TIP 11252.2/CSJ 0902-48-453

Comment: EXAMPLE COMMENT

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2015 | ENG | 2208-01-061 | SBPE: | \$88,190 | \$22,047 | \$0 | \$0 | \$0 | \$110,237 |
| 2015 | CON | 2208-01-061 | Cat 1: | \$1,600,000 | \$400,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| Grand Total: | | | | \$1,688,190 | \$422,047 | \$0 | \$0 | \$0 | \$2,110,237 |

| STTC APPROVED: | | | | | | | | | |
|------------------------|-------|-------------|----------------|--------------------|------------------|------------|------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2015 | ENG | 2208-01-061 | SBPE: | \$88,190 | \$22,047 | \$0 | \$0 | \$0 | \$110,237 |
| 2016 | CON | 2208-01-061 | Cat 1: | \$1,600,000 | \$400,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| 2016 | CON | 2208-01-061 | Cat 7: | \$2,240,000 | \$560,000 | \$0 | \$0 | \$0 | \$2,800,000 |
| Phase Subtotal: | | | | \$3,840,000 | \$960,000 | \$0 | \$0 | \$0 | \$4,800,000 |
| Grand Total: | | | | \$3,928,190 | \$982,047 | \$0 | \$0 | \$0 | \$4,910,237 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|----------------|--------------------|------------------|------------|------------------|-------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2015 | ENG | 2208-01-061 | SBPE: | \$88,190 | \$22,047 | \$0 | \$0 | \$0 | \$110,237 |
| 2016 | CON | 2208-01-061 | Cat 1: | \$1,600,000 | \$400,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| 2016 | CON | 2208-01-061 | Cat 7: | \$2,240,000 | \$0 | \$0 | \$560,000 | \$0 | \$2,800,000 |
| Phase Subtotal: | | | | \$3,840,000 | \$400,000 | \$0 | \$560,000 | \$0 | \$4,800,000 |
| Grand Total: | | | | \$3,928,190 | \$422,047 | \$0 | \$560,000 | \$0 | \$4,910,237 |

Revisions since STTC Meeting: REVISED STP-MM MATCH FROM STATE TO LOCAL

| | |
|-----------------------------|---|
| TIP CODE: | The number assigned to a TIP project, which is how NCTCOG identifies a project. |
| IMPLEMENTING AGENCY: | Identifies the lead public agency or municipality responsible for the project. |
| COUNTY: | Identifies the county in which the project is located. |
| CITY: | Identifies the city in which the project is located. |
| FY: | Identifies the fiscal years in which the project occurs. |

| | |
|--|--|
| PHASE: | Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is Construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer. |
| FACILITY: | Identifies the highway or road on which the project is located. VA means Various, CS means City Street, and MH means Municipal Highway. |
| LOCATION/LIMITS FROM: | Identifies the starting point of the project. |
| LOCATION/LIMITS TO: | Identifies the ending point of the project. |
| CSJ: | Tracking number the Texas Department of Transportation (TxDOT) assigns to a project. |
| DESC: | Identifies the project description or scope of work that will be completed in the project. |
| REQUEST: | Describes the action being requested through each modification. |
| COMMENT: | States any comments related to the project. |
| MODIFICATION #: | The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff. |
| FUNDING SOURCE: | Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/15-18/index.asp |
| CURRENTLY APPROVED FUNDING TABLE: | Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP. |
| STTC APPROVED FUNDING TABLE: | Provides the total proposed funding for a project as recommended for RTC approval by Surface Transportation Technical Committee (STTC); incorporates total funding for all fiscal years and phases. This table will only show if funding has changed since STTC took action on the project. |
| REVISION REQUESTED FUNDING TABLE: | Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases. |
| REVISIONS SINCE STTC MEETING | Describes any revisions made to a modification since STTC took action on a project. |

ADMINISTRATIVE TIP MODIFICATIONS PROCESSED IN NOVEMBER 2015

TIP Code: 11751 **Facility:** FM 664 **Location/Limits From:** OVILLA RD/FM 664 FROM WESTMORELAND RD **Modification #:** 2015-0565
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 35E
County: ELLIS **CSJ:** 1051-01-037
City: RED OAK **Desc:** WIDEN 2 LANES TO 6 LANES INCLUDING INTERSECTION IMPROVEMENTS ALONG OVILLA RD/FM 664
Request: CLARIFY SCOPE AS WIDEN 2 LANES TO 6 LANES URBAN DIVIDED INCLUDING INTERSECTION IMPROVEMENTS ALONG OVILLA RD/FM 664, INCREASE CONSTRUCTION FUNDING AS APPROVED BY THE RTC ON OCTOBER 8, 2015; DELAY ROW AND UTIL TO FY2016, INCREASE ROW FUNDING
Comment: CATEGORY 1 TO PAY FOR ANY COST OVERRUNS

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|---------------------|---------------------|--------------------|------------|------------------|-------------|---------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2012 | ENG | 1051-01-037 | Cat 3 - Prop 12 V2: | \$0 | \$50,884 | \$0 | \$0 | \$0 | \$50,884 |
| 2013 | ENG | 1051-01-037 | SBPE: | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| 2015 | ROW | 1051-01-037 | S102: | \$0 | \$4,320,000 | \$0 | \$480,000 | \$0 | \$4,800,000 |
| 2015 | UTIL | 1051-01-037 | S102: | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| 2017 | CON | 1051-01-037 | Cat 1: | \$1,488,000 | \$372,000 | \$0 | \$0 | \$0 | \$1,860,000 |
| 2017 | CON | 1051-01-037 | Cat 7: | \$12,138,665 | \$3,034,666 | \$0 | \$0 | \$0 | \$15,173,331 |
| Phase Subtotal: | | | | \$13,626,665 | \$3,406,666 | \$0 | \$0 | \$0 | \$17,033,331 |
| Grand Total: | | | | \$13,626,665 | \$9,477,550 | \$0 | \$480,000 | \$0 | \$23,584,215 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|---------------------|---------------------|---------------------|------------|------------------|-------------|---------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2012 | ENG | 1051-01-037 | Cat 3 - Prop 12 V2: | \$0 | \$50,884 | \$0 | \$0 | \$0 | \$50,884 |
| 2013 | ENG | 1051-01-037 | SBPE: | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| 2016 | ROW | 1051-01-037 | S102: | \$0 | \$7,520,000 | \$0 | \$480,000 | \$0 | \$8,000,000 |
| 2016 | UTIL | 1051-01-037 | S102: | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| 2017 | CON | 1051-01-037 | Cat 1: | \$1,536,854 | \$384,214 | \$0 | \$0 | \$0 | \$1,921,068 |
| 2017 | CON | 1051-01-037 | Cat 1 - Prop 1: | \$0 | \$1,860,000 | \$0 | \$0 | \$0 | \$1,860,000 |
| 2017 | CON | 1051-01-037 | Cat 4 - Prop 1: | \$0 | \$13,016,669 | \$0 | \$0 | \$0 | \$13,016,669 |
| 2017 | CON | 1051-01-037 | Cat 7: | \$12,138,665 | \$3,034,666 | \$0 | \$0 | \$0 | \$15,173,331 |
| Phase Subtotal: | | | | \$13,675,519 | \$18,295,549 | \$0 | \$0 | \$0 | \$31,971,068 |
| Grand Total: | | | | \$13,675,519 | \$27,566,433 | \$0 | \$480,000 | \$0 | \$41,721,952 |

ADMINISTRATIVE TIP MODIFICATIONS PROCESSED IN NOVEMBER 2015

TIP Code: 83255 **Facility:** FM 455 **Location/Limits From:** WEST OF FM 2540 **Modification #:** 2015-0612

Implementing Agency: DENTON CO **Location/Limits To:** EAST OF MARION RD

County: DENTON **CSJ:** 0816-02-072

City: VARIOUS **Desc:** WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED URBAN AND ADD TURN LANES AT IH 35

Request: CHANGE IMPLEMENTING AGENCY TO TXDOT-DALLAS; CLARIFY LIMITS AS FM 455 FROM WEST OF FM 2450 TO EAST OF MARION ROAD; REVISE FUNDING AND REMOVE CONSTRUCTION PHASE

Comment: LOCAL CONTRIBUTION PAID FOR BY DENTON COUNTY; TYPOGRAPHICAL ERROR ON LIMITS CLARIFIED FROM FM 2540 TO FM 2450

| CURRENTLY APPROVED: | | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|------------|------------|------------|------------|---------------------|---------------------|--|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total | |
| 2011 | ENG | 0816-02-072 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,784,000 | \$1,784,000 | |
| 2020 | ROW | 0816-02-072 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$6,000,000 | \$6,000,000 | |
| 2020 | CON | 0816-02-072 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$30,454,000 | \$30,454,000 | |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$38,238,000 | \$38,238,000 | |

| REVISION REQUESTED: | | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|------------|------------------|------------|------------|--------------------|--------------------|--|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total | |
| 2011 | ENG | 0816-02-072 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$900,000 | \$900,000 | |
| 2035 | ENG | 0816-02-072 | SBPE: | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$250,000 | |
| 2035 | ROW | 0816-02-072 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$6,000,000 | \$6,000,000 | |
| Grand Total: | | | | \$0 | \$250,000 | \$0 | \$0 | \$6,900,000 | \$7,150,000 | |

ADMINISTRATIVE TIP MODIFICATIONS PROCESSED IN NOVEMBER 2015

TIP Code: 83222 **Facility:** FM 3549 **Location/Limits From:** IH 30 **Modification #:** 2015-0613
Implementing Agency: ROCKWALL CO **Location/Limits To:** NORTH OF SH 66
County: ROCKWALL **CSJ:** 1015-01-023
City: ROCKWALL **Desc:** WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN DIVIDED SECTION
Request: CHANGE IMPLEMENTING AGENCY TO TXDOT-DALLAS; REVISE FUNDING AS APPROVED BY THE RTC ON OCTOBER 8, 2015
Comment: LOCAL CONTRIBUTION PAID FOR BY ROCKWALL COUNTY

| CURRENTLY APPROVED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|------------|------------|------------|------------|--------------------|--------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2017 | ENG | 1015-01-023 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,800,000 | \$1,800,000 |
| Grand Total: | | | | \$0 | \$0 | \$0 | \$0 | \$1,800,000 | \$1,800,000 |

| REVISION REQUESTED: | | | | | | | | | |
|----------------------------|-------|-------------|-----------------------------|--------------------|--------------------|------------|------------|--------------------|---------------------|
| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
| 2016 | ENG | 1015-01-023 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,800,000 | \$1,800,000 |
| 2016 | ROW | 1015-01-023 | S102: | \$2,250,000 | \$250,000 | \$0 | \$0 | \$0 | \$2,500,000 |
| 2017 | CON | 1015-01-023 | Cat 1: | \$619,038 | \$154,760 | \$0 | \$0 | \$0 | \$773,798 |
| 2017 | CON | 1015-01-023 | Cat 2 - Prop 1: | \$0 | \$9,482,820 | \$0 | \$0 | \$0 | \$9,482,820 |
| Phase Subtotal: | | | | \$619,038 | \$9,637,580 | \$0 | \$0 | \$0 | \$10,256,618 |
| Grand Total: | | | | \$2,869,038 | \$9,887,580 | \$0 | \$0 | \$1,800,000 | \$14,556,618 |



U.S. Department of Transportation

Notice of Funding Opportunity Number DTFH6116RA00002

“Beyond Traffic: The Smart City Challenge”

Issue Date: 12/7/2015

Application Due Date: 2/4/2016

TABLE OF CONTENTS

| <u>SECTION</u> | <u>TITLE</u> | <u>PAGE</u> |
|----------------|--|-------------|
| N/A | SUMMARY INFORMATION AND WEBINAR DETAILS | 3 |
| A | PROGRAM DESCRIPTION | 6 |
| B | FEDERAL AWARD INFORMATION | 23 |
| C | ELIGIBILITY INFORMATION | 25 |
| D | APPLICATION AND SUBMISSION INFORMATION | 26 |
| E | APPLICATION REVIEW INFORMATION | 35 |
| F | FEDERAL AWARD ADMINISTRATION INFORMATION | 38 |
| G | FEDERAL AWARDDING AGENCY CONTACTS | 43 |

The FHWA is using www.grants.gov for issuance of this Notice of Funding Opportunity (NOFO). Applicants must register at grants.gov under NOFO Number DTFH6116RA00002 to receive notifications of updates/amendments to this NOFO. It is the Applicant's responsibility to monitor the grants.gov site for any updates/amendments to this NOFO.

Summary Information

| | |
|---|--|
| Funding Opportunity Summary: | Up to \$40 Million in Federal Funding for a Mid-Sized City to Conduct a Smart City Demonstration |
| Federal Agency Name: | U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) Office of Acquisition and Grants Management 1200 New Jersey Avenue, SE Mail Drop: E62-204 Washington DC 20590 Attn: Sarah Tarpgaard, HCFA-32 |
| Funding Opportunity Title: | Beyond Traffic: The Smart City Challenge |
| Announcement Type: | This is the initial announcement of this funding opportunity. This is not a follow-on notice. |
| Funding Opportunity Number: | DTFH6116RA00002 |
| Type of Award: | Cooperative Agreements |
| Catalog of Federal Domestic Assistance (CFDA) Number: | 20.200 Highway Research & Development |
| Application Due Date: | Applications Due by <u>2/4/2016</u> at 3:00 pm Eastern Time by Email to SmartCityChallenge@dot.gov |
| Questions: | Submit Questions to: SmartCityChallenge@dot.gov |

Funding Opportunity Informational Webinars

The United States Department of Transportation (USDOT) will host Informational Sessions regarding this Funding Opportunity focused on Beyond Traffic: The Smart City Challenge. Most of these sessions will be conducted in virtual forums and will focus on specific topics to help potential applicants gather additional information and ask specific questions. However, the Smart City Forum on December 15th will be hosted in-person at the U.S. Department of Transportation in Washington, DC (portions of this session will be available via webcast). Topics will range from discussing various technological strategies for advancing connected communities to specific questions regarding the application and award selection process.

Participation in any of these sessions is not mandatory in order to submit an application under this solicitation. However, we encourage potential applicants to take advantage of these opportunities to gather information regarding this specific funding opportunity.

Please note that in order to participate in any of the sessions - you must register. An email confirmation will be sent to all individuals who register. The USDOT will post all virtual session presentations at www.transportation.gov/smartcity.

Note: If necessary, the Government reserves the right to limit the number of participants from a party.

INFORMATIONAL SESSIONS: BEYOND TRAFFIC: THE SMART CITY CHALLENGE

SESSION: Virtual Webcast: The Smart City Challenge Launch with Secretary Anthony Foxx
DATE: 12/8/2015
TIME: 3:15 pm Eastern Time
LIVE STREAM: www.transportation.gov/smartcity

SESSION: In Person: Smart City Forum
DATE: 12/15/2015
TIME: 9:00 am to 4:00 pm Eastern Time
LOCATION: U.S. Department of Transportation (1200 New Jersey Ave SE, Washington, DC)
REGISTRATION: <https://www.surveymonkey.com/r/USDOTSmartCityForum>

SESSION: Virtual: Data, Architecture, and Standards
DATE: 12/16/2015
TIME: 1:00 to 2:30 pm Eastern Time
REGISTRATION: By 12/15/2015, at
<https://connectdot.connectsolutions.com/admin/show-event-catalog?folder-id=1129241109>

SESSION: Virtual: Connected Vehicles and Automation
DATE: 12/17/2015
TIME: 1:00 to 2:30 pm Eastern Time
REGISTRATION: By 12/16/2015, at
<https://connectdot.connectsolutions.com/admin/show-event-catalog?folder-id=1129241109>

SESSION: Virtual: The Sharing Economy, User-Focused Mobility, and Accessible Transportation
DATE: 12/18/2015
TIME: 1:00 to 2:30 pm Eastern Time
REGISTRATION: By 12/17/2015, at
<https://connectdot.connectsolutions.com/admin/show-event-catalog?folder-id=1129241109>

SESSION: Virtual: The Smart City Challenge Application and Selection Process
DATE: 12/21/2015
TIME: 1:00 to 2:00 pm Eastern Time
REGISTRATION: By 12/18/2015, at
<https://connectdot.connectsolutions.com/admin/show-event-catalog?folder-id=1129241109>

Note: The USDOT will also consider conducting additional virtual and/or in person workshops regarding the Beyond Traffic: The Smart City Challenge Funding Opportunity.

SECTION A – PROGRAM DESCRIPTION

The USDOT is encouraging cities to put forward their best and most creative ideas for innovatively addressing the challenges they are facing. The vision of the Smart City Challenge is to demonstrate and evaluate a holistic, integrated approach to improving surface transportation performance within a city and integrating this approach with other smart city domains such as public safety, public services, and energy. The USDOT intends for this challenge to address how emerging transportation data, technologies, and applications can be integrated with existing systems in a city to address transportation challenges. The USDOT seeks bold and innovative ideas for proposed demonstrations to effectively test, evaluate, and demonstrate the significant benefits of smart city concepts.

The USDOT will make an award of up to \$40 Million award for one mid-sized city that can demonstrate how advanced data and intelligent transportation systems (ITS) technologies and applications can be used to reduce congestion, keep travelers safe, protect the environment, respond to climate change, connect underserved communities, and support economic vitality.

The USDOT will issue two separate solicitations to carry out this challenge. This solicitation will result in selection of an estimated five Smart City Challenge Finalists who will receive funding to support concept development and planning activities. The follow-on second solicitation, which will be released in March 2015, will invite the Smart City Challenge Finalists to apply for funding to support implementation of their proposed demonstration.

This document is the first of the two solicitations. The purpose of this solicitation is to request applications from cities interested in conducting a Federally-funded Smart City Challenge in their jurisdiction. This solicitation describes the USDOT's high-level vision and goals for such a demonstration, and invites Applicants to submit their own high-level vision and goals for their proposed demonstrations.

The USDOT identified characteristics of a Smart City along with twelve vision elements – identified in the table below and defined in more detail in Section A of this funding opportunity. A successful Smart City Challenge would align with these characteristics and vision elements.

CHARACTERISTICS OF A SMART CITY

The ideal Smart City would have the following attributes:

- Population between approximately 200,000 and 850,000 people within city limits as of the 2010 Census;
- A dense urban population typical for a mid-sized American city;
- Represents a significant portion (more than 15%) of the overall population of its urbanized area using 2010 Census data;
- An existing public transportation system;
- An environment that is conducive to demonstrating proposed strategies;
- Continuity of committed leadership and capacity to carry out the demonstration throughout the period of performance;
- A commitment to integrating with the sharing economy; and
- A clear commitment to making open, machine-readable data accessible, discoverable and usable by the public to fuel entrepreneurship and innovation.

The Smart City is expected to improve safety, enhance mobility, and address climate change.

The city's vision would align with some, or all of, the USDOT's vision elements, and foster integration between elements. Vision elements for a Smart City include:

Technology Elements

- Urban automation
- Connected vehicles
- Intelligent, sensor-based infrastructure

Smart City Elements

- Architecture and standards
- Low cost, efficient, secure, and resilient Information and Communications Technology
- Smart land use

Innovative Approaches to Urban Transportation Elements

- Urban analytics
- User-focused mobility services and choices
- Urban delivery and logistics
- Strategic business models and partnering opportunities
- Smart grid, roadway electrification, and electric vehicles
- Connected, involved citizens

1. STATEMENT OF PURPOSE

Under this first solicitation, the USDOT hereby requests applications for assistance to result in awards to selected “Smart City Challenge Finalists”. The USDOT estimates selection of five Finalists to receive fixed amount cooperative agreement awards of Federal funding in the amount of \$100,000 each. The fixed amount awards will provide Federal funding for concept development and planning activities such as development of technical demonstration plans and budget plan documents, and performance of pre-implementation planning. Deliverables for these awards are described in more detail later in this document.

Under the second follow-on solicitation, the USDOT intends to solicit applications for assistance to result in one award to provide funding support for the implementation of a Smart City Challenge, in the estimated Federal funding amount of \$40 Million. The planned separate competition will be a set-aside with competition limited to Smart City Challenge Finalists selected hereunder.

The USDOT intends for the concept development \$100,000 awards to support, prepare, and enable Finalists to submit detailed applications for demonstration implementation under the separately issued the USDOT solicitation. The USDOT intends for the concept development \$100,000 awards to allow each recipient to further their own Smart City plans even if they do not receive the Smart City Challenge award. Finalists will participate in a number of planning, outreach and educational opportunities to further develop their plans.

The estimated timeline follows:

| Estimated Date | Action |
|-----------------------|--|
| February 2016 | Applications Due |
| March 2016 | Selected Smart City Challenge Finalists Announced |
| March 2016 | Awards Issued to Smart City Challenge Finalists |
| March 2016 | The USDOT Solicits Applications from Finalists for Smart City Challenge Implementation |
| May 2016 | Applications Due from Finalists |
| June 2016 | Selected Smart City Challenge Implementation Awardee Announced |

2. LEGISLATIVE AUTHORITY

Specific statutory authority for conducting this effort is found in the Intelligent Transportation Systems Research Program in 23 U.S.C. §516(a), which authorizes the Secretary of Transportation to "...carry out a comprehensive program of intelligent transportation system research and development, and operational tests of intelligent vehicles, intelligent infrastructure systems, and other similar activities."

Funding is authorized under §51001(a)(4) of Public Law 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) carry out sections 512 through 518 of 23 U.S.C.

The authority to enter into a cooperative agreement for this effort is found under 23 US Code § 502 - Surface Transportation Research, Development, and Technology, paragraph (b) (3) which states:

"(3) **cooperation, grants, and contracts.** — The Secretary may carry out research, development, and technology transfer activities related to transportation—

(A) independently;

(B) in cooperation with other Federal departments, agencies, and instrumentalities and Federal laboratories; or

(C) by making grants to, or entering into contracts and cooperative agreements with one or more of the following: the National Academy of Sciences, the American Association of State Highway and Transportation Officials, any Federal laboratory, Federal agency, State agency, authority, association, institution, for-profit or nonprofit corporation, organization, foreign country, or any other person."

3. BACKGROUND

In February of 2015, the United States Department of Transportation (USDOT) released "*Beyond Traffic 2045: Trends and Choices.*" Beyond Traffic examines the long-term and emerging trends affecting our Nation's transportation system and the implications of those trends. It describes how demographic and economic trends, as well as changes in technology, governance, and our climate are affecting how people and goods travel today, and how they could affect travel in the future. It outlines choices that will require cities to think differently about how we move, how we move things, how we move better,

how we adapt, and how we align decisions and dollars. Smart cities are emerging as a concept that can be used to address these issues starting today. The trends identified in *Beyond Traffic* have major implications for cities. Cities deliver many benefits – greater employment opportunities, greater access to healthcare and education, and greater access to entertainment, culture and the arts. As a result, people are moving to cities at an unprecedented rate. Our population is expected to grow by 70 million over the next 30 years, and most of this population growth will be concentrated in metropolitan areas or cities. Growing urbanization will continue to put significant strain on city infrastructure and transportation networks.

Transportation is critical to making a city work. Many cities see advantages in urbanization, but these cities are also saddled with concentrated growth, shrinking revenues, and increased transportation demand. Inefficiencies in our transportation system cost Americans, on average, each over 40 hours stuck in traffic each year – an annual financial cost of \$121 billion. At the same time, research indicates that cities account for 67% of all greenhouse gases (GHGs) released into the atmosphere. The transportation sector is the second-biggest source of GHG emissions, responsible for emitting 28% of GHGs into the atmosphere.

To overcome these challenges, cities must find ways to foster the emergence of technologies that have the potential to transform transportation. A number of trends in technology are taking place. How we collect and analyze data, how communications and mobile platforms evolve, and when connected and automated vehicle technologies emerge, are questions that hold the promise of making our future transportation system safer, more accessible and efficient, and more environmentally sustainable.

With Intelligent Transportation Systems (ITS) laying the groundwork for innovative transportation solutions, many cities are currently serving as laboratories for new types of transportation services. Smart cities are emerging as a next-generation approach for city management, taking the steps forward along the transportation technology continuum. Integrating ITS, connected vehicle technologies, automated vehicles, and other advanced technologies – along with new mobility concepts that leverage the sharing economy – within the context of a city provides the enhance travel experiences and make moving people and goods safer, more efficient, and more secure. By enhancing the effective management and operation of the transportation system, smart city solutions can leverage existing infrastructure investments, enhance mobility, sustainability, and livability for citizens and businesses, and greatly increase the attractiveness and competitiveness of cities and regions.

4. VISION AND GOALS OF A SMART CITY

This section describes the USDOT's vision of a successful Smart City, and the specific goals that collectively describe important elements of the planned demonstration.

The USDOT recognizes that each city has unique attributes, and each city's proposed demonstration will be tailored to their vision and goals. This section serves to present the USDOT's high-level vision and goals without making each item a requirement for award. Rather, this section is designed to provide a framework for applicants to consider in the development of a city's proposed demonstration.

Specific goals of the Smart City Challenge include:

- Identify the transportation challenges and needs of the citizen and business community and demonstrate how advanced technologies can be used to address issues in safety, mobility, and climate change, now and into the future.
- Determine which technologies, strategies, applications, and institutional arrangements demonstrate the most potential to address and mitigate, if not solve, transportation challenges identified within a city.
- Support and encourage cities to take the evolutionary and revolutionary steps to integrate advanced technologies – including connected and automated vehicle technologies – into the management and operations of the city, consistent with the USDOT vision elements.
- Demonstrate, quantify, and evaluate the impact of these advanced technologies, strategies, and applications towards improved safety, efficiency, and sustainable movement of people and goods.
- Examine the technical, policy, and institutional mechanisms needed for realizing the potential of these strategies and applications – including identifying technical and policy gaps and issues – and work with partners to address them.
- Assess reproducibility and qualify successful smart city systems and services for technology and knowledge transfer to other cities facing similar challenges.

The USDOT's vision for the Smart City Challenge is to identify an urbanized area where advanced technologies are integrated into the aspects of a city and play a critical role in helping cities and their citizens address challenges in safety, mobility, sustainability, economic vitality, and address climate change. These challenges in transportation will be met by advancements in ITS, connected and automated vehicles, to name a few. Management systems within a smart city – both within transportation and across other sectors of a city – share information and data to communicate between cities and their

citizens allowing citizens to achieve benefits by maximizing efficiencies based on the intelligent management of assets and sharing information using integrated technology solutions and use of this information by the public and industry.

The USDOT's ideal Smart City would be a mid-sized city with a population between approximately 200,000 and 850,000 people within the city (Census-designated place) limits using 2010 Census data; a dense urban population; an environment conducive to demonstrating proposed strategies; an existing public transportation system; and commitment to integrating transportation services with the sharing economy. This city (Census place) would ideally include a significant share (greater than 15%) of the population of its urbanized area. The ideal site would have continuity of committed leadership, authority, and capacity to carry out the demonstration throughout the period of performance and continue operation after the period of performance is over. The proposed site – or the geographic area of the demonstration – should generally be a separate and independent city preferably with a central business district. Cities with existing, robust advanced transportation infrastructure – including ITS equipment, an existing traffic management center (TMC), and shared use transportation options (e.g., bike share and car share) – are good candidates that have the groundwork needed for proposed demonstration sites to build upon. Cities with existing commitments to managing their data as a strategic asset and making open, machine-readable data available to the public – subject to applicable privacy, security and other safeguards – are also good candidates that have the necessary policy infrastructure to fuel entrepreneurship and innovation to improve citizens' lives, create jobs, and spur economic development.

The USDOT identifies twelve vision elements that comprise a Smart City. A successful proposal would align to some or all of the USDOT's vision elements and foster integration between the elements. Through alignment with these vision elements, the Smart City Challenge is expected to improve safety, enhance mobility, and address climate change. The vision elements reflect the strategic priorities and themes put forth in the USDOT's ITS Strategic Plan 2015-2019 (<http://www.its.dot.gov/strategicplan/>). Vision elements were derived from foundational research conducted by the ITS JPO's

EXPECTED OUTCOMES OF THE CHALLENGE

- **Improve Safety** – By using advanced technologies, including connected vehicle technologies, to reduce the number of collisions, fatalities, and injuries.
- **Enhance Mobility** – By providing real-time traveler information and emerging mobility services to improve personal mobility for all citizens.
- **Address Climate Change** – By implementing advanced technologies and policies that support a more sustainable relationship between transportation and the environment through fuel use and emissions reductions.

Connected Cities Research Program and communicated to 570 stakeholders during a free public webinar held by the ITS JPO on February 26, 2015. The USDOT vision elements build on enablers defined by the Smart Cities Council (<http://smartcitiescouncil.com/smart-cities-information-center/the-enablers>). The twelve vision elements include:

TECHNOLOGY ELEMENTS

This group of three Vision Elements includes technologies that are of the highest priority by the USDOT.

Vision Element #1: Urban Automation. Automated transportation offers tremendous possibilities for enhancing safety, mobility, accessibility, equity, and the environment. The Smart City can provide national leadership through its demonstration and assessment of automated transportation applications and systems for the movement of goods and people. There are many ways to incorporate automated transportation into a Smart City. For the purpose of illustration, some examples of automated transportation in an urban environment include:

- Self-driving vehicles coupled with smart infrastructure;
- Driver-assisted automation could reduce fuel use and congestion enabling closer spacing and narrower lanes for vehicles;
- Self-driving shuttles and other forms of fully automated vehicles could operate at low speeds enabling new mobility options for services such as first/last mile travel to local destinations and access to public transportation; and
- Fully automated trucks and buses may also be used in intermodal facilities, such as ports, depots, and maintenance facilities to improve driver and vehicle efficiencies.

The aforementioned examples are not intended to express preference for the purpose of evaluating proposals. Applicants are encouraged to propose innovative automation strategies that demonstrate safety, mobility, and/or environmental benefits in an urbanized area.

Vision Element #2: Connected Vehicles. Connected vehicles use vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications to provide connectivity that will enable countless safety, mobility, and environmental applications. Connected vehicle technologies allow vehicles to send and receive information about their movements in the network – offering cities unprecedented opportunities to provide more responsive and efficient mobility solutions in real-time and in the long term. Data derived from connected vehicles provide insights to transportation operators helping to understand

demand and assist in predicting and responding to movements around a city. A successful Smart City may demonstrate safety, mobility, and/or environmental applications. These applications – which can increase efficiency and accessibility, enhance safety and reduce congestion – may provide more responsive mobility solutions in real-time. In deploying connected vehicle and infrastructure services, Smart Cities may seek to integrate a variety of commercially available communication technologies including cellular, satellite, Wi-Fi and others. At the same time, Dedicated Short Range Communication (DSRC) technology operating in the 5.9GHz range may be used to expand demonstrations of V2V and V2I applications based on DSRC¹. For more information on the USDOT's Connected Vehicle Research Program, visit: <http://www.its.dot.gov/research.htm>.

Vision Element #3: Intelligent, Sensor-Based Infrastructure. Smart cities contain and use a collective intelligent infrastructure that allow sensors to collect and report real-time data to inform every day transportation-related operations and performance and trends of a city. These data allow city operators to know how the city is operating and how the operation of facilities, systems, services, and information generated for the public can be enhanced. Intelligent infrastructure includes sensors that collect traffic, pedestrian, bicyclist, environmental data, and other information available throughout the city. A successful Smart City would integrate these data with existing transportation data and operations, allowing the city to improve operations of the transportation network. Additionally, these infrastructure could be used to monitor transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair.

INNOVATIVE APPROACHES TO URBAN TRANSPORTATION ELEMENTS

This group of six Vision Elements includes innovative approaches to urban transportation and is categorized as a high priority by the USDOT.

Vision Element #4: Urban Analytics. This vision element includes platforms for understanding and analyzing data to address complex urban challenges (e.g., personal safety and mobility, network efficiency, and environmental sustainability) and/or measure the performance of a transportation network. In a data-rich environment, cities and citizens are increasingly able to share, use, and leverage (previously unavailable) datasets to address complex urban problems or to improve current operations or capabilities. Urban analytics create value from the data that is collected from connected

¹ Specifically, IEEE P1609, 802.11p, and, SAE J2945/1 and J2735 standards

vehicles, connected citizens, and sensors throughout a city or available from the Internet using information generated by private companies. Analytics that utilize data from across various systems in a city have tremendous potential to identify new insights and unique solutions for delivering services, thereby improving outcomes. These analytics can also be used to address complex urban challenges (e.g., personal safety and mobility, network efficiency, and environmental sustainability) and/or measure the performance of a transportation network. Analytics can be used to predict future conditions and the potential benefits of implementing different operational strategies, control plans and response plans coordinated among agencies and service providers. Furthermore, analytics can be applied across sectors to create new and different applications. One example might be an application of travel demand management that also factors in environmental and energy consumption as part of the optimization – providing more context to citizens' personalized recommendations. Additionally, data analytics can also be used to understand the potential benefits of deployed solutions. To do so, transportation-related performance measures and evaluation are needed to quantify the intended and measured impact of all proposed solutions on personal safety and mobility, network efficiency, and environmental sustainability, representing the priorities of this challenge. For example, performance measurement may indicate greater access to jobs and services; reduction in congestion and delays; increase in transit, walking, or cycling; a reduction in crashes, injuries, and or fatalities; improved incident response and clearance times; and reductions in emissions.

Vision Element #5: User-Focused Mobility Services and Choices. This vision element consists of strategies, initiatives, and services that increase transportation choices and options by supporting and improving mobility for all travelers, including aging Americans and persons with disabilities. A major component includes advanced traveler information systems that provide real-time traffic, transit, parking, and other transportation-related information to travelers. Smart cities support sustainable mobility using traveler-oriented strategies that deliver innovative solutions across all transportation modes, including transit, bicycling, electric vehicles, and shared use mobility services, to improve the mobility of all travelers, including older Americans as well as people with disabilities. Shared-use transportation has grown tremendously in recent years with the increase in smartphone applications. The sharing economy and new transportation services are providing people with more options, helping to overcome barriers to the use of non-driving forms of transportation, and shifting individuals' travel choices. Advanced technology and services deployed throughout a city will allow people to adopt "car-free" and "car-light" lifestyles with dramatically less driving. For people to be willing to share assets there must be a seamless, low-friction way to do so. Mobility on Demand (MOD) is an emerging concept built on shared use approaches and a shift in mass transit. It augments public transportation and supports

the efficient movement of people. Open data and technology enable the efficient coordination, use, and management of all mobility services in the system. From the user's perspective, travel choices are simplified through open data and communications technology that provides personalized information – including traveler information, travel options, and integrated mobile payment – directly to the user. In smart cities, the integration of new technologies into the transportation system facilitates a dynamic supply of mobility services and operations by leveraging emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative ITS. The result is a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system.

Vision Element #6: Urban Delivery and Logistics. This vision element includes innovative solutions supporting efficient goods movement in ways that use data or deploy technology to create opportunities for a more efficient supply chain approach that delivers safer logistics management, improved on-time pickups and delivery, improved travel time reliability, reduced fuel consumption, and reduced labor and vehicle maintenance costs. As populations increase and urbanization continues, cities will need to identify innovative ways to effectively and efficiently move goods – including food, energy, and manufactured goods – into cities. Cities will need to investigate how innovative technology solutions may support more efficient urban goods movement. The Smart City may consider improving urban goods movements by including freight-specific information exchanges that enable dynamic travel planning to improve freight movement efficiency, including load matching and drayage operations. Additional strategies may leverage urban delivery hubs that use connected urban delivery vehicles and flexible (shared use) commercial delivery solutions. The aforementioned examples are for illustration purposes and are not intended to express preference for the purpose of evaluating proposals. Applicants are encouraged to propose innovative urban delivery strategies that demonstrate safety, mobility, and/or environmental benefits in an urbanized area.

Vision Element #7: Strategic Business Models and Partnering Opportunities.

Opportunities exist to leveraging creative strategic partnerships that draw in stakeholders – including private sector, non-profit, foundation/philanthropic, academia/University Transportation Center (UTC), and other public agencies – to advance smart city solutions. The private sector is pushing innovation, especially by creating new opportunities to partner with government. The public sector is also pushing innovation, creating new opportunities/models for governance and interagency partnerships. Successful implementation of a Smart City will likely rely on strategic partnering opportunities between public agencies and the private sector – especially for cities that have limited resources to bring to bear on the challenges they face.

Innovative partnerships among city or local government, planning organizations, the private sector, vehicle manufacturers, academia, associations, and other stakeholder groups are needed to advance smart city solutions. Through cooperation, city governments may partner with non-governmental organizations that can bring resources to the city. Applicants are encouraged to use innovation to leverage Federal resources through cost share, in-kind donations, and partnering. The USDOT encourages Applicants to make robust use of partnerships, including partnerships that significantly leverage Federal resources, work already underway, and the technical capabilities of universities and other stakeholders who provide services to public agencies. In particular, cities are encouraged to partner with a University Transportation Center (UTC) or member of a UTC consortium to leverage product and service development assets and develop the workforce (<http://www.rita.dot.gov/utc/>).

Vision Element #8: Smart Grid, Roadway Electrification, and Electric Vehicles.

This vision element includes strategies and initiatives that leverage the smart grid – a programmable and efficient energy transmission and distribution system – in an effort to support the adoption or expansion of roadway electrification, and electric vehicle deployment. As electric vehicles become more prevalent, opportunities exist for the vehicle to interact with the smart grid. Opportunities also exist for the integration of intelligent transportation systems with the smart grid and other energy distribution and charging systems. For example, smart-grid technology can enable electric vehicle-charging [grid-to-vehicle (G2V)] load to be shifted to off-peak periods, thereby flattening the daily load curve and significantly reducing both generation and network investment needs. Likewise, wireless inductive charging technologies provide opportunities to address range anxiety concerns associated with electric vehicles, allowing electric vehicles to charge their batteries wirelessly while the vehicle is stopped or in motion.

Vision Element #9: Connected, Involved Citizens. Connected citizens generate, share, and use data and information in new and useful ways. This vision element consists of strategies, local campaigns, and processes to proactively engage and inform citizens at the individual level by deploying hardware, software, and open data platforms in an effort to increase personal mobility. Advanced technologies would be used to enhance overall mobility for all citizens including people with disabilities, older adults, and young Millennials who will act as an important engine of the future economy. One example of connected, involved citizens is leveraging the use of crowdsourcing. Crowdsourced data provides communication conduits through mobile technologies to connect citizens with city operators about a myriad of topics. In a successful Smart City, citizens would provide user-generated content to cities. Another example of connected, involved citizens includes leveraging broad access to open government data providing a

platform for citizens to serve as co-creators and co-producers of new and innovative transportation services.

SMART CITY ELEMENTS

This group of Vision Elements includes three smart city elements and is categorized as a priority by the USDOT.

Vision Element #10: Architecture and Standards. This vision element emphasizes architectures – governed by rules, documentation, and standards – that may be extended to a nationwide or broader deployment. Because vehicles and travelers move broadly across regions, uniform operation that is accessible to everyone is essential for safe and efficient transportation operations. Interoperable regional ITS architectures that can be extended to a nationwide or broader deployment based on accessible, well-defined standards is needed for consistent implementations that will lead to the required uniformly accessible operation. The National ITS Architecture is a mature architecture that provides a common framework for the ITS community to plan, define, and integrate ITS solutions. The Connected Vehicle Reference Implementation (CVRIA) was developed to extend the National Architecture to include detailed information to support development of fully interoperable regional connected vehicle architectures. The CVRIA and the associated SET-IT software tool will be fully integrated into the National ITS Architecture and software toolset to support development of interoperable regional architectures including complete ITS infrastructure and connected vehicle capabilities along with interface information needed for standards selection. The USDOT envisions that the Smart City stakeholders will use the CVRIA, the National ITS Architecture, and published and under-development ITS standards to demonstrate interoperable ITS capabilities which are nationally extensible.

To the extent viable, the USDOT envisions the Smart City will define and demonstrate integration of ITS systems with other systems which comprise a smart city. As part of this effort, the nature of required interfaces to other systems should be defined to utilize existing networking or other standards when available. Where new standards are needed, these needs should be fully documented. Further, to the extent viable, these interfaces should be documented using the CVRIA system architecture tools and feedback should be provided to the USDOT to facilitate expansion of CVRIA to accommodate these additional interfaces. To support nationwide deployment of ITS infrastructure and connected vehicle technologies, the demonstration site should use existing ITS standards, architectures, and certification processes for ITS and connected vehicle based technologies whenever viable, and document those cases where such use is not viable. To provide information required to refine ITS architecture and

standards in support of nationwide deployment, the demonstration site should also document their experiences and cooperate with architecture and standards developers to improve the quality of these products based on lessons learned in deployment.

Vision Element #11: Low-Cost, Efficient, Secure, and Resilient Information and Communications Technology (ICT). This vision element includes strategies and practices that advance information and communications technology (ICT) that is affordable, adaptable, efficient, secure and resilient, including integrated telecommunications platforms, enterprise software, storage, and visualization systems. This will include ICT that contributes to one common operating platform to inform city government decision-making. ICT infrastructure, technologies, and services are a critical part of a Smart City. ICT consists of unified communications and the integration of telecommunications, computers as well as necessary enterprise software, storage, and visualization systems, which enable users to access, store, transmit, and manipulate information. The success of a Smart City depends upon affordable ICT, from both a public, and personal perspective. The ICT in a Smart City, including telecommunications and computing, needs to be resilient, secure and respectful of privacy. Resilient design includes supporting standards common technology architectures and integrative policies. If one part of the system fails or is compromised, the entire system should not collapse, and the gap in service should be bridged effectively and restored quickly.

Privacy and security play a critical role in enabling smart cities because they build trust with people. Privacy and security constitute practices that safeguard data, privacy, and physical assets. Private information relates to any data emitted, collected, or stored about individuals. A key concept in privacy analysis is Personal Identifiable Information (PII). PII is any information that can be used to distinguish or trace an individual's identity. PII is not specific to any category of information or technology; each case and associated risks must be individually examined for context and the combination of data elements that are provided or obtainable. The Smart City needs to determine the extent to which their system or systems will collect or store PII and PII-related information, and ensure that there is a legitimate need for this information to meet the goals of the system and that the data is only accessible for and used for these legitimate purposes.

To support the overall security and privacy of participants in this Challenge, the USDOT is developing a prototype security credential management system (SCMS) which will be available for use in DSRC-based communications. The SCMS will provide digitally signed certificates that can be used to ensure trusted DSRC communications between connected vehicle devices, roadside devices and the SCMS. The USDOT will provide

technical support for interfacing with the prototype SCMS, as well as tools intended to support the Smart City.

Physical security of the deployed devices and security for non-DSRC communications are not covered by the SCMS and should be addressed through other means in the demonstration. Rigorous, proven processes are needed to ensure that security mechanisms are embedded in systems and infrastructure to protect against attacks. Secure solutions must be integrated into architecture designs and security risks must be continually managed. Challenge sites are expected to use industry best practices as they relate to objects and interfaces used in their installations.

Vision Element #12: Smart Land Use. This vision element includes strategies and practices that ensure land use is optimized through a combination of planning and innovation deployments, altogether designed to lead to a better connected community that expands the range of transportation choices and access to employment, housing, education and health services. A successful Smart City ensures that land use is efficiently optimized. Urban land use concentrates growth in compact walkable urban centers to avoid sprawl. It also advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices. Smart land use values long-range, regional considerations of sustainability with the goals of achieving a unique sense of community and place; expanding the range of transportation, employment, and housing choices; equitably distributing the costs and benefits of development; preserving and enhancing natural and cultural resources; and promoting public health.

The following table summarizes and provides priority levels for each of the twelve Vision Elements.

| Vision Element | Priority |
|--|------------------|
| Technology Elements | |
| Vision Element #1: Urban Automation | Highest Priority |
| Vision Element #2: Connected Vehicles | Highest Priority |
| Vision Element #3: Intelligent, Sensor-Based Infrastructure | Highest Priority |
| Innovative Approaches to Urban Transportation Elements | |
| Vision Element #4: Urban Analytics | High Priority |
| Vision Element #5: User-Focused Mobility Services and Choices | High Priority |
| Vision Element #6: Urban Delivery and Logistics | High Priority |
| Vision Element #7: Strategic Business Models and Partnering Opportunities | High Priority |
| Vision Element #8: Smart Grid, Roadway Electrification, and Electric Vehicles | High Priority |
| Vision Element #9: Connected, Involved Citizens | High Priority |
| Smart City Elements | |
| Vision Element #10: Architecture and Standards | Priority |
| Vision Element #11: Low-Cost, Efficient, Secure, and Resilient Information and Communications Technology | Priority |
| Vision Element #12: Smart Land Use | Priority |

The USDOT is encouraging Applicants to consider these twelve elements in developing ideas for developing their city's vision for a Smart City. The city's vision should address real-world issues and challenges citizens and cities are facing. Specifically, Applicants should consider how emerging transportation data, technologies, and applications can be integrated with existing systems across a city, helping both cities, citizens, and businesses achieve goals for safety, mobility, sustainability, and economic vitality in an increasingly complex, interdependent and multimodal world.

5. DELIVERABLES

The selected Smart City Challenge Finalists will receive a fixed amount cooperative agreement award for Concept Development in the amount of \$100,000 that will require the following milestones/deliverables:

| Deliverable | Due Date | Section 508 Compliant? |
|---|------------------------------|------------------------|
| Kick-off Meeting – conduct a kickoff meeting at the USDOT. | Within two weeks after award | No |
| Monthly Progress Reports – submit progress reports to document technical activities performed (concept development activities, technical and budget documentation development activities, application development activities, and pre-implementation planning activities). See Monthly Progress Reports clause below. | Monthly | No |
| Participation in informational webinars or meetings to be conducted by USDOT personnel for Finalists. | TBD | No |
| Participation in Oral Presentations to USDOT representatives. | TBD | No |
| A three-minute video presenting the proposed demonstration. | Within 3 months after award | Yes |
| A final report that incorporates stakeholder inputs and documents plans to implement the vision in the future and lessons learned during the process. | Within 5 months after award | Yes |

Note: Section 508 requirements are included in NOFO Section F's General Terms and Conditions available online at: <http://www.fhwa.dot.gov/aaa/generaltermsconditions.cfm>.

SECTION B – FEDERAL AWARD INFORMATION

1. FUNDING AND NUMBER OF AWARDS

The USDOT estimates making five awards for Concept Development as a result of this Notice of Funding Opportunity. Each award will be a fixed amount award in the amount of \$100,000 in Federal funding. Each awardee is designated a Smart City Challenge Finalist.

The USDOT anticipates making one award for the Smart City Challenge, which will result from a separately issued Notice of Funding Opportunity, with competition limited to Smart City Challenge Finalists. The USDOT anticipates Federal funding in the amount of up to \$40 Million to be available for the one Smart City Challenge award.

The USDOT has funding available for the five Concept Development Awards. Funds are not presently available for the Smart City Challenge Finalist Award. The Government's obligation under the awards is contingent upon the availability of appropriated funds from which payment for agreement purposes can be made. No legal liability on the part of the Government for any payment may arise until funds are made available by the Agreement Officer for this award and until the awardee receives notice of such availability, to be confirmed in writing by the Agreement Officer.

Estimated funding by year is:

| | |
|---------------|---------------------|
| FY 16: | \$15 Million |
| FY 17: | \$15 Million |
| <u>FY 18:</u> | <u>\$10 Million</u> |
| Total | \$40 Million |

2. TYPE OF AWARD

The planned award type for the estimated five Concept Development awards is a fixed amount cooperative agreement.

The planned award type for the one planned Smart City Challenge award is a cost-reimbursable cooperative agreement.

3. PERIOD OF PERFORMANCE

The estimated period of performance for the Concept Development cooperative agreements is six months.

The estimated period of performance for the one planned Smart City Challenge award is up to four years. The USDOT expects the demonstration to be implemented and tested within three years. The fourth year is expected to be used for finalizing the evaluation of the demonstration.

4. DEGREE OF FEDERAL INVOLVEMENT

The USDOT anticipates substantial Federal involvement between it and the Concept Development awardees (“Recipients”) during the course of this project. The anticipated Federal involvement will include technical assistance, education and guidance to the Recipient.

SECTION C – ELIGIBILITY INFORMATION

1. ELIGIBLE APPLICANTS

This funding opportunity is limited to State and local governments, tribal governments, transit agencies and authorities, public toll authorities, metropolitan planning organizations, other subdivisions of a State or local government, or a multijurisdictional group applying through a single lead Applicant. Multijurisdictional group means a combination of State or local governments, metropolitan planning agencies, transit agencies, or other subdivisions of a State or local government comprised of at least 2 members, each of whom is an eligible Applicant under the terms of this paragraph.

2. COST SHARING OR MATCHING

Cost sharing or matching is NOT required for the Concept Development fixed amount awards resulting from this solicitation.

In the follow-on second solicitation for the planned Smart City Challenge award, cost sharing or matching will NOT be required but will be encouraged. If proposed, the degree of cost share and leveraging of non-federal funds will be considered beneficial to break ties among applications with equivalent ratings after evaluation against all other factors.

SECTION D – APPLICATION AND SUBMISSION INFORMATION

1. APPLICATION SUBMITTAL

The USDOT will issue two separate solicitations to carry out this challenge. This, first solicitation, will result in selection of an estimated five Smart City Challenge Finalists who will receive funding to support concept development and planning activities. The second follow-on solicitation, which will be released at a subsequent date, will invite the Smart City Challenge Finalists to apply for funding to support implementation of their proposed model deployment.

Applications for this first solicitation are due by 2/4/2016 at 3:00 pm Eastern Time by Email to SmartCityChallenge@dot.gov. Applications for this first solicitation shall reflect a high-level vision for the city's proposed deployment. A high-level vision need only include the framework and initial concepts of the Applicant's proposed model deployment. A detailed approach and a detailed budget are not required under this first solicitation. The second follow-on solicitation, which will be released at a subsequent date, will require a detailed technical and management approach to implementing the proposed model deployment, as well as a detailed budget to include cost share planned.

2. FORMAT OF APPLICATION SUBMISSION

- a) Applications must be prepared on 8½ x 11 inch paper. Foldouts must not be used.
- b) Text must be printed using a font size no less than 12 point font.
- c) Tables are permitted and text in tables and captions may be doubled spaced and may be 10 point font.
- d) Page margins must be a minimum of 1 inch top, bottom and each side.
- e) Page numbers may be located within the 1 inch margins.
- f) A Header or Footer identifying the Applicant Name may be located within the 1 inch margins.

3. CONTENT OF APPLICATION SUBMISSION

Applicants shall submit an application consisting of the following:

1. Part 1 – VISION NARRATIVE (1 file, page limit of 30 pages)
2. Part 2 – APPLICATION STANDARD FORMS AND ORGANIZATIONAL INFORMATION (1 file, no page limit)

Note: An Applicant may include, at their option, to facilitate displaying the organization of their application, a one-page cover page, and a second page to include both a Table of Contents and/or a Listing of Tables/Figures. These pages are for orienting evaluators to the contents of the application package and will not be evaluated and are not included in the page limitation.

Note: Any letters of commitment shall be included in Part 1 of the application and will not count against the 30 page limit.

Part 1 – VISION NARRATIVE

Provide a technical narrative of the Applicant's proposed vision and goals for a Smart City Challenge. The "Vision" document shall include a high-level summary of the following:

1. Define your vision for your Smart City. Describe your city's challenges and how the proposed elements of this proposed project can be used to address those challenges. The vision should define your approach for implementing and operating the demonstration project, including your program management approach.
2. Describe the population characteristics of your city and show how it aligns with the USDOT's characteristics for a Smart City, including:
 - a. Mid-size city with population between approximately 200,000 and 850,000 people in the city limits;
 - b. Dense urban population; and
 - c. Represents a significant portion (preferably more than 15%) of the population of your local urbanized area.

Note: City population and density should be based on the city's Census-designated place (CDP) population in the 2010 Decennial Census. The city's urbanized area is defined as the Census Urbanized Area (UZA) to which it was assigned during the 2010 Census. Definitions of Urbanized Area and Census-

Designated Place are provided by the US Census Bureau at:

<https://www.census.gov/geo/reference/frn.html>

Your city's 2010 CDP and UZA population can be viewed using the *2010 Urban Area to Place Relationship File* at: https://www.census.gov/geo/maps-data/data/ua_rel_download.html

Your city's density should be calculated using its 2010 CDP population divided by its 2010 land area in square miles, as provided by the US Census Bureau.

3. Describe other characteristics of your city and show how it aligns with the USDOT's characteristics for a Smart City, including:
 - a. Existing public transportation system;
 - b. Environment that is conducive to demonstrating proposed strategies;
 - c. Continuity of committed leadership and capacity to carry out the demonstration throughout the period of performance;
 - d. A commitment to integrating with the sharing economy; and
 - e. A clear commitment to making open, machine-readable data accessible, discoverable and usable by the public to fuel entrepreneurship and innovation.
4. Provide an Annotated Preliminary Site Map. The map shall identify the specific geographic location being proposed for the Challenge and indicate locations related to key issues, proposed roadside technology locations, connected automated vehicle operations, and other explanatory features to support strategies that align with the USDOT vision elements. The map shall be no larger than one page (up to 11 inches by 17 inches is acceptable for this item only) when printed.
5. Describe how your holistic, integrated approach aligns to the twelve USDOT vision elements described in this solicitation. For each vision element, describe your approach including the technology solutions proposed. Illustrate how the proposed technology solutions can synergistically combine to create measurable impact while reducing costs associated with both deployment and operations.
6. Identify and rate key technical, policy, and institutional risks associated with the deployment vision and discuss plans for mitigating those risks.
7. Outline team partners, key stakeholders, and demonstration governance processes. Describe existing and future public and/or private partnerships, including university research partnerships.

8. Describe existing transportation infrastructure and system features in your city, including:
 - a. Arterial miles
 - b. Freeway miles
 - c. Transit services
 - d. Shared-use mobility services
 - e. Information and communication technology (ICT)
 - f. Intelligent Transportation Systems (ITS) including transportation management centers and field equipment
 - g. Smart Grid Infrastructure including electric vehicle charging infrastructure
9. Define the data your city currently collects. Describe how these data, along with new data to be collected and shared during the demonstration may be used by the lead agency, project partners, other agencies and stakeholders to further address city challenges. Describe how transportation data could integrate with other functions or services in a city (such as public safety, human services, transit, and public works) to improve the management and operations of the city. Likewise, describe how other data could be integrated with transportation data to improve transportation operations. Describe any existing policies and identify their sources (local executive order or policy, local ordinance or state legislation, etc.) applicable to the proposed data to be collected and shared as part of the proposed project. Submissions describing cross-cutting partnerships to advance smart city technologies, related programs and policies are encouraged, but not required. If you plan to partner with outside organizations (nonprofits, universities, corporations, etc.) you should address whether and specify how (e.g., limitation on sharing or use) data from those organizations or interests will be collected, managed, and shared across sectors or with the public, if appropriate. Identify candidate data that is expected to be shared, used, and used for other purposes by the participating project partners or with the public. Describe the terms and conditions that exist or will be established and managed in partnership agreements, data or information sharing agreements, agency specific policies and operating procedures to establish and maintain the systems and interfaces to maintain the integrity of the data and share the information identified in the proposal.
10. Describe your approach for using existing standards, architectures, and certification processes for ITS and connected vehicle based technologies and plans for documenting experiences and cooperating with architecture and standards developers to improve the quality of these products based on lessons learned in deployment.

11. Provide measurable goals and objectives for your vision and describe your approach for monitoring the impact of the demonstration on mobility, safety, efficiency, sustainability, and climate change.

Note: The selected city for the demonstration will be responsible for identifying a set of targeted performance measures that relate to the primary impact of their proposed deployment. The system deployed must be capable of generating the data needed to calculate these measures over time – that is, to show how well the system is performing with respect to these target measures. Independent evaluation will also be required to validate site system performance with respect to the targeted measures, to collect or infer contextual data that allows for the isolation and mitigation of confounding factors, and to provide supplementary evaluation with respect to a broader set of safety, environmental, mobility and public agency efficiency measures of interest to USDOT. Sites are responsible for supporting the independent evaluator’s access to the site and to site staff to conduct evaluation-related experiments, interviews, and surveys.

12. Provide evidence that establishes your capacity to take on a project of this magnitude, including executive commitment, workforce capacity, degree of infrastructure readiness, data and performance management capabilities.
13. Describe any opportunities to leverage Federal resources through cost share, in-kind donations, and partnering.

Part 2 - APPLICATION STANDARD FORMS AND ORGANIZATIONAL INFORMATION (no page limit)

Standard Forms (SF): Available Online at

<http://www.grants.gov/web/grants/forms/sf-424-family.html#sortBy=1>

1. SF424

Note: Applicants may leave fields 5a, 5b, 6, 7, and 13 blank on the form.

2. SF424A

Note: Section A:

- Block 1(a): Print opportunity title listed on page 1;
- Block 1(b): Print CFDA number listed on page 1;
- Block 1(c): Print \$100,000 for Federal funds,
- Block 1(d): Leave Total Cost Share in dollars blank, and leave columns (e), (f), and (g) and rows 2, 3, and 4 blank.

3. SF424B**4. SFLLL**

Note: The form must be completed and submitted even if no lobbying to report. If no lobbying to report insert none or n/a in the relevant blocks.

Organizational Information

In addition to the forms, provide answers to the following organizational information questions in a pdf format:

- a. Identify any exceptions to the anticipated award terms and conditions as contained in Section F, Federal Award Administration Information. Identify any preexisting intellectual property that you anticipate using during award performance, and your position on its data rights during and after the award period of performance.
- b. The use of a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is required on all applications for Federal grants or cooperative agreements. Please provide your organization's DUNS number in your budget application.
- c. A statement to indicate whether your organization has previously completed an A-133 Single Audit and, if so, the date that the last A-133 Single Audit was completed.
- d. A statement regarding Conflicts of Interest. The Applicant must disclose in writing any actual or potential personal or organizational conflict of interest in its application that describes in a concise manner all past, present or planned organizational, contractual or other interest(s), which may affect the Applicants' ability to perform the proposed project in an impartial and objective manner. Actual or potential conflicts of interest may include but are not limited to any past, present or planned contractual, financial, or other relationships, obligations, commitments or responsibilities, which may bias the Applicant or affect the Applicant's ability to perform the agreement in an impartial and objective manner. The Agreement Officer (AO) will review the statement(s) and may require additional relevant information from the Applicant. All such information, and any other relevant information known to DOT, will be used to determine whether an award to the Applicant may create an actual or potential conflict of interest. If any such conflict of interest is found to exist, the AO may (a) disqualify the Applicant, or (b) determine that it is otherwise in the best interest of the United States to contract with the Applicant and include appropriate provisions to mitigate or avoid such conflict in the agreement pursuant to 2 CFR 200.112.
- e. A statement to indicate whether a Federal or State organization has audited or reviewed the Applicant's accounting system, purchasing system, and/or property control system. If such systems have been

- reviewed, provide summary information of the audit/review results to include as applicable summary letter or agreement, date of audit/review, Federal or State point of contact for such review.
- f. Terminated Contracts - List any contract/agreement that was terminated for convenience of the Government within the past 3 years, and any contract/agreement that was terminated for default within the past 5 years. Briefly explain the circumstances in each instance.
 - g. The Applicant is directed to review Title 2 CFR §170 (http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&tpl=/ecfrbrowse/Title02/2cfr170_main_02.tpl) dated September 14, 2010, and Appendix A thereto, and acknowledge in its application that it understands the requirement, has the necessary processes and systems in place, and is prepared to fully comply with the reporting described in the term if it receives funding resulting from this Notice. The text of Appendix A will be incorporated in the award document as a General Term and Condition as referenced under this Notice's Section F, Federal Award Administration Information.
 - h. Disclose any violations of Federal criminal law involving fraud, bribery, or gratuity violations. Failure to make required disclosures can result in any of the remedies described in 2 CFR 200.338 entitled Remedies for Noncompliance, including suspension or debarment. (See also 2 CFR Part 180 and 31 U.S.C. 3321).

4. UNIQUE ENTITY IDENTIFIER AND SYSTEM FOR AWARD (SAM)

The Applicant is required to: (i) be registered in SAM before submitting its application; (ii) provide a valid unique entity identifier in its application; and (iii) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency.

The Federal awarding agency may not make a Federal award to an Applicant until the Applicant has complied with all applicable unique entity identifier and SAM requirements. If an Applicant has not fully complied with the requirements by the time the Federal awarding agency is ready to make a Federal award, the Federal awarding agency may determine that the Applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another Applicant.

5. SUBMISSION DATES AND TIMES

The application must be received by Email by the application due date/time listed on page 3 of this Notice of Funding Opportunity.

The deadline stated on page 3 is the date and time by which the agency must receive the full and completed application, including all required sections.

6. INTERGOVERNMENTAL REVIEW

An application under this Notice of Funding Opportunity is not subject to the State review under E.O. 12372.

7. FUNDING RESTRICTIONS

The USDOT will not reimburse any pre-award costs or application preparation costs under the proposed cooperative agreements.

8. USE OF INFORMATION FOR OTHER DEPARTMENTAL PURPOSES

Information collected from all applicant submissions may be used for government purposes, including to understand the range of Smart City activities planned and ongoing in cities, and to determine maturity of cities within this framework. In addition, information gathered through this Notice may be used to conduct outreach and engagement related future similar opportunities.”

SECTION E – APPLICATION REVIEW INFORMATION

1. CRITERIA FOR SELECTION OF SMART CITY CHALLENGE FINALISTS

The Government will evaluate applications on following criteria, which are of equal importance.

TECHNICAL MERIT:

- Degree that the proposed city and demonstration site align with the USDOT's Desired Characteristics, relevant to: (i) population size, (ii) population density, (iii) population share of urbanized area; (iv) an existing public transportation system, (v) environment conducive to demonstrating proposed strategies; and (vi) continuity of committed leadership and capacity to carry out the demonstration throughout the period of performance, (vii) commitment to integrating with the sharing economy; and (viii) commitment to making open, machine-readable data accessible, discoverable and usable by the public to fuel entrepreneurship and innovation.
- Demonstration of a sound, innovative, integrated, and holistic vision of the Applicant's Smart City program consistent with the USDOT's goals and twelve vision elements as defined in Section A
- Extent that the Applicant's vision and goals address issues identified in *Beyond Traffic 2045*.
- Likelihood of success in implementing the demonstration, including commitment from public and private sectors, and technical capability to perform.

2. REVIEW AND SELECTION PROCESS

The USDOT will utilize the following merit review process to evaluate applications:

A panel of agency experts will evaluate all eligible applications using the merit criteria listed above. The panel will individually evaluate the applications. The panel will then collectively assign a rating to each eligible application using the following merit ratings: Recommended, Not Recommended.

The USDOT reserves the right to use outside expertise and/or contractor support to perform application evaluation.

A panel of agency experts will conduct a risk assessment of the Applicant prior to award.

The Government will award the applications that are considered the most advantageous to the Government using the criteria cited above, and subject to the results of an Applicant risk assessment. Applications selected for possible award using the technical merit criteria cited above, will undergo the following risk assessment prior to award. The Government reserves the right to not make an award to an Applicant based on the results of the risk assessment.

The Secretary of Transportation is the official responsible for final award selections. The Government is not obligated to make any award as a result of this notice.

Risk Assessment

The Government will assess the risks posed by an Applicant before they receive an award. This Risk Assessment will include evaluation of some or all of the following items relative to the Applicant and/or sub-applicants as applicable:

- (1) Applicant's financial stability;
- (2) Applicant's quality of management systems and ability to meet the management standards prescribed in 2 CFR Part 200;
- (3) Applicant's history of performance;

Note: History of performance includes the Applicant's record in managing Federal awards, if it is a prior Recipient of Federal awards, including timeliness of compliance with applicable reporting requirements, conformance to the terms and conditions of previous Federal awards, and if applicable, the extent to which any previously awarded amounts will be expended prior to future awards. The Government will evaluate the relevant merits of the Applicant's history of performance based on its reputation and record with its current and/or former customers with respect to quality, timeliness and cost control. The history of performance will be reviewed to assure that the Applicant has relevant and successful experience and will be considered in the risk assessment. In evaluating history of performance, the Government may consider both written information provided in the application, as well as any other information available to the Government through outside sources.

(4) Applicant's audit reports and findings from audits performed on the Applicant pursuant to 2 CFR Part 200 Subpart F—Audit Requirements or the reports and findings of any other available audits;

(5) Applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on non-Federal entities;

(6) Applicant's potential for conflict of interest if applicable; and

Note: The FHWA will review information provided by the Applicant, and any other relevant information known to DOT, to determine whether an award to the Applicant may create an actual or potential conflict of interest. If any such conflict of interest is found to exist, the AO may (a) disqualify the Applicant, or (b) determine that it is otherwise in the best interest of the United States to award to the Applicant and include appropriate provisions to mitigate or avoid such conflict in the Agreement pursuant to 2 CFR 200.112.

(7) Applicant's eligibility to receive Federal funding. Per the guidelines on government-wide suspension and debarment in 2 CFR Part 180, the Government will confirmation that the Applicant and any named sub-applicants are not debarred, suspended or otherwise excluded from or ineligible for participation in Federal programs or activities.

Pursuant to 2 CFR Part 200.205, prior to making a Federal award, the Federal awarding agency is required to review information available through any OMB-designated repositories of government-wide eligibility qualification or financial integrity information, such as Federal Awardee Performance and Integrity Information System (FAPIIS), Dun and Bradstreet, and Sam.gov. The Government's review of this information will occur as part of the risk assessment.

3. ANTICIPATED ANNOUNCEMENT AND FEDERAL AWARD DATES

The USDOT anticipates announcing the selected Smart City Challenge Finalists in March 2016.

The USDOT anticipates awarding concept development fixed priced agreement awards to selected Finalists in March 2016.

SECTION F – FEDERAL AWARD ADMINISTRATION INFORMATION

1. FEDERAL AWARD NOTICES

If your organization's application is selected for award, you will be notified and sent an award document for signature. Applicants not selected for award will be notified in writing by the USDOT.

Only the Agreement Officer (AO) can commit the USDOT. The award document, signed by the AO, is the authorizing document. Only the AO can bind the Federal Government to the expenditure of funds.

Notice that an Applicant has been selected as a Recipient does not constitute approval of the application as submitted. Before the actual award, the USDOT will enter into negotiations if necessary. If the negotiations do not result in an acceptable submittal, the USDOT reserves the right to terminate the negotiation and decline to fund the Applicant.

2. ADMINISTRATIVE AND NATIONAL POLICY REQUIREMENTS

General terms, conditions, and governing regulations that apply to this agreement are available online at: <http://www.fhwa.dot.gov/aaa/generaltermsconditions.cfm>

The online list dated March 6, 2015 of "GENERAL TERMS AND CONDITIONS FOR ASSISTANCE AWARDS" shall apply to the resulting award.

Special terms and conditions follow. These terms will be included in the resulting award.

A. PUBLIC ACCESS TO DOCUMENTS

The Recipient agrees that the resulting deliverables/documentation submitted to the USDOT under this Agreement may be posted online for public access and/or shared by USDOT with other interested parties. The USDOT anticipates the documents cited herein may be posted on a USDOT website or other appropriate website.

B. PERSONALLY IDENTIFIABLE INFORMATION (PII)

Personally Identifiable Information (PII) as defined at CFR Part 200.79 and 2 CFR 200.82 at will not be requested unless necessary and only with prior written approval of the AO with concurrence from the Agreement Officer's Technical Representative (AOR).

C. AVAILABLE FUNDING

Currently, Federal funding in the amount of \$100,000 is obligated to the award for performance. This award is fully funded. The USDOT's liability to make payments to the Recipient is limited to those funds obligated under this Agreement as indicated herein and any subsequent amendments.

D. KEY PERSONNEL

Pursuant to 2 CFR 200.308(c)(2), the Recipient must request prior written approval from the AO for any change in Key Personnel specified in the award. The following person(s) are/have been identified as Key Personnel:

| Name | Title/Position |
|--------------------------------------|----------------|
| | |
| (***) to be filled in at award (***) | |
| | |

E. PROGRAM INCOME

Pursuant to 2 CFR 200.307, Program income earned during the agreement period must be added to the Federal award and used for the purposes and under the conditions of the Federal award, unless otherwise approved by the AO. Program income must not be used to offset the Federal or Recipient contribution to this project.

F. SUBAWARDS

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the AO are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.326.

Unless described in the application and funded in the approved award, the Recipient must obtain prior written approval from the AO for the subaward, transfer, or contracting out of any work under this award. This provision does not apply to the acquisition of supplies, material, equipment, or general support services.

The following subawards are currently approved under the Agreement:

| Name |
|--------------------------------------|
| (***) to be filled in at award (***) |
| |

Approval of each subaward is contingent upon a fair and reasonable price determination, and approval by the AO for each proposed subcontractor/sub-recipient. Consent to enter into subawards will be issued through a written approval from the Agreement Officer.

G. DESIGNATION AS RESEARCH OR NON-RESEARCH AGREEMENT

This agreement is designated as: RESEARCH

H. CONFERENCE SUPPORT RESTRICTIONS

The Recipient must obtain written approval from the AOR prior to incurring any costs for conference support. See the definition of conference as contained in 2 CFR 200.432.

Food and beverage costs are not allowable conference expenses for reimbursement under this Agreement.

Note: Costs of meals are allowable as a travel per diem expense for individuals on travel status and pursuant to the Travel clause of this Agreement.

I. AGREEMENT PERFORMANCE REQUIREMENTS SUMMARY

N/A

J. DISPUTES

The parties to this Agreement will communicate with one another in good faith and in a timely and cooperative manner when raising issues under this provision. Any dispute, which for the purposes of this provision includes any disagreement or claim, between the FHWA and the Recipient concerning questions of fact or law arising from or in connection with this Agreement and whether or not involving alleged breach of this Agreement, may be raised only under this Disputes provision.

Whenever a dispute arises, the parties will attempt to resolve the issues involved by discussion and mutual agreement as soon as practical. In no event will a dispute which arose more than three months prior to the notification made under the following paragraph of this provision constitute the basis for relief under this article unless FHWA waives this requirement.

Failing resolution by mutual agreement, the aggrieved party will document the dispute by notifying the other party in writing of the relevant facts, identify unresolved issues and specify the clarification or remedy sought. Within five working days after providing written notice to the other party, the aggrieved party may, in writing, request a decision from one level above the AO. The AO will conduct a review of the matters in dispute and render a decision in writing within thirty calendar days of receipt of such written request. Any decision of the AO is final and binding unless a party will, within thirty calendar days, request further review as provided below.

Upon written request to the FHWA Director, Office of Acquisition and Grants Management or designee, made within thirty calendar days after the AO's written decision or upon unavailability of a decision within the stated time frame under the preceding paragraph, the dispute will be further reviewed. This review will be conducted by the Director, Office of Acquisition and Grants Management. Following the review, the Director, Office of Acquisition and Grants Management, will resolve the issues and notify the parties in writing. Such resolution is not subject to further administrative review and to the extent permitted by law, will be final and binding. Nothing in this Agreement is intended to prevent the parties from pursuing disputes in a United States Federal Court of competent jurisdiction.

3. REPORTING

ADDRESSES FOR SUBMITTAL OF REPORTS AND DOCUMENTS

The Recipient must submit all required reports and documents, under transmittal letter referencing the Agreement number, as follows:

Submit an **electronic copy** to the Agreement Officer at the following address: <To be filled in upon award>

Submit an **electronic copy** to the AOR at the following address: <To be filled in upon award>

MONTHLY PROGRESS REPORTS

The Recipient must submit an electronic copy of the Research Performance Progress Report (SF-RPPR), to the AOR and the Agreement Officer on or before the 30th of the month following the calendar quarter being reported. Final RPPRs are due 90 days after the end of the Agreement period of performance. The SF-RPPR content directions and budget formats are available online:

http://www.nsf.gov/bfa/dias/policy/rppr/format_ombostp.pdf

The Progress Report must include the required certification pursuant to 2 CFR 200.415.

Submit an electronic copy to the ITS JPO at the following address:

ITSPROJECTS@DOT.GOV.

SECTION G – FEDERAL AWARDING AGENCY CONTACTS

Address any questions to:

SmartCityChallenge@dot.gov

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

Air Quality Funding Opportunities for Vehicles

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

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

Current Vehicle Grant Funding Opportunities

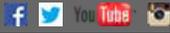
Select Language [?] ?

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

[NCTCOG Funding Opportunity Archive](#)

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

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



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

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



JOIN US!

CITY EFFICIENCY LEADERSHIP COUNCIL MEETING



Open to cities in the Dallas-Fort Worth metro area



The Council meeting will take place at the offices of the North Central Texas Council of Governments.



Have you named your City Efficiency Delegates to participate in the City Efficiency Leadership Council?

WHO: Cities in the Dallas-Fort Worth metro area

WHEN: February 3, 2016
10:00 am – 2:00 pm (lunch provided)

WHERE: North Central Texas Council of Governments
616 Six Flags Drive, Arlington, Texas

TOPICS WILL INCLUDE:

- LED Street Lighting
- San Antonio's Revolving Loan Fund
- Benchmarking
- Third Party Energy Code Inspection
- Energy Savings Performance Contracting
- Creating the First PACE District in Texas
- Municipal Pool Energy Efficiency Project
- City Park Water Reclamation Project
- El Paso's Energy Savings Challenge
- Energy Management Departments

Cities may choose to send multiple delegates with expertise in the various topical areas.

TO REGISTER email Kelly Herbert at kherbert@eepartnership.org



THE SOUTH-CENTRAL PARTNERSHIP FOR ENERGY EFFICIENCY AS A RESOURCE (SPEER) WORKS WITH TEXAS CITIES

SPEER, is a regional energy efficiency organization whose mission is to accelerate the adoption of advanced building systems and energy efficient products and services in Texas and Oklahoma. The population of these two states includes nearly 30 million people, with many of the cities in Texas and Oklahoma being considered among the fastest growing cities in America; there is tremendous opportunity to increase energy efficiency in the region. SPEER plans to accelerate municipal efficiency by providing better training, innovative policies, promoting building code compliance, retrofits for existing buildings and cooperative marketing to make it easier for the public to understand energy efficiency opportunities.

SPEER began in 2013 facilitating and supporting the **City Efficiency Leadership Council** with City Efficiency Delegates from each of the 6 largest cities (Houston, Dallas, San Antonio, Austin, Fort Worth and El Paso); this council included representatives from different departments within the cities ranging from sustainability managers, directors and energy efficiency leaders. The council has convened quarterly since its inception to discuss opportunities for collaboration and information sharing in an effort to expand the adoption and coordination of various energy efficiency initiatives and resources. The

cities have collaborated to create 10 Best Practice Case Studies, to document energy efficiency initiatives and projects at the city level.

Today the council is expanding to include City Efficiency Delegates from several mid-size cities. The goal of the

program is to promote the 10 City Best Practices through various communications and meetings with the City Efficiency Delegates. SPEER plans to convene the City Efficiency Leadership Council at least one a quarter to identify new efficiency projects or how to overcome barriers to efficiency projects in an effort to advance efficiency projects in Texas cities.

SPEER also plans to host regional city centered workshops in Austin, Dallas and Houston. The purpose of these city centered workshops will be to bring the City Efficiency Delegates together to collaborate on the best practices, creating a city centered network of efficiency

industry leaders. This forum will provide the opportunity for cities to work together in overcoming barriers or identifying new efficiency projects for their respective cities. These cities together are leading by example in their communities, by saving tax dollars and contributing to the improvement of regional air quality.

10 CITY BEST PRACTICE CASE STUDIES ON EFFICIENCY IN TEXAS CITIES

- LED Street Lighting
- San Antonio's Revolving Loan Fund
- Benchmarking
- Third Party Energy Code Inspection
- Energy Savings Performance Contracting
- Creating the First PACE District in Texas
- Municipal Pool Energy Efficiency Project
- City Park Water Reclamation Project
- El Paso's Energy Savings Challenge
- Energy Management Departments

MINUTES

Regional Transportation Council PUBLIC MEETINGS

Preliminary Draft Mobility 2040 Recommendations

End of Ozone Season Update and New EPA Air Quality Standard

Meeting Dates and Locations

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

1. Monday, Dec. 14, 2015 – 6:30 pm – Denton North Branch Library (Denton); attendance: 5; moderated by Dan Lamers
2. Wednesday, Dec. 15, 2015 – 6:30 pm – Richardson Civic Center (Richardson); attendance: 24; moderated by Michael Morris
3. Thursday, Dec. 16, 2015 – 2:30 pm – Ella Mae Shamblee Branch Library (Fort Worth); attendance: 15; moderated by Dan Lamers

Public Meeting Purpose and Topics

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

1. Preliminary Draft Mobility 2040 Recommendations – presented by Chad McKeown (Denton and Richardson); Kendall Wendling (Fort Worth)
2. End of Ozone Season Update and New EPA Air Quality Standard – presented by Jenny Narvaez (Denton); Jody Loza (Richardson and Fort Worth)

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/input, and a video recording of the public meeting held in Fort Worth on Dec. 16, 2015, was posted at www.nctcog.org/video.

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

Summary of Presentations

A. Preliminary Draft Mobility 2040 Recommendations

- **The Metropolitan Transportation Plan for North Central Texas**
 - Introduction to the Metropolitan Transportation Plan
 - Public involvement and guiding principles
 - Financial element of the plan
 - Focus area: backing off tolls
 - Roadway recommendations
 - Bicycle/pedestrian recommendations

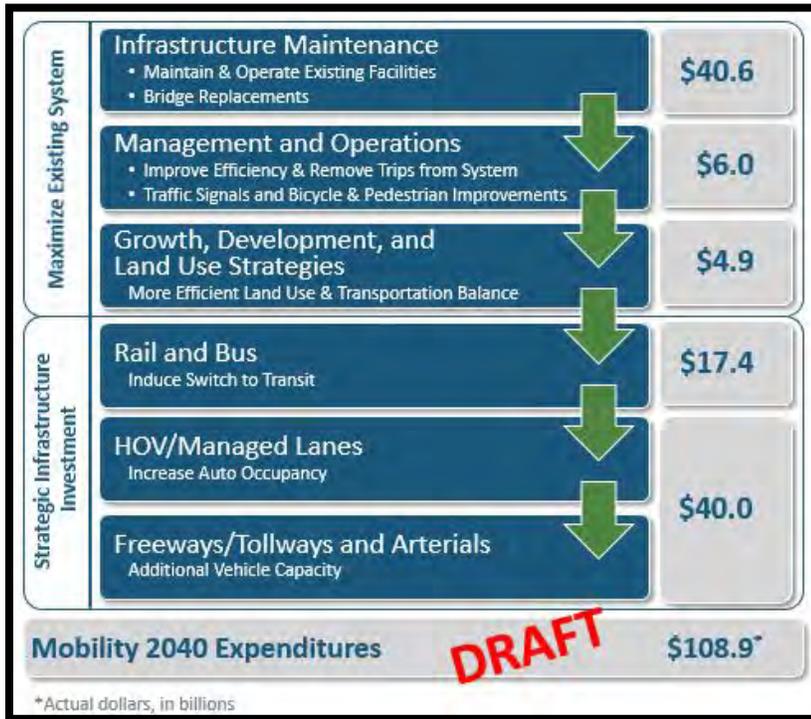
- Transit recommendations
- Focus area: Cotton Belt rail implementation
- Air quality conformity
- **What is the Metropolitan Transportation Plan?**
 - Represents a blueprint for the region's multimodal transportation system
 - Covers at least a 20-year timeframe
 - Responds to Regional Transportation Council goals
 - Identifies policies, programs, and projects for continued development
 - Guides the expenditure of federal and state transportation funds
- **What's New for Mobility 2040?**

| | | |
|---|--|---|
| Planning Horizon | Demographics | Financial Assumptions |
| 2040 (24 years) | Population by 2040: 10.7 million Employment by 2040: 6.7 million | Legislative action and RTC direction |
| Planning Requirements | Policy Considerations | Recommendations |
| Legislative action and/or pending official guidance on MAP-21 | Focus on balance and integrated system connectivity More transportation options and choice | Dependent on demographics, financial assumptions, planning requirements, and policy considerations |

- **Mobility 2040 Public Input Surveys**
 - Spring/Summer Survey: Approximately 2,500 responses
 - Nearly 90 percent say congestion is a top challenge facing North Texas
 - Range of responses regarding transportation choices are indicative of the diverse needs of the region
 - Fall Survey: Approximately 1,200 responses
 - Nearly 70 percent would like improved access to transit in their cities
 - Nearly 60 percent say that transportation or lack of transportation has influenced a major life decision
 - Full results available at: www.nctcog.org/mobility2040
- **Mobility 2040 Guiding Principles**
 - Comprehensive corridor evaluation
 - Capital/Maintenance (Cap/Main) improvement project
 - Reconstruction/widening of existing corridor
 - New location corridor
 - Illustrative project for future evaluation
 - Reevaluation of toll facility recommendations
 - Review regional balance of toll roads and tax-funded roads
 - Evaluate the need for new toll roads and managed lanes in light of new funding opportunities

- Reviewing needed arterial improvements
- Reevaluation of regional rail recommendations
 - Look for opportunities to implement “high intensity bus” service in managed lane and future rail corridors
- Updating the Regional Veloweb
- Maintaining and enhancing existing infrastructure
- Consideration of the role of new technology

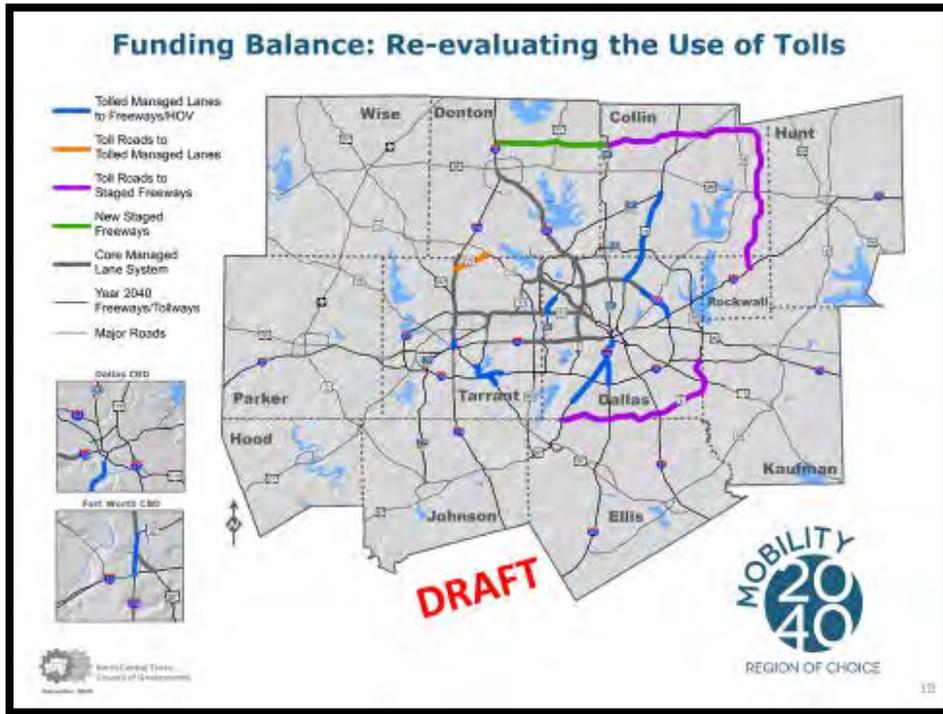
- **Mobility 2040 Prioritization and Expenditures**



- **Mobility 2040: Backing Off the Use of Tolls**

- For 20 years, transportation funding declined
- State/RTC policy added new capacity with tolls
- Recent MTPs relied on tolls: toll roads/tolled managed lanes
- Last two legislative sessions provided new funding
 - Proposition 1: \$10.6B, does not expire
 - Proposition 7 Sales Tax: \$16.9B, expires 2032
 - Proposition 7 Excise Tax: \$3.6B, expires 2029
 - Ending Diversions: \$15B, does not expire
- Mobility 2040 reduces use of tolls in proportion to new revenue
 - Approximately 40 percent of roads considered for tolling will be toll-free
 - Additional toll-free freeway projects added to plan
- Tolled managed lanes focus on core system in congested areas

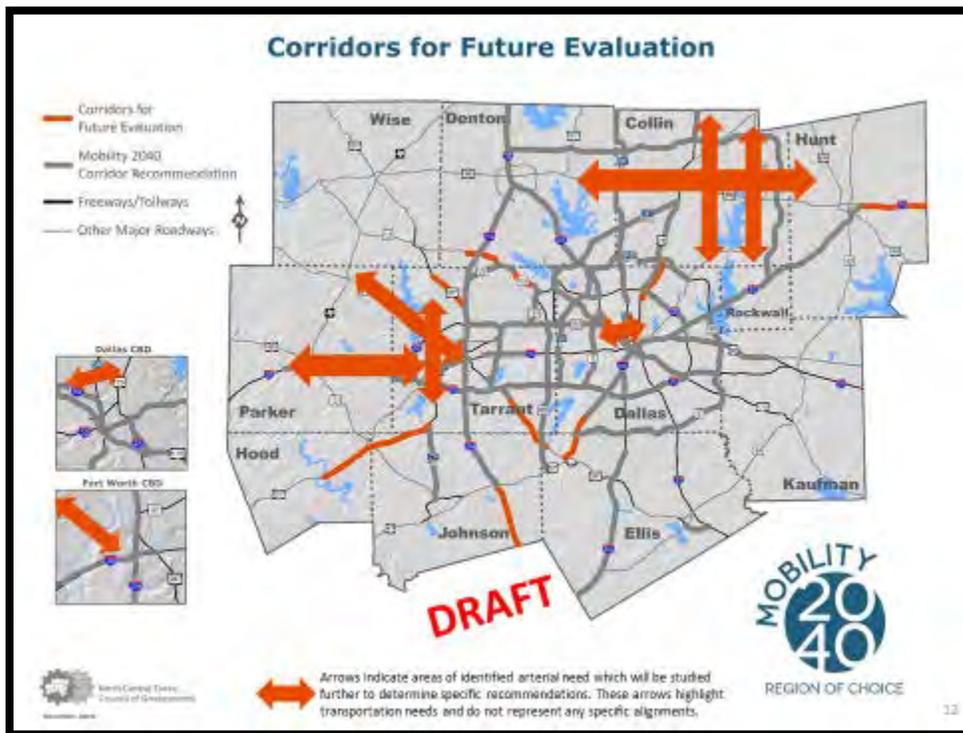
- Funding Balance: Re-evaluating the Use of Tolls



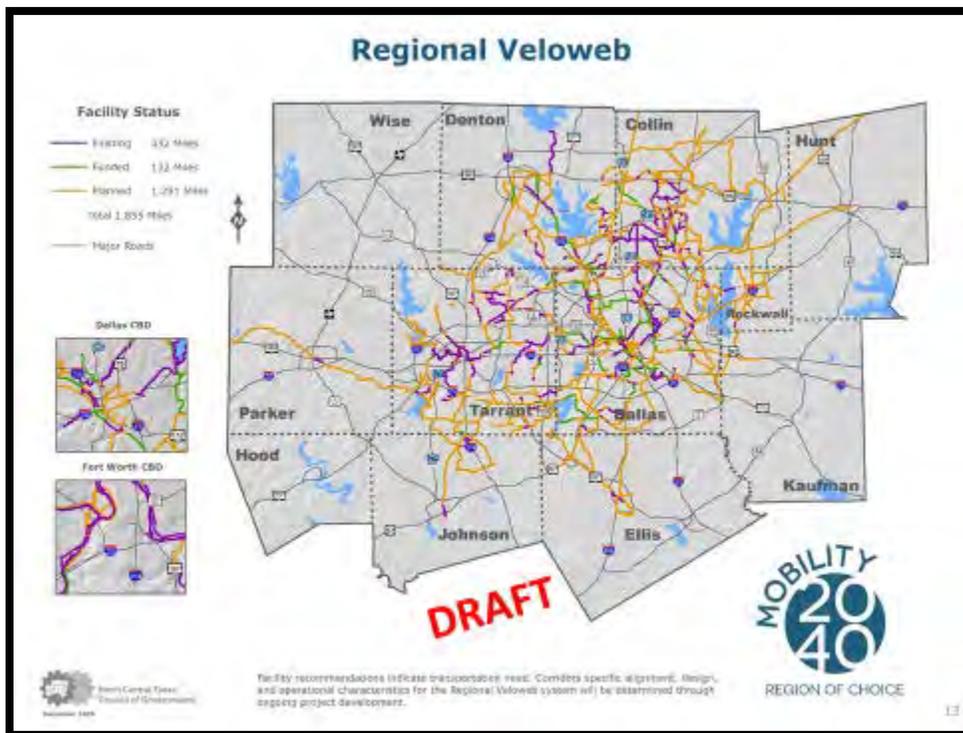
- Draft Roadway Recommendations



- Corridors for Future Evaluation



- Regional Veloweb

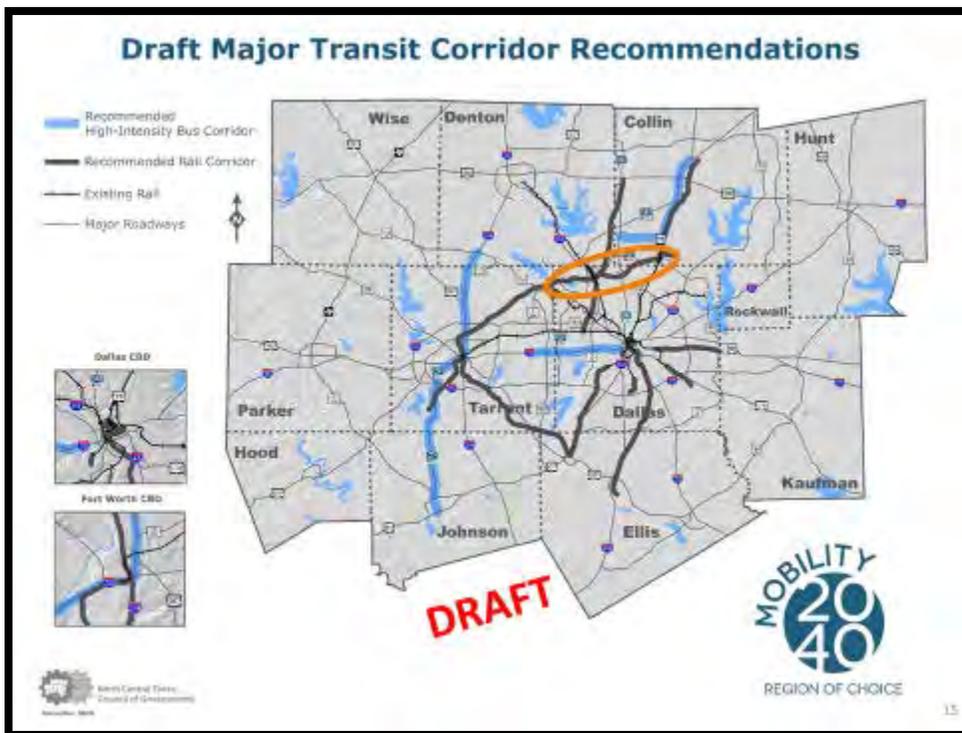


- **High-Intensity Bus Service**

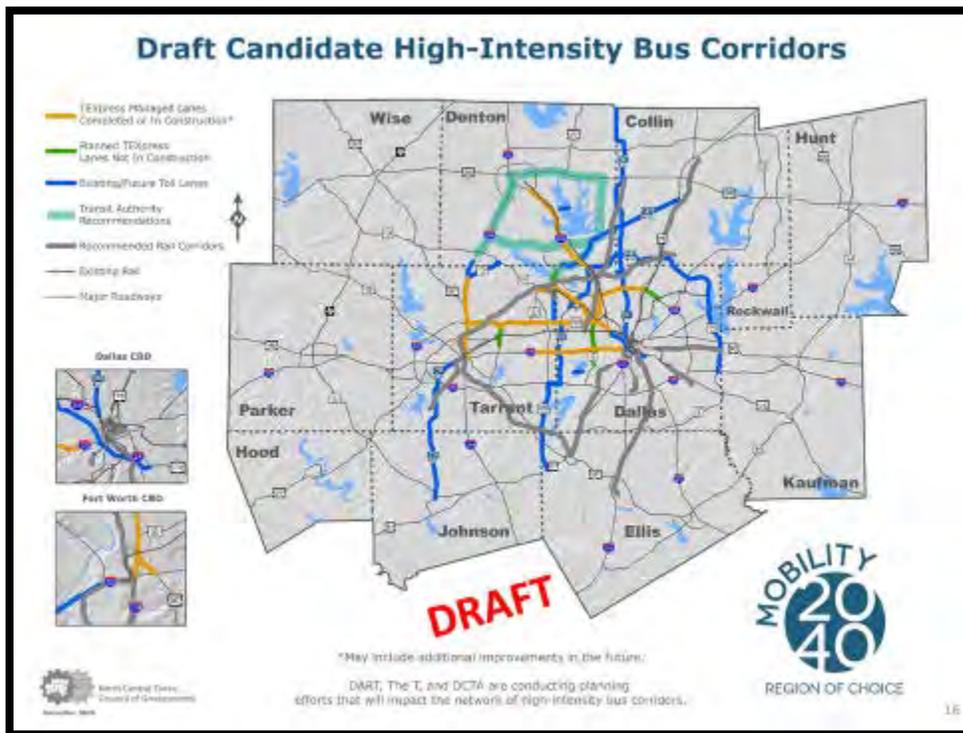
| High-Intensity Bus Service | Where |
|---|---|
| Lower-cost replacement for rail service | Speedway Line and Chisholm Trail Parkway |
| Precursor for rail service | In rail corridors, starting with US 75 |
| Other opportunities | In other high-demand corridors, including corridors with managed lanes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

- Premium bus service may include features such as:
 - Travel time savings when operated in managed lanes
 - Buses with commuter amenities
 - Park-and-rides or other waiting areas with amenities
 - Fare discounts if buses do not arrive on time

- **Draft Major Transit Corridor Recommendations**



- Draft Candidate High-Intensity Bus Corridors

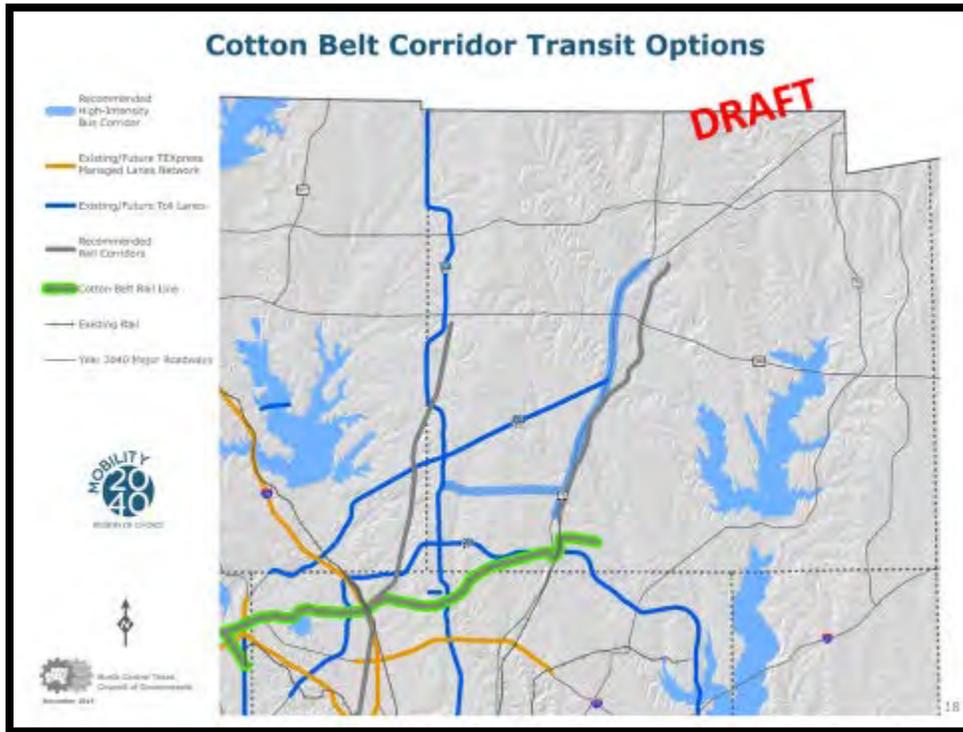


- Advancing Cotton Belt Rail Service

Advancing Cotton Belt Rail Service

| Date | Action |
|---------------------|---|
| July 2011 | Transit agencies commit to cooperatively developing and carrying out the Metropolitan Transportation Plan (MTP) |
| 2011 to 2014 | Stakeholders including local governments, DART, and NCTCOG staff coordinate on funding and preliminary engineering for Cotton Belt rail service |
| November 2014 | Existing MTP includes Cotton Belt rail service and a policy for a seamless transit system (e.g. transit agencies simplify the user experience through one-seat rides on rail service) |
| March 2015 | NCTCOG staff presents information on fast-tracking Cotton Belt rail service and distributes a paper on "The Case for Rail Transit" |
| Summer to Fall 2015 | Cotton Belt cities and counties, DART, and NCTCOG staff coordinate to get rail service faster than 2035 |
| September 2015 | DART's Board adopts a plan that includes funding for Cotton Belt rail service in 2035 and actively accelerating the timeline |
| October 2015 | NCTCOG staff outlines three options to get transit service on the Cotton Belt before 2035 |
| December 2015 | New federal legislation (Fixing America's Surface Transportation Act - FAST Act) signed into law; increases transit funding and provides long-term funding certainty for surface transportation |
| December 2015 | Draft Mobility 2040 (MTP) recommends rail in Cotton Belt corridor |
| Spring 2016 | Rail service connecting to the western end of the Cotton Belt is anticipated to receive funding for construction (TEX Rail) |

- **Cotton Belt Corridor Transit Options**



- **Cotton Belt Corridor Public Input**

- At their Dec. 10 meeting, the RTC requested that NCTCOG staff solicit public input regarding bus or rail options on the Cotton Belt corridor east of DFW Airport.
- The RTC is requesting public input on:
 - Bus or rail options on the Cotton Belt corridor including interim or long-term implementation
 - The need for seamless connections (e.g. one-seat ride) between TEX Rail west of the airport and the Cotton Belt corridor east of the airport

- 2016 Transportation Conformity

2016 Transportation Conformity

Purpose: Federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval

Analysis Area: Ten-County Ozone Nonattainment Area

Analysis Years: 2017, 2027, 2037, and 2040

Latest Planning Assumptions: MOVES2014 Emissions Model

- 2014 Registration
- 2014 Traffic Count Data
- 2014 Meteorological Data

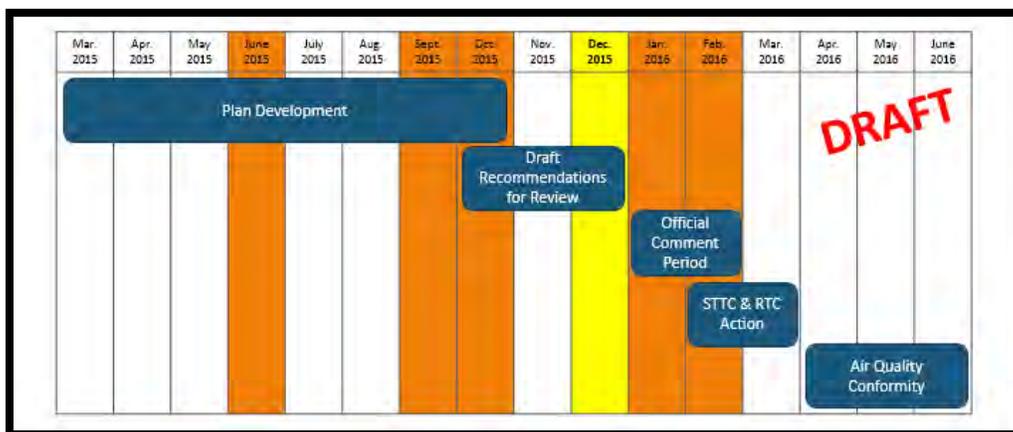
Motor Vehicle Emissions Budgets (MVEBs)*

- Nitrogen Oxides (NO_x) = 148.36 tons/day
- Volatile Organic Compounds (VOC) = 77.18 tons/day

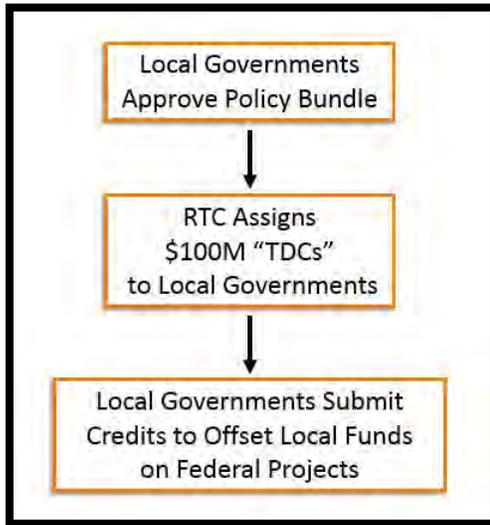
Draft Final Analysis in February 2016

* Contained in the Dallas-Fort Worth 2008 8-Hour Ozone Reasonable Further Progress State Implementation Plan. Adequacy of the MVEBs for Transportation Conformity anticipated in coming months.

- Schedule



- **Policy Bundle Concept - Credit Bank**



- **Proposed New Policies**

- Government entities decision
 - Voluntary
 - Decide preference
 - 50 percent target

- **Proposed New Policies - Joint Staff Coordination (Type 1)**

- Meet with major employers to promote Employer Trip Reduction program
- Implement strategies to reduce wrong-way driving crashes
- Secure transportation infrastructure
- Integrate traffic operations systems
- Develop parking management strategies
- Coordinate implementation of safe routes to school
- Improve railroad safety
- Share best practices to prevent copper theft

- **Proposed New Policies - Governing Body Approval (Type 2)**

- Existing policy: Clean Fleet
- Proposed new policies
 - Support traffic incident management
 - Develop sustainable land use strategies to support urban, rural and suburban communities
 - Collaborate on ISD growth plans and city plans
 - Implement complete streets policy
 - Implement urban thoroughfare revitalization
 - Implement sustainable storm water practices
 - Encourage use of lower-emission construction equipment
 - Allocate local funds to support public transit

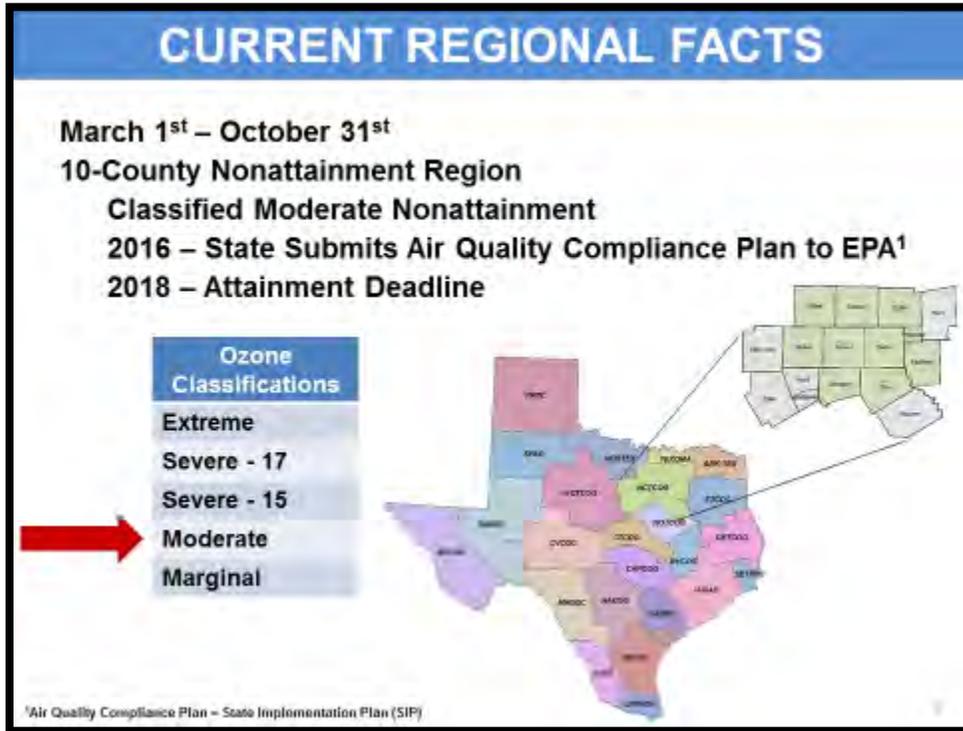
- **Proposed New Policies - Ordinance and Election (Types 3 and 4)**

- Ordinance
 - Implement and enforce locally enforced motor vehicle idling limitations

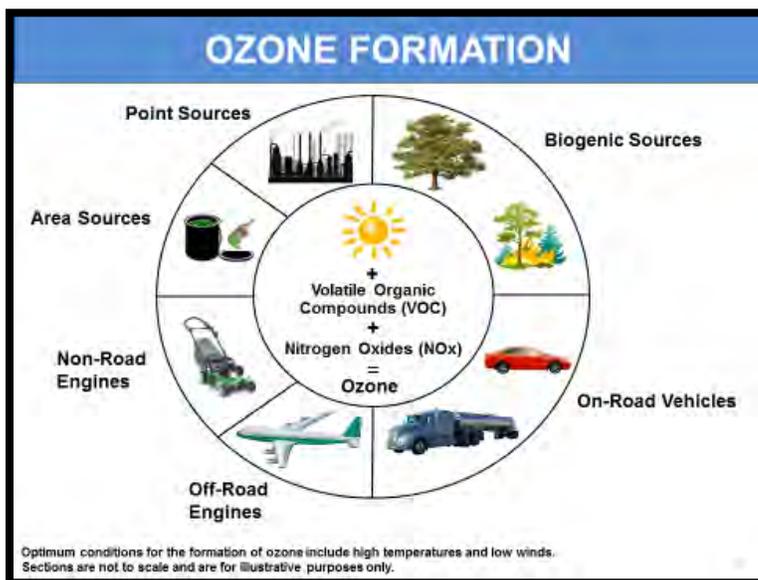
- Enhance freight-oriented land-use sustainability
- Implement operational restrictions of Unmanned Aircraft Systems (UAS)
- Election
 - Participate in membership with a transportation authority

B. End of Ozone Season Update and New EPA Air Quality Standard

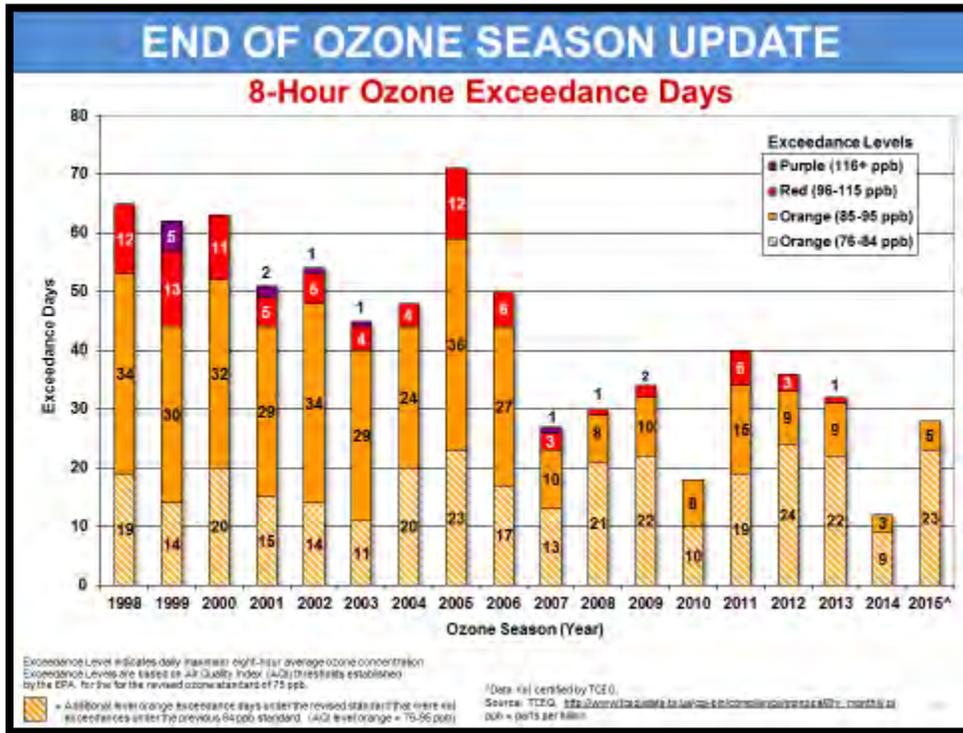
- **Current Regional Facts**



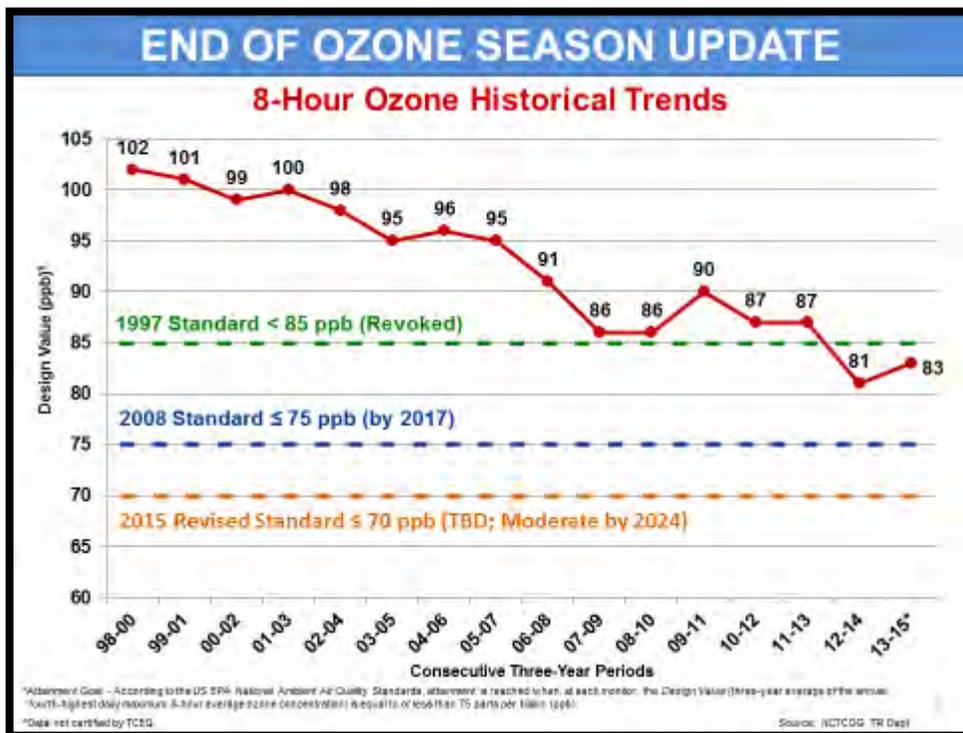
- **Ozone Formation**



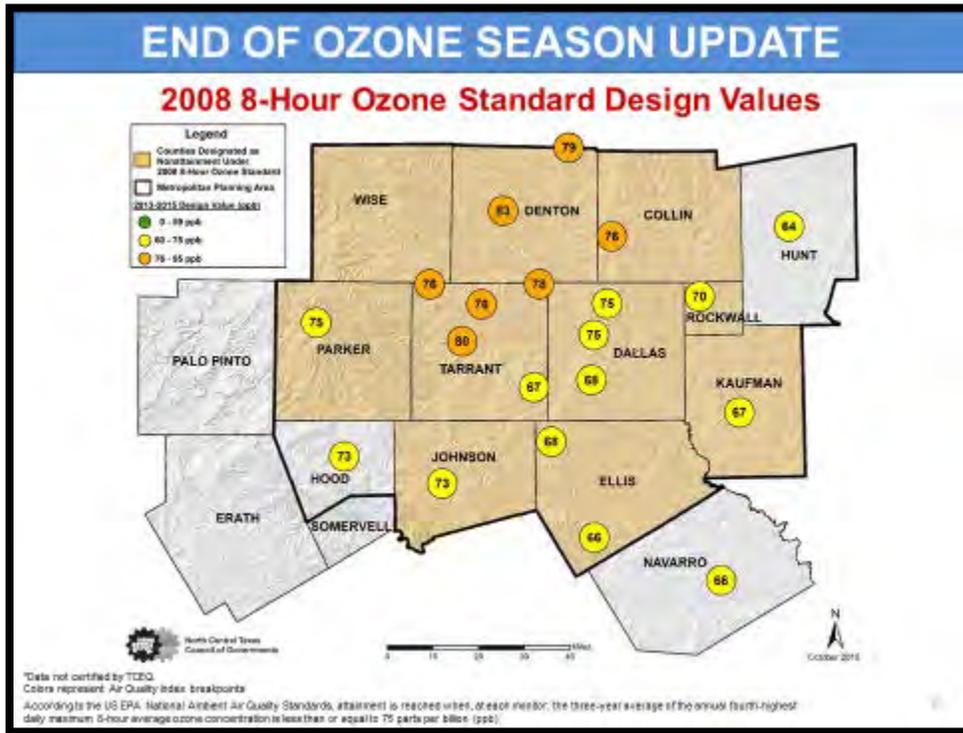
- End of Ozone Season Update



- End of Ozone Season Update (Continued)



- End of Ozone Season Update (Continued)



- New 2015 Ozone Standard

EPA'S NEW 2015 OZONE STANDARD
2015 8-Hour Ozone Draft Timeline

Standard: 70 ppb

- Final Rule Issued – October 1, 2015¹
- EPA Expects to Designate Nonattainment Areas – October 1, 2017
- Effective Date of Designations – December 2017
- Conformity Determinations for Newly Designated Counties – December 2018
- Anticipated SIP Due – December 2020

Classification Attainment Years, Based on Effective Date:

- Marginal: 3 Years from Effective Date (2020)
- Moderate: 6 Years from Effective Date (2023)
- Serious: 9 Years from Effective Date (2026)
- Severe 1: 15 Years from Effective Date (2032)
- Severe 2: 17 Years from Effective Date (2034)
- Extreme: 20 Years from Effective Date (2037)

¹Published in the Federal Register on October 29, 2015: <https://www.federalregister.gov/2015/10/29>

- New 2015 Ozone Standard (Continued)

EPA'S NEW 2015 OZONE STANDARD

Ozone Season Extended

Ozone Season Extended by One Month
(March 1 – November 30)

Effective January 1, 2017

RTC Previously Provided Comments Encouraging EPA to Not Implement Extended Ozone Season in the Dallas-Fort Worth Nonattainment Region from the End of October Through the End of November.

In Past 10 Years, No Exceedances (≤ 70 ppb) Recorded During Month of November

- Mobile Source Air Quality Programs

MOBILE SOURCE AIR QUALITY PROGRAMS

<http://www.nctcoq.org/trans/air/programs/>

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Preliminary Draft Mobility 2040 Recommendations

John Davis, City of Denton (Denton)

A. Bus service via local transit systems

Question: Do any of the transit systems currently provide a bus rapid transit service?

Summary of response by Dan Lamers: Yes, but the service is different than high-intensity bus. High-intensity bus is equivalent to riding in a train or high speed rail car. The T in Fort Worth operates a BRT line on Lancaster Avenue, and it uses a regular roadway but has signal priority. The other two authorities aren't actively doing BRT right now, but all three transit authorities, DART, DCTA and The T, are currently working on their long-range system plans and including some type of premium bus system. We don't have the benefits of those now. The only reason we currently have the routes for Denton County is because DCTA told us they are going to include the bus system in their plan. The routes are already in their long-range planning document.

Marshall Surratt, Citizen (Denton)

A. Regional driving patterns

Comment: I assume you have information regarding driving patterns?

Summary of response by Dan Lamers: Yes, we have traffic counts and the American Community Survey. We have a lot of existing information on patterns as well as a very extensive travel model we use to forecast future travel. We know where there's vacant land and where jobs might potentially be located. We can predict where we think travel will occur.

Question: Where is most of the Denton travel going?

Summary of response by Dan Lamers: It depends on where you live in Denton, but I would say most people headed to work are either going toward the Alliance area or toward Dallas. People are really going all over.

Comment: I noticed you don't have any arterial roads going from Denton to Frisco or Plano.

Summary of response by Dan Lamers: The largest roadway going in an east-west direction right now is U.S. 380.

Question: There's no mass transit between Denton and Frisco and Plano?

Summary of response by Dan Lamers: Other than the high-intensity bus proposed by Denton County Transportation Authority, no.

Question: Would those go along U.S. 380?

Summary of response by Dan Lamers: Yes, one of them is proposed on U.S. 380.

Summary of response by Chad McKeown: That's one of the things DCTA is working on. They want to go from interstate to interstate across the southern part of the county.

Comment: There's a lot of buildout on U.S. 380.

Summary of response by Dan Lamers: Several things are being planned. You notice part of this grey line was included in our current transportation plan. It's called the Collin County outer loop. It's a portion of what we once considered a larger regional outer loop. For various reasons we aren't pursuing the entire regional loop anymore, but Collin County was always one of the most significant parts we've needed because of the east-west travel. For the first time in a long time, we're adding this piece from IH 35W over to the planned outer loop as a proposed freeway to be built sometime in the next 15 to 20 years.

Questions: When do the buses go into effect?

Summary of response by Dan Lamers: DCTA is still working on that. I'm not sure when, but they did include them in their long-term financial plan. Buses can really occur any time because there's not a lot of major capital that goes into them. I don't have that information right now. We know there are limited east-west arterials in that part of the region. We're working with everyone to identify opportunities.

Robert Tickner, Citizen (Denton)

A. Interim transportation planning

Question: You mentioned U.S. 380. I think your planning is spot on, but what's happening between now and 2040?

Summary of response by Dan Lamers: We currently have several studies going on. But because the transportation problem is very complex in this region, it does take very rigorous studies to figure out what the problem is and how we can address it. As Chad mentioned, the state legislature provided additional funding. Almost 100 percent of the money available from the federal or state government over the last 20 years has gone to either maintaining the existing system or to building larger regional projects that benefit the most people. With this new source of funding, we think there will be opportunities to fund some of these other sub-regional projects.

Summary of response by Chad McKeown: We also look at more arterials than you see in this presentation. Denton County is working on their plan right now, and we take that into account as well.

Summary of response by Dan Lamers: Both the Denton County Commissioners Court and the city of Denton are very active in planning transportation. We work with them regularly. There's not a day that goes by that we don't hear from someone about moving projects forward. Denton County is in pretty good shape to take advantage of any additional funding that could come along.

B. Rail and bus in the Cotton Belt corridor

Comment: There's 15,000 new jobs showing up on the SH 121 corridor in Plano. We don't have a reasonable way to get there right now, but I think one possibility would be to get the Cotton Belt corridor up and running so we can make the connection in Carrollton.

Summary of response by Dan Lamers: On our transit recommendation map, Chad mentioned the A-train is already operating and doing very well. It doesn't go all the way to the Carrollton Transit Center but it gets you pretty close. The plan is to make that transit center a hub where you could make an easy transfer to the Cotton Belt. If the Cotton Belt was a bus rapid transit corridor, you'd have to transfer to a bus to get to that part of the region. Technically, the RTC would like to see a seamless transportation system, minimizing the amount of transfers you have to take. We've seen in the past that the more difficult you make it to use a transit system, the less people will want to use it. Up to now, the RTC has been pretty steadfast on encouraging the transit authorities to develop a one-seat ride concept so when you go from DCTA's A-train to the Cotton Belt, you wouldn't have to make that transfer. You may have to transfer trains, but they can be timed so they arrive at the station at the same time and you walk off one and on to the other. The RTC wants to know how important the one-seat ride concept is, particularly in the Cotton Belt corridor as well as what people think about implementing bus instead of rail in that corridor.

Comment: I think the one-seat ride is very important. I know several people who won't use transit because they have to make the connection at Trinity Mills, especially senior citizens. The DCTA line needs to be extended down to Carrollton. As you said, the easier you make it, the more appealing it is.

Summary of response by Dan Lamers: As Chad mentioned, years ago the three transit authorities signed a triparty agreement. Yes, DART is fully on board with eventually having the A-train coming into the Carrollton station. In fact, there's been talk that the Carrollton line could be extended into the DART system without having to get off the train. We're looking at identifying a regional rail vehicle that could operate in both the light rail and commuter rail corridors.

Question: Has the amount of money spent on rail been discussed? There's a lot of money that could be cut to get that up and running. You don't need a multimillion dollar station.

Summary of response by Dan Lamers: You're absolutely right. DART is doing a study on the Cotton Belt corridor that looks at all those options. We're going to be working with them on ways to get the rail up and running faster. Similar to the staged freeway concept we talked about earlier, we would build it in phases and wouldn't need all the money right away. DART has a history of quick implementation to get service up and running. The Victory Station at the American Airlines Center is a great example. It was once just a platform and now it's a nice station. You get the service going and then eventually you get the money and complete the corridor. Most of DART's current rail system, other than the TRE they operate with The T, is light rail. All of the rail lines we're proposing in this plan are on existing rail corridors. You wouldn't need to spend money to build electric infrastructure. You operate trains like DCTA is operating, which look and operate much like the light rail vehicle. There's a difference between TRE and DCTA. The TRE is a 20-year-old solution to operating low-cost rail. DCTA has a new vehicle. It's a diesel engine, but its creating electricity to power the train. In all of these new corridors it's cheaper to not have to build that electric infrastructure. That's why we're trying to find a vehicle that can operate in both corridors seamlessly.

Comment: At one of the DCTA meetings, they showed their bus plan and didn't seem to be using existing rail stations as connecting points. To me, that's not the right road to go down. It would be great to be able to take a rail or bus connection to the airport.

Summary of response by Dan Lamers: I mentioned earlier how complex our transportation needs are. I haven't looked at everything DCTA has, but the idea of feeding regional rail stations makes a lot of sense. I haven't seen their long-rang planning efforts yet, but I'd be surprised if they're not proposing a more structured system in the long run. What they may be talking about is early implementation. Remember buses can only drive on roadways, and not all rail stations are near those roadways. I'm sure their staff would love to sit down and have that conversation with you.

Comment: I noticed on your maps you aren't showing connectivity.

Summary of response by Dan Lamers: When you're talking about a region with 10,000 square miles, it's hard to get into the details of our transportation system. Much like our roadways, we focus on the major freeways and principle arterials. We really rely on counties and local governments to help us with the feeder system and local facilities. We also really rely on the transit authorities to do their homework and work with their communities to identify feeder systems.

C. Toll managed lanes

Question: Does the number of people using the toll managed lanes justify the expansion? They're expensive to build.

Summary of response by Dan Lamers: So far on LBJ and NTE, the private developers operating them are saying they're at least meeting or exceeding expectations. The only complaint I've heard so far is that because they don't have as many exits as the freeway lanes, people don't know where they can and can't get to when they're in them. Especially with LBJ since it's below ground, and you can't see it. In fact, both of them just had a ride free for a week promotion through their app, which is their way of trying to get you to try them to see where you can and can't go. At least half of the users are not regular users. The more you use them when it's cheaper or free, the more you will use them even when you don't need to, and you'll get used to them.

Comment: I think you're on the right track with reducing toll roads.

Summary of response by Dan Lamers: We did some rough calculations. We're backing off about 40 percent. The legislature gave us about 30 percent of what we need to build the roadways. We thought that was pretty fair.

Ray Davenport, Citizen (Denton)

A. Status of transportation projects in Denton County

Comment: As you said, there are a lot of studies going on related to U.S. 380. They seem to suggest the project won't be a freeway but an arterial that won't alleviate congestion.

Summary of response by Dan Lamers: One of the policy bundles I talked about looks at land-use characteristics. Part of that policy would try to preserve as much existing rural space as possible. Counties don't have land-use authority, but cities do. There are incentives we can provide to

developers to help encourage them not to develop in certain areas where it could be potentially harmful to the transportation system. The idea is to adopt land-use strategies relevant to each area. In Denton County we wouldn't propose a lot of the mixed-use development that you would see in say Las Colinas or downtown Fort Worth. The focus would be more on preserving rural areas. Second, if you go to the Mobility 2040 website, there is a table there that has our specific recommendations. We have the Denton/Collin County Outer Loop proposed as a staged freeway. We believe it will be a full freeway with continuous frontage roads by 2040. We're calling it a staged freeway because you wouldn't necessarily go out and build the full freeway today. You would build the frontage roads or half of the frontage roads first. As the demand grew, you'd build the other side of the frontage road and then the freeway main lanes.

Question: One of the cities along U.S. 377 has developed a map. Their route doesn't take into account the existing roadway that runs through that area. You wonder how they're going to build a roadway through there without it looking like the New Orleans area. Will there be more public discussion on the development of the plan?

Summary of response by Dan Lamers: Yes, absolutely. This is a long-range plan.

Question: I know the meeting schedule is in the handouts, but at what point will U.S. 377 be discussed?

Summary of response by Dan Lamers: That corridor still has to go through the environmental process. The federal and state governments have to look at it to determine if there are negative environmental consequences, which generally takes several years and many public meetings. That process hasn't even begun yet.

Question: Would it take five or 10 years?

Summary of response by Dan Lamers: Environmental studies may start within the next five years. You also have to find funding. It's years away from environmental approval and implementation.

Summary of response by Chad McKeown: To address relieving U.S. 380, 85 percent of that 3.7 million people are projected to be in the four core counties. There's 1 million people in Collin County now, with potential for a million more. It's more about managing congestion rather than relieving it. You mentioned calling it the outer loop, but we're really seeing it as a U.S. 380 bypass more than an outer loop.

Summary of response by Dan Lamers: We should have started thinking about U.S. 380 as a freeway 20 years ago, but that didn't happen. Denton and Collin counties aren't alone in this. North Tarrant County saw the exact same thing happen 20 years ago. Back in 1986 we proposed a freeway in the plan for the northern part of Tarrant County, and we had a mayor of one of the local governments come to us and say we'd never build that freeway. Now we have those folks begging us to help them solve their transportation problems. We're trying desperately to avoid that conversation in this part of the region. You also have a lot of geographical constraints making it very difficult to implement transportation projects. One of the biggest reasons we abandoned the regional outer loop this west of IH 35W is because we cannot find a route to get through all the gas wells to connect anything and that's not going away.

B. High-intensity bus system and Cotton Belt corridor

Question: The recommended high-intensity bus corridor in Collin County and the recommended rail along U.S. 75 stop short of the Cotton Belt line?

Summary of response by Dan Lamers: The rail line stops at the Parker Road station and eventually the rail will continue north. Since U.S. 75 is being reconstructed, we're proposing a way to run buses in the U.S. 75 corridor as an early transit service implementation until we can build the rail line. The idea is to still build the rail by 2040 but implement bus rapid transit in the meantime. You can see why it's important to try and get the rail system built in a way that doesn't include awkward connections at those end points. We're proposing rail in the Cotton Belt and rail along U.S. 75 that connects with the rest of the regional rail system. The idea is to expedite rail on the Cotton Belt as soon as possible. If we implement it soon, we wouldn't abandon the idea of buses, but there are other facilities that we could run express buses on as a very early implementation. We're asking you what the long-term solution is in the Cotton Belt corridor. Is rail the solution or is bus rapid transit a better one? That's what the RTC would like public input on. It is more expensive to build rail than to build buses, but I don't think there's enough information to know what the price difference is yet in that corridor. To implement buses in the corridor you'd have to build a roadway, making it more expensive. Again, the idea is to plan for rail and if you needed to operate buses, there are other facilities you can utilize.

John Davis, City of Denton (Denton)

A. Bus and rail on the Cotton Belt corridor

Question: Regarding the Cotton Belt corridor, have you surveyed major employers in the Fort Worth area to see if any of their employees could use the Cotton Belt?

Summary of response by Dan Lamers: Yes, we expect the agreement with the federal government next year to fully fund the Fort Worth component so it can be under construction soon. DART has been active for years studying the Cotton Belt. We know very well what the interaction is between the TEX Rail and Cotton Belt corridor. Roughly half of the expected passengers on TEX Rail want to continue on in the Cotton Belt corridor east of the airport. For the most part, people don't want to just go to the airport. Yes, there is a large employment factor at the airport, which both Cotton Belt and TEX Rail would serve, but about half would continue on to the Dallas area.

Comment: It seems like a BRT or bus system would be a great test to see how many people would ride transit in that area and a lot less expensive than implementing a rail system to begin with. Build it and they will come is not exactly the case in transit

Summary of response by Dan Lamers: You're exactly right. In this case, the Cotton Belt has been studied for years, and rail is warranted. The question on the table is when. The RTC has been looking for ways to work with DART to expedite the rail investment in the Cotton Belt corridor.

Comment: It seems like BRT would be good.

B. FAST Act

Question: You mentioned the FAST Act in one of your slides. Have you had a chance to incorporate any of the changes from the legislation into the plan?

Summary of response by Dan Lamers: Not directly. It's hard when it was only adopted a week ago. Our cursory look doesn't tell us anything major will change the direction of our plan. Chad mentioned the increase in public transportation funding, so we think that corresponds to us looking at a regional rail system. There's one thing that's a bit different. The last 20 years we've relied on toll roads at the state level, but the rest of the country wasn't doing that. The state is now coming to us saying they'll give us money so we don't have to build as many tolled facilities. The federal government is about 20 years behind. A lot of the FAST Act is encouraging public/private partnerships to build tolled facilities, but federal government isn't saying you can't build free tax-funded facilities. They're saying if you don't have the money to do it, you should explore other options like Texas did. We don't have to rely on that as much as we used to with the funding the legislature has given us.

Paul Voelker, Mayor of Richardson (Richardson)

A. Rail along the Cotton Belt corridor

Comment: First and foremost, we fully support the plan as presented, and we appreciate all of the effort that has been put into it. The city of Richardson is blessed with tremendous access. It's what distinguishes us and differentiates us as a city when people are looking for employment or residential opportunities. When you look at things like IH 635, the Tollway, President George Bush Turnpike, U.S. 75 and our quarter of a billion dollar investment in DART that we've committed to with the light rail, access we have as a city truly is a tremendous asset to our employers and employees. With respect to the plan, I've been involved with transportation personally, professionally and politically now for over a decade. When I served as chairman for the chamber of commerce, one of my top priorities was Cotton Belt rail. I truly believe we've proven light rail is a differentiator, a driver for transit oriented development and a way to increase urbanization and density. I believe it is a tremendous way for us to leverage the resources we need to manage very carefully. It is our position as the city of Richardson that the Cotton Belt be a rail line and not a bus system. We think the rail line will have the most success as far as getting people to participate. We think it's the best alternative at this point for employers, employees and even students, since we have the University of Texas at Dallas in Richardson. I'll leave it at that. I wanted to welcome everyone to Richardson and make a couple of points about our support for the plan.

Steve Mitchell, Richardson City Council (Richardson)

A. City of Richardson's support for the Mobility 2040 plan

Comment: I've been fortunate to serve on Richardson City Council since 2005, and I'm a former mayor. I've served on the Dallas Regional Mobility Coalition since 2007. The last two years I've served as the co-chair. I'm currently the alternate member for Addison and Richardson on the RTC. My family moved here in 1965 when I was three, and I've really seen this region grow.

We have to not only get up to speed on past efficiencies, but we also have to get ahead because we're seeing the population skyrocket. I want to express my thanks to Michael and the Council of Governments for developing an overall mobility plan that will serve our region. I think one of the things that Richardson has tried to do, and I think it's very evident, is be a team player when it comes to regional goals, particularly with transportation. We support the efforts outlined in the draft plan. Tonight I want to speak to several primary projects that are part of the plan that will have long-lasting benefits for Richardson's vitality in the future. The first is the Cotton Belt. We feel strongly that the Cotton Belt corridor must be developed as a passenger rail route. Our

comprehensive plan includes its development as a passenger rail line. We have asked for and received dedicated right-of-way from the developers of CityLine specifically for this purpose. For those of you who aren't aware, CityLine is the development right up at U.S. 75 and George Bush with lots and lots of employees. We're not opposed to evaluating BRT or high density bus service on other select corridors in the region. They're a viable option and one that may be necessary where rail service will simply not occur within the mobility plan. We really believe in having as many tools in the tool box as we possibly can, and I think this is one of them. However, we believe the Cotton Belt is different. The T is already proceeding with a rail option along the corridor west of DFW Airport. DART already has rail service included in its financial plan east of the airport. We believe the mobility plan should focus exclusively on the passenger rail option along the Cotton Belt. Passenger rail is a catalyst for development and attracts many more users than a bus service. Great examples of this are Mockingbird Station, CityLine and even downtown Plano. Passenger rail best leverages our region's abilities to meet the needs of growth projected for our area. Passenger rail is the most responsible choice for those who have contributed millions of dollars over the last three decades with the expectation that passenger rail would be the result.

The next item I wanted to address is U.S. 75 North Central Expressway. While we wait for the expansion of passenger rail, we're very focused on the need to improve traffic flow on U.S. 75 North Central Expressway. The U.S. 75 corridor is our most paramount transportation artery, and Richardson joins many cities in our region in their desire to find a workable option and alternatives to alleviating the congestion we see today. This corridor is why we are very pleased to see its designation as a capacity maintenance corridor. We support all efforts to add capacity utilizing current assets and reduce construction that would have serious right-of-way impacts in Richardson. Those of us who lived here in the 1980s saw U.S. 75 reconstructed and a lot of the right-of-way removed. We simply have no more right-of-way to give up. We support continued evaluation on other long-term solutions that follow our adopted Richardson U.S. 75 guiding principles. Our guiding principles outline 10 primary goals we've identified to work with TxDOT for future improvements. It outlines our concerns and desires for what those improvements should look like. The city of Richardson welcomes the opportunity to further discuss and evaluate the long-term future of U.S. 75 so a consensus can be established between all stakeholders along the corridor. We join Collin County in its support for the creation of an outer loop highway. We feel an outer loop highway will open up other corridors for commuters that will help to alleviate demand on U.S. 75 and thus improve Richardson's access to areas to the north. For this reason we also support and value the proposed expansion of IH 635 in Garland as outlined in the plan. We believe it will also provide improved capacity and traffic flow that will reach the U.S. 75 North Central Expressway. In the meantime, we are encouraged by the discussion of an interim pilot project considering the transition of the existing HOV lanes into a flexible peak period travel lane. The recent success of the peak period travel lane on SH 161 in Irving can be enhanced on U.S. 75. Technological advancements will allow passenger vehicles to operate on these lanes not only during peak periods but also during accidents, special events and other high travel demand scenarios. We look forward to working with TxDOT and the Council of Governments on developing this pilot project.

In conclusion, I want to thank Michael and his team once again for the opportunity to speak tonight. While I'm a member of many regional organizations, I'm speaking on behalf of the city of Richardson. We know transportation is a critical issue, and these are very important steps that you're taking to plan for the future. We realize a great deal of planning and research has gone into this proposed Mobility 2040 draft. Again, we support the goals currently outlined and offer any assistance we may be able to provide as the plan continues to move forward toward adoption.

Bill Sproull, Richardson Chamber of Commerce (Richardson)

A. Global competitiveness of the North Central Texas transportation system

I've been doing economic development work here in the region for about 20 years. It's been really remarkable to see the population almost double during that period of time, to see the tremendous employment growth and to see us go from being what I'd call a great domestic competitor to being an international competitor.

Michael, I think it's interesting that you talk about North Texas being a region of choice and going from a region of 7 to 10.7 million people. As we've matured, we've become more than just a successful North American city. We've become a global competitor. In order to maintain our competitiveness, we really have to have the best transportation infrastructure possible. I will tell you transportation access equals employment. We see that here in Richardson. In fact, we've used COG data before to show that because we're a great transportation area with U.S. 75, DART, IH 635 and U.S. 190 around us, we're the second or third largest employer here in the telecomm corridor. We really depend on mobility for our success, and we're going to continue to grow as our population increases.

I want to talk about the importance of the Cotton Belt as well as provide comments on U.S. 75. I had the opportunity to travel this fall to Asia and Europe. I saw some of the best transportation systems in the world that connect plane to train in Tokyo, Beijing, Shanghai, Hong Kong and Milan. They're able to sustain great economic momentum because they know how to move people around in very dense, urban environments and keep them moving. When you think about our connectedness, the Cotton Belt is the next big challenge for us. It is a really important east/west connector for our employment center to connect across the region but particularly to DFW Airport. When we look at our history and the development along the DART rail line, we've seen tremendous growth. Councilman Mitchell referred to the success of CityLine. That is a new city being built within a city at the intersection of U.S. 75 and U.S. 190 and the DART rail line. State Farm has built 2 million square feet of office space to employ up to 10,000 people. Raytheon has built about .5 million square feet to employ up to 1,700. We suspect the buildout of that project, whenever that occurs, will be about 20,000 to 30,000 employees at CityLine. That would not have occurred without multimodal transportation. For planning purposes, they've already dedicated the right-of-way to have the Cotton Belt connect into CityLine so we have a side-by-side platform between a Cotton Belt station and the DART Red Line Station, which will provide the best of both worlds as far as connectedness for employers and people who are going to live there. When I say people are going to live there, we have about 4,000 apartment units being developed in that area, and those people are going to want mobility as well. We know passenger rail and those TOD centers already host some of the largest employers in the region, but I want to talk about the international component of this. We now have a tremendous new air service advantage in North Texas that we have not seen since I've been here. We have three direct nonstop flights from DFW into China. We have multiple direct nonstop flights into Japan. We've recently seen Toyota move their North American headquarters into Plano. We have increasing air service into Europe. I know from experience over the decades dealing with international companies that they don't want their employees suddenly arriving in the U.S. for the first time and renting a car at DFW Airport to get onto IH 635. You don't want that. They want them to get from one point to the other in the safest way possible. They want them to get off the plane and onto a train at the DFW Airport to get over to the telecom corridor for someone to pick them up. China has a different idea of what the lines in the street mean and whether or not you're supposed to cross them. You don't want them on those highways. From a safety perspective and the appeal as a region of choice, they're used to having a system where there's multimodal

access for them to get from international destinations to corporate destinations and around within region.

Now let me talk about rail versus bus. The reason you select train is threefold. First, it's timely. You don't know what's going to happen on the road, but I guarantee the rail will run on time. The second reason is speed. I get to my destination quicker with rail than I do bus. That's really important. If I've scheduled a flight to arrive at a certain time, and I've got a critical meeting to make, I don't want to worry about whether or not my bus is going to be in a traffic accident or break down on the highway. The third is one ride. That's really critical. For the business community, rail is the only viable option out there. I can't think of a more unifying force to link our communities together and to bring economic opportunity than rail on the Cotton Belt. I think it's very exciting for us and all the communities around the metroplex.

Finally, I'll echo what Councilman Mitchell said about the rebuild of U.S. 75 and what happened in the business community. We've had to invest tremendous resources into the redevelopment of the Heights Shopping Center. When U.S. 75 was rebuilt, it raised the level to where you could not see the shops, and they started going out of business. From a principle perspective, no higher and no wider is kind of a ground rule for any consideration of expansion of U.S. 75 through Richardson. I guarantee you'll receive love letters from employees in Richardson for opening up HOV lanes. It is a critical factor for a lot of our employers and employees, and it's absolutely needed.

Cookie Peadon, Cotton Belt Concerned Citizens Coalition, Dallas Zoning and Planning Commission (Richardson)

A. Thoroughfare streets

Comment: I represent District 12 on the Dallas City Zoning and Planning Commission, and my first comments will be addressing related concerns. Maybe I missed it or didn't hear correctly, but I don't see anything in the current plan that would relieve traffic congestion for Preston Road, Hillcrest and Coit. All of you know because you share the problems that we have at Coit Road. There is a huge development of apartments and there are houses going in over there. Our already congested situation is going to be exacerbated by that intense development. I hear those concerns from everyone in our area.

Summary of Response by Michael Morris: Before you leave, give me the perimeter of the streets that are in that thoroughfare system.

Question: The main cross streets, Michael?

Summary of Response by Michael Morris: Yes. If you're concerned about helping the thoroughfare system in that area, I'd like it to come from you instead of our staff. Get that in the illustrative list and let us work with the city to see what we can do in regards to that particular problem.

Comment: Those of you dealing with Coit, if you could help with input I think that would be quite beneficial.

B. Safety issues with BRT and rail

I also work with the Cotton Belt Concerned Citizens Coalition. Plano currently has plans to put a school just south of Highland Springs. There's also a Catholic school just east of Coit. There are some serious safety concerns that neighbors hit me with before I even got on the planning commission. Michael has worked with me for two or three years, and we have not been able to find a solution to satisfy everyone. We're talking about high speed. We're not talking about light rail. We're talking about commuter rail, which is much heavier and more difficult to stop because of the kinetic energy going forward. The other part is that if you put Cotton Belt rail through there, we have to find some way to not transect those north/south, metro thoroughfares. We've talked about elevating and a number of different things. It is a problem. It is a safety factor because it cuts off fire and police stations from all their southern routes. If someone has suggestions, I'd love to sit down and talk to you. Those are serious safety concerns. I think we can somehow find a win/win situation. I just don't know who can help us do that most efficiently. Gary Thomas asked us to float a trial balloon by the people who were really concerned about rail. We did that and a lot of people in that area felt that because of the number of schools, BRT would be a better solution. I don't know if that's true or not. They want to know if it would be an interim solution and if so, how long the interim solution would last. I wasn't familiar with the high intensity bus lines until a few days ago. Even if you went with a proposed southern route that had been looked at a long time ago along LBJ Corridor and tied it in with the Red Line in the Richardson area, it ignores UTD. They run constant buses through the neighborhoods in my district because they have to do something to get students to the campus. Those are concerns that aren't taken lightly. That goes back to the zoning commission hat that I wear. I don't know the best solution. If we could get rail through, I think it would be preferred, but we have to do it in a way that everyone can live together peacefully and everyone can get a win-win out of it. Whatever solution we come up with, whether BRT, high intensity bus or rail, there are a lot of significant challenges. I'm currently working on a list with other members of CBCCC to try to give Tim McKay and Gary Thomas a prioritized list so we can come up with a solution. We have a number of schools right against those rail tracks, and a lot of kids walk to school. I think Richardson is as concerned about safety as we are. Then it comes back to our north/south corridors. Collin County has major issues with growth. They don't contribute, don't particularly want rail service and would rather take their cars. There are a lot of challenges we face in relieving congestion on those north/south roads. If you put anything across there and you don't elevate it or go underground to avoid transecting those major highways, we do have an issue. Thank you very much for your time and thanks to all the people who've worked so hard on this.

Summary of response by Michael Morris: I want to spend some time discussing the bus service because it's very new. I'm going to pick on Fort Worth first. Fort Worth's desire is to build a rail line from southwest of Fort Worth all the way through downtown and to the airport. They didn't have enough money to do it all so their minimum operable segment is from downtown to the DFW Airport. They should get their full funding grant agreement within the next 60 days now that we have new five-year, federal legislation. Imagine southwest Fort Worth like it is the Cotton Belt. If there's no desire from Fort Worth to put buses on the rail track, why don't we put buses on the Chisolm Trail in the interim? Over time the buses would come off Chisolm Trail Parkway and at some point we would put rail on the rail track. Staff's position is to put rail on the Cotton Belt. We need to develop a win-win situation sooner rather than later. We're getting a request from some of the RTC members for feedback regarding this issue. They want to know if we should put buses on the Cotton Belt as an interim solution. I scratched my head about it. If you're going to put buses in that area, why wouldn't you go ahead and put them on the toll road or take advantage of the Plano thoroughfare street? The idea is to provide a coach experience to someone going 70 mph on a managed lane, and if they can't get to their destination on time,

we'll pay their transit fare. It's a bold statement for us but not really. We're updating the managed lane costs every six minutes and controlling the speeds. Why aren't we putting buses on the toll managed lanes versus putting them on the active freight rail corridor? If there are problems with rail on the Cotton Belt corridor, would there be problems with buses on the Cotton Belt corridor? That's what I'm trying to seek clarity on.

Frank Turner, Deputy City Manager of Plano (Richardson)

A. Plano's opinions on the Mobility 2040 draft recommendations

Comment: With respect to the Cotton Belt, Plano firmly supports the notion of a one-seat ride from Fort Worth to Plano. We support the TEX Rail project. However, as we all know, funding is fickle. Should funding not work out, we believe we should be open to exploring other options within the corridor, whether rail or not.

I'm going to jump to U.S. 75 and BRT from Plano to McKinney. In an ideal world perhaps you would run light rail all the way to McKinney. The development of BRT or high-intensity bus may be an alternative. We like the notion of the cap/main strategy you've outlined. However, there are additional ramp and interchange improvements that could be made that would help improve congestion. One that might be examined in Plano would be the Park Lane interchange. We like crosstown routes in general. We're also very pleased that you've shown the Spring Creek corridor option for a potential BRT. It needs north/south to be extended all the way to Sam Rayburn Tollway. We're very much in support of continued development of south arterials in Collin County, particularly in the eastern portion of the county where they're highly deficient. We think the Santa Fe line is also a very good project.

Duncan Webb, Collin County Commissioner (Richardson)

A. Future of the Collin County transportation system

Comment: I'm really directing my comments toward members of the public who live in this area, specifically Collin County and far north Dallas County. I'm very supportive of this plan. I voted for it, and I've had input on it. I do want to ask that you really look at what we're really trying to do the next 25 years. If you live in Collin County you should be very concerned about where we're heading. We're projected to grow by 1 million people in 25 years. Collin County just did an analysis, and that number may be low. We have some new numbers suggesting we may be bigger than that. Ultimately, we may be the biggest county in the region. There's one study that says we could approach 4 million people. Our studies show we may reach 3.4 million. The proposal is the way it is because if you look at Dallas County, it's got 2.6 million people. If you look at all the roads, they're limited access roads moving those 2.6 million people around. Look at Collin County in terms of what it has in limited access roads. Assuming the outer loop is built, how are we going to move 2 to 2.3 million people with that number of limited access roads? I'm asking you all to seriously look at the situation. Anything else we do in the county is going to require us to take people's improved property. Unless we do something, I don't see how we're going to move the people that are coming here. Therefore, I'm asking for your cooperation. We're going to try and bring out a study next year in terms of where we need to be going if we're going to handle the growth because it's coming whether we build additional roads or not. We have to develop ways to move people east and west and north and south. Please be open-minded. There will be opposition, and I need leadership and open-mindedness. Otherwise, I think you'll find that movement in this county is going to be very difficult. Thank you. I appreciate the opportunity

Mickey Parson, Granbury City Council (Fort Worth)

A. Status of potential parkway between Granbury and Fort Worth

Comment: Driving back and forth between Granbury and Fort Worth, we have four divided lanes basically all the way. When the economy is booming, we get a new red light a month on the road for some new commercial or residential development. Over a period of years, some 60 to 70 percent of the Hood County workforce drives to Tarrant County for work. What used to take me 40 minutes to get to Fort Worth now takes an hour. Over a period of time it will become almost impossible for someone to live in Granbury and go to work in downtown Fort Worth. I saw how long it took to build the Chisholm Trail Parkway. I started to think that maybe what we could do is build what I call the Comanche Peak Trail Parkway. That would come off the Chisholm Trail Parkway somewhere south of Benbrook or FM 1187 and right at Lake Benbrook. The Comanche Peak could come to Granbury and provide toll service from Granbury to downtown Fort Worth, basically making Granbury much like Cleburne is now, accessible to the whole metroplex without running into a stop light. I've presented some letters to you that have been written by the city manager. I have support of city council and the Hood County Commissioners Court in advocating for the Comanche Peak Trail. I was delighted to see when you went through the presentation that we have a red line through there so perhaps it's on your radar, too. We appreciate any consideration or any thoughts on getting that into the Mobility 2040 plan.

Summary of response by Dan Lamers: Yes, sir. I'm glad you brought that up. We have been remiss in not getting back to you as timely as we should. I think you presented the letters from both TxDOT and NTTA suggesting they'll get with us to look into it, and we have. With everything else going on with the transportation plan, we haven't had time to get back to you on it. The corridor is under further evaluation so let me explain why it's on that map. We did our analysis, and we agree with you that there is currently some travel-time benefit that would occur by implementing a parkway. At the moment, due to financial constraint and the fact it hasn't been through a formal environmental impact statement, we didn't feel like it's ready to be put in the financially-constrained part of the transportation plan, which is the part that identifies that there is a formal recommendation the RTC is making to fund the project in the near future. We put it on the corridors for future evaluation map to say yes, there is an eventual need for this type of facility and let's begin the planning process to look at how best to solve the transportation need. We're not recommending it for funding but to further advance planning of that particular recommendation. After we get this plan adopted, we'll get back to you on the formal study we did to warrant its inclusion among corridors for further evaluation.

Comment: Thank you for that. It's interesting to see that red line on there. I forgot to mention one aspect of U.S. 377. We have a nuclear power plant 15 miles south of us. That is a particular issue because the evacuation routes were developed in the 70s or 80s when that plant was built. If we had some type of nuclear reaction at that plant, you would not be able to get out of Granbury.

Summary of response by Dan Lamers: We considered that in our study. It is one of the reasons why we kept it in this part of the plan. We agree it's an important aspect.

Comment: Thank you very much. I'm glad I came.

Summary of response by Dan Lamers: I apologize for not getting back to you sooner. I appreciate all the letters. Some of them I haven't seen before.

A. High speed rail

Comment: I noticed you didn't have a corridor for high speed rail.

Summary of response by Dan Lamers: We didn't show it here, but it will certainly be part of this transportation plan. We're figuring out how to best show it in there. Yes, you will see what is essentially in the current plan, which is a three-station concept in Dallas, Arlington and Fort Worth so the high speed rail coming up from Houston will go through Dallas, go over to Arlington and then over to Fort Worth. We're working with TxDOT on an environmental alignment document. We're also going to incorporate a larger effort that the Federal Railroad Administration is looking at on high speed rail. That one isn't as far advanced as the Houston to Dallas or the Dallas to Fort Worth piece, but we're working on seamless connections between all three. I'm glad you brought that up. It will be a key part of this plan.

Curvie Hawkins, Citizen (Fort Worth)

A. Thoughts on IH 20 project recommendations in mobility plan

Comment: I noticed your survey indicated 70 percent would like improved access to transit in their cities. As an Arlington resident, I'm glad to hear it. It's something needing to be focused on at a more local level. With that being said, I'd like to talk about some of the roadway recommendations. I noticed on IH 20 you have a capacity and maintenance project identified on the IH 20 corridor going through Arlington. There's a new or expanded capacity project near IH 820. I'm just wondering why that project wouldn't go all the way across IH 20. The pinch point of IH 820 does slow down, but it's pretty congested on that whole section of IH 20. I don't know what capital and maintenance improvements are being thought about, but I think capacity improvements could be added right there. I noticed on SH 161 between IH 30 and IH 20 you do have expanded capacity on that segment. I don't travel that way every day, but I've traveled a couple of times. I've never seen issues on that part, but I see a lot of issues on IH 20. It's just getting worse. I think there's a lot of new development there. It's not just even at peak hour. It's six days a week in that area.

Summary of response by Dan Lamers: As a resident of Arlington as well, I feel your pain. Let's talk about SH 161. As you know it's a toll road. The idea here is that those capacity improvements are paid for by the users of the facility. There is a guaranteed revenue source applied to that roadway itself. There is no competition or financial constraint issues associated with widening of the toll roads. It's simply a matter of when NTTA identifies the need and has the funding available. That's one reason why you often see toll roads move ahead faster than other roads.

Now let's talk about IH 20. The capacity/maintenance initiative is a relatively new program we're identifying in this transportation plan. The idea is that there are capacity needs in those corridors, but the pavement or structure of the facility is relatively new or in good condition for its age. If you add capacity to those corridors the traditional way, you rip out the existing facility and rebuild it completely. We're talking about identifying corridors where the pavement still has a useful life to it. Let's take advantage of that useful life and see if there are things we can do to improve the traffic flow and add capacity in locations without destroying the original pavement. We can do that by simply adding things or trying to keep any additional capacity in the right-of-way that already exists. There is existing right-of-way in the IH 20 corridor. The pavement is in relatively good condition. We don't have any specific recommendations as to what to do in that corridor. For example, take what we've done on the SH 161 corridor north of SH 183. Within the last

several months, TxDOT opened up the shoulder for vehicles to use as a travel lane only during the peak periods. That's a quick and easy way of gaining capacity when we need it during the peak without having to rebuild the entire corridor. It won't last forever that way. We had to take a shoulder to do that, but those are the type of things we're talking about. We looked a little bit at the IH 20 corridor, and we think some of the issues are due to bottlenecks. You've got vehicles coming in from ramps causing significant weaving issues. We think there are potential things like reconfiguring ramps and frontage road access that would buy some additional time on IH 20 before it needs to be completely reconstructed. It is on our radar. Due to financial constraints, we just aren't sure it's worth the money to completely redo the corridor at this time. We have a meeting with Representative Turner and his office next week to talk about the IH 20 corridor. He's very concerned as well. We've talked to TxDOT, and we'd like to initiate a more comprehensive study before we make recommendations to widen it.

Question: I have another quick thought on that same area. Are the folks utilizing SH 161 and SH 360 going to be on IH 20 for that little segment in between?

Summary of response by Dan Lamers: Kendall mentioned in her presentation this idea of developing a core system of toll managed lanes and toll lanes. The idea is to connect SH 161 or the President George Bush western extension toll road that exists now and the newly let SH 360 extension from Sublett Road in Grand Prairie and Arlington down to U.S. 287 in Mansfield as a toll road. We'd build a connector between the two so you'd have a seamless toll road connection that would go literally from north Dallas down into the Mansfield area. The piece you're talking about isn't funded yet, but it's something TxDOT is interested in looking at. We've had discussions with NTTA. Because of the proximity of those two roadways, what we don't want is for a massive weaving section on IH 20 between those two facilities, which exists today. It would be a very similar idea to what happens at the airport right now. When you come up SH 360 there are high fly over ramps that get you onto International Parkway. You don't have to get on SH 183. It's that type of concept.

B. Rail line connectivity

Question: On the major transit corridor recommendations, I noticed you have a line that goes from Fort Worth to southeast Tarrant County down to Mansfield. Was that in the last mobility plan?

Summary of response by Dan Lamers: Yes, that's the Mansfield line, and I believe The T has looked at some station locations at various places along the line.

Comment: I think the commuter rail line service is an important service for Tarrant County because the TEX Rail will provide that additional service farther north. It's something Tarrant County should be very supportive of because it provides an additional travel option between two major areas of employment: Fort Worth and Dallas.

Summary of response by Dan Lamers: That's a great comment. The TEX Rail and Cotton Belt are essentially one corridor separated at the north end of the airport. The idea there is a seamless connection between TEX Rail and Cotton Belt. I think that's what you're speaking to, Curvie.

Comment: It's important because you won't have to transfer. Right now you can't do that without this project anyway.

Summary of response by Dan Lamers: Studies in the past have shown approximately 50 percent of the riders that will be on TEX Rail coming in from Fort Worth want to continue on to the north Dallas and Collin County area. That was the item the RTC wanted a little feedback on as well as bus options. A priority of the region is to expedite rail service on the Cotton Belt corridor. We're working with local governments and DART to get rail funded sooner rather than later. The other concept is if for some reason that can't be done, there are other options to provide some level of bus service in that same corridor on an interim basis. The RTC is also interested in comments regarding whether bus service is more critical in that corridor.

Eric Fladager, City of Fort Worth (Fort Worth)

A. Cross section for SH 360 south of IH 20

Question: Can you remind us what the ultimate cross section is for SH 360 south of IH 20?

Summary of response by Dan Lamers: SH 360 south of IH 20 will eventually be a six lane toll road. It's currently under construction as a four lane toll road.

Questions: The existing frontage roads will stay intact as free lanes?

Summary of response by Dan Lamers: As you get closer to the south, there are no frontage roads right now. The idea is to connect those frontage roads and put the tollway main lanes in between those. It would be both continuous frontage roads and continuous main lanes throughout the corridor.

Question: The main lanes would be tolled?

Summary of response by Dan Lamers: The main lanes would be tolled and the frontage roads would continue to be free. It should be a fairly quick construction project since right-of-way already exists and very few utilities have to be moved.

B. Benefits of adding rail in the North Central Texas region

Comment: I would say one of the things rail will do is guide development and allow higher mixed-density usage. You're accommodating regional growth by redirecting it to those locations. You're meeting a marketing need for those interested in living in walkable areas. Bus doesn't address those at all. It doesn't provide the opportunity for growth, and if you lose the opportunity and something else is developed instead, you've got decades before you have a chance to address that with redevelopment.

Agatha Benjamin, EPA (Fort Worth)

A. Transportation community impact

Question: Have you given any consideration to how transportation directly or indirectly affects surrounding communities?

Summary of response by Dan Lamers: Excellent question. We are a maturing region with dense development. Any time you're talking about expanding transportation facilities, it's a critical concern and taken very seriously. We talked about air quality impacts a little while ago. We also do something called an environmental justice impact analysis. Kendall is our manager for that

entire program. We always look at potential areas where there might be social or environmental concerns in all of the corridors. The plan goes through a process to identify those potential areas and ensure there aren't adverse impacts. If you'd like more information, Kendall is the perfect person to talk to. Transportation 40 years ago didn't care about impacting communities, but transportation today is very different. We're looking for ways to use transportation to help restore previous impacts and facilitate community development. For example, when IH 30 was being considered for widening 25 years ago, the original proposal was to just widen it where it was. Through a lot of community work, we've seen IH 30 move south to allow for more reconnecting of north and south downtown Fort Worth. We also have a sustainable development team who works with communities to balance transportation, land use and economic development to maximize all three.

End of Ozone Season Update and New EPA Air Quality Standard

John Davis, City of Denton (Denton)

A. Ozone migration patterns

Question: How does the ozone in Dallas migrate to the Denton area?

Summary of response by Jenny Narvaez: During the summer, the winds blow from the south to the north. In the morning when there's a lot of traffic on the road, a lot of pollutants are emitted and the ozone forms, lingering in the hot summer air. When everyone gets in their cars to drive home from work, it all starts over again.

Summary of response by Dan Lamers: Volatile organic compounds and nitrogen oxide in the presence of heat and sunlight form ozone. The morning drive produces these pollutants, the sun bakes them and then the winds come out of the south. So by the afternoon, ozone is forming in the northern part of the region.

Marshall Surratt, Citizen (Denton)

A. What happens when we don't meet the air quality standard

Question: As the ozone standard increases, so does the population. What happens if we don't meet the standard?

Summary of response by Jenny Narvaez: We get reclassified. We're moderate right now so we have until 2018 to attain it. If 2018 creeps up on us, and we're nowhere near 75, we would get reclassified again under that standard to severe and be given more time to try and reach it.

Summary of response by Dan Lamers: It sounds like you get a pass for not meeting it, but you have to be more creative.

Summary of response by Jenny Narvaez: You have a longer time to reach it, but there are certain things you have to abide by as a nonattainment area.

Robert Tickner, Citizen (Denton)

A. Financial cost of nonattainment

Question: Is it costing us financially?

Summary of response by Dan Lamers: Not yet. The only situation I know of happened in Atlanta. They failed and didn't produce a plan demonstrating how they'd reach attainment. We've failed before, but we've always been successful at producing a plan that shows all the programs we're implementing to help us achieve attainment. We've never had to worry about financial sanctions.

Summary of response by Jenny Narvaez: The one good thing about lowering the standard is a lot of the ozone production in our region is not necessarily from our region. When you go out and start your car in the morning, you could be as high as 50 or 60 ppb. Ozone can drift a pretty long way. With a lower standard there will be more nonattainment areas having to put certain practices in place to help manage the ozone.

Summary of response by Dan Lamers: We've always thought a lot of our ozone comes from Houston in the summer because the air drifts north. But it also may come from other areas with no controls because they're in attainment. Huntsville is an example. It is a very serious issue. The link between health and air quality has been demonstrated over and over again.

Summary of response by Jenny Narvaez: Ozone knows no boundaries, but our air is becoming cleaner. Overall, our vehicles are becoming a lot cleaner. Within the next 10 to 15 years vehicles may not be a primary ozone source.

Mickey Parson, Granbury City Council (Fort Worth)

A. Keeping Hood County in attainment

Question: I see Hood County is at 73. Will that keep us from having stricter air quality regulations?

Summary of response by Jody Loza: That's a great question. EPA has what's called an advance program. It's specifically for areas near nonattainment areas. Hood County Clean Air Coalition joined the program, and they come up with a formal plan to keep their design value at or below the current standard. Hood County has been working really hard on that, and we've been working alongside them. Unfortunately, since it will be based on 2015, 2016 and 2017 data, I don't know if Hood County will be designated nonattainment. Right now at 73, yes they would be considered nonattainment because the new standard is 70. I know there is discussion at the county level of them wanting to be their own nonattainment area versus becoming a part of the larger nonattainment area. There are arguments on both sides as to why or why not. From my standpoint, I do all the air quality modeling and we already model all of the other counties because they're part of our regional planning area. It wouldn't be additional work on our part. However, I think the county does not want to be subject to some of the other higher level readings. They'd like their classification to stay at a lower level so they don't have to stay in nonattainment that long. Ultimately, it will be up to the EPA how they want to add or not add to the existing nonattainment areas.

Comment: We created the Clean Air Coalition once we were able to push into the attainment category. We're making a substantial effort to stay in attainment.

Summary of response by Jody Loza: Wise County was added to the nonattainment area and Hood County was not. It's interesting because Wise County doesn't have a monitor. I do know a lot of the reason Hood County was able to stay out was because they agreed to do the advance program and implement all the great programs. The state will make recommendations, and EPA will decide who will become nonattainment.

WRITTEN COMMENTS

| Name and Title | Agency, City Represented | Topics Addressed | Comments |
|-----------------------|--|--|-----------------|
| Marshall Surratt | Citizen | U.S. 380 and rail system | Attachment 1 |
| Cookie Peadon | Cotton Belt Concerned Citizens Coalition | Relief of traffic congestion and challenges of implementing BRT, high intensity bus and rail in the Cotton Belt corridor | Attachment 2 |
| Duncan Webb | Collin County Commissioner | Transportation resources for Collin County and support of the Mobility 2040 plan | Attachment 3 |
| Thomas Kriehn | Lake Highlands "L" Street | School construction, parking, Dallas congestion and Cotton Belt corridor | Attachment 4 |
| Mickey Parson | City of Granbury, Councilman | Possible expansion of Chisolm Trail Parkway | Attachment 5 |
| Brian Johnson | City of Kennedale, Mayor | Support of the IH 20/U.S. 287/Loop 820 and transit corridor inclusion in Mobility 2040, veloweb development and widening of U.S. 287 | Attachment 6 |
| Bob Hart | City of Kennedale, City Manager | Transportation sales tax and traffic access study for Kennedale Parkway | Attachment 7 |



Public Meeting Comment Form

Instructions:

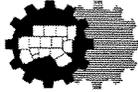
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

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

Name Marshall Gurratt
 Organization _____
 Date 19 Dec. 2019
 Meeting Location Denton

Please provide written comments below:

We need to be proactive along 380, etc.
to stay ahead of growth. And implement
rail between Denton and Frisco/Plano/171 Corridor.



Public Meeting Comment Form

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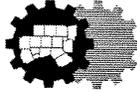
- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name COOKIE PEADON
 Organization COTTON BELT CONCERNED CITIZEN'S
 Date 12/15/2015
 Meeting Location RICHARDSON

Please provide written comments below:

- ① The plan does not address relief of traffic congestion on the major arterials - Denton Road, Wilbourn, Coit. NCT does not provide any relief given population growth in the northern sector.
- ② Bus R/T and High Intensity - would these be interim solutions. Presentation indicates a preference to rail.
- ③ Cotton Belt Corridor - whatever solution used BRT, High Intensity, Bus and Rail all present significant challenges in terms of greenway, curbway, safety concerns (numerous schools, shot tracks, and block main arterial north/south corridors. See Dallas (Hwy to either) than relieve congestion)

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>



Public Meeting Comment Form

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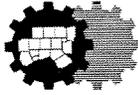
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- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name DUNCAN Webb
 Organization _____
 Date 12/15/15
 Meeting Location Richardson, TX

Please provide written comments below:

- Good Presentation
- Very informative
- Supportive of the plan; Need more planning & resources to Collin County,
focus on leveraging of those resources to maximize transportation projects
in Collin County.



Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
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4. Please return this form to an NCTCOG employee at the registration desk.

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

Name THOMAS B. KREIZAN
 Organization CARIE HIGHLANDS "L" STORES
 Date DEC. 15, 2015
 Meeting Location REICHARDSON CITY HALL

Please provide written comments below:

SCHOOL CONSTRUCTION: I'D LIKE TO SEE A HIGH SCHOOL BUILT UPSIDERS OVER STRIP RETAIL. THE LOCAL BUS^{BIKE} ROUTES WOULD SERVE BOTH THE HIGH SCHOOL AND THE RETAIL. I'M FED UP WITH ASinine STATUTORY FACILITIES REQUIREMENTS SUCH THAT SCHOOLS MUST BE BUILT WAY OUT IN THE BOONDOCKS: ATHLETIC FIELDS AND COURTS, PARKING LOTS, STADIUM, ETC.
 PARKING: REPLACE THE STATUTORY MINIMUM PARKING REQUIREMENTS WITH ~~MARKET~~-BASED MAXIMUM PARKING REQUIREMENTS. IMPLEMENT AN ON-LINE INTERNET TRACKING APPLICATION THAT KEEPS A CONSTANT INVENTORY OF AVAILABLE VACANT PARKING SPACES. (THE PARKING TRACKING APPLICATION IN SAN FRANCISCO TRACKS ONLY ON-STREET PARKING. I'D LIKE TO SEE AN~~TRACKING~~ APPLICATION THAT TRACKS OFF-STREET PARKING ALSO, IN ALL THREE OR FOUR DIMENSIONS. * PARKING ENTREPRENEURS SHALL HAVE FULL

To submit comments or questions by mail, fax, or e-mail, please send to: ^{FREEDOM TO SET} PARKING RATES AS HIGH AS THE MARKET WILL BEAR. THE PARKING TRACKING APPLICATION WILL ~~TRACK~~ REPORT THESE ENTREPRENEURS' RATE QUOTES.)
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: transinfo@nctcog.org Website: http://www.nctcog.org/trans

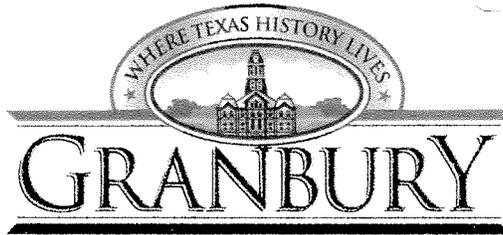
NORTH DALLAS TRAFFIC CORRIDOR: RE-OPEN DART'S
PROPOSAL FOR BUSWAYS ALONG NORTHWEST HIGHWAY
AND FERGUSON/GARLAND ROADS. MY FIRST MODELS ARE
THE ORANGE LINE BUSWAY ALONG LAUREL CANYON BLVD.
IN LOS ANGELES, AND THE HEALTHLINE BUSWAY ALONG
EVCLID AVE. IN CLEVELAND. I'M NOT SO SURE ABOUT
USING LEFT-SIDED BUSES INSTEAD OF THE EXISTING
RIGHT-SIDED BUSES: E.G., ~~THE~~ BUSWAY INTO DOWNTOWN
QUITO, ECUADOR.

I'VE ALREADY SAID THAT MY MODEL FOR BUS RAPID TRANSIT
ALONG IH-635, IH-35, SH-183, SH-114, IH-45, US-80, IH-30, ETC.
IS THE TRANSMILENIO BUSWAY SYSTEM IN BOGOTA, COLOMBIA.
I LIKE THE LEFT-SIDED BUSES IN THAT SYSTEM BECAUSE
I'D RATHER STAND ON A CENTER MEDIAN PLATFORM AND
LOOK OUT UPON APPROACHING EXPRESSWAY TRAFFIC THAN
STAND ~~ON~~ A RIGHT-SIDED CENTER PLATFORM WITH ALL
THE APPROACHING TRAFFIC BEHIND MY BACK.
THE BUSWAY ALONG THE SAN BERNARDINO FREEWAY ~~RESEMBLES~~
~~RIGHT-SIDED~~ IN LOS ANGELES RESEMBLES RIGHT-SIDED BUSES.

COTTONBELT BUSWAY: THE ADDISON RESIDENTS ARE STILL
WAITING ANXIOUSLY FOR RAIL SERVICE, MEANWHILE,
I SUGGEST A MID-BOULEVARD BUSWAY ALONG BELT LINE ROAD.
AS FOR THE RAIL LINE, I'M AWARE OF TWO MODELS FOR
BUS-ON-RAIL: BUSES WITH RETRACTABLE STEEL WHEELS
SUCH AS IN ENGLAND AND FRANCE; AND O-BAHN BUSES ALONG
LIGHT RAIL TRACKS IN BIESEN, GERMANY. THE O-BAHN BUSES
USE O-BAHN TRACKS SUPERIMPOSED UPON THE LIGHT RAIL
TRACKS. I WANT IN MIND A BUS ROUTE (#350) THAT
RUNS ALONG CITY STREETS BETWEEN PARKER ROAD STATION
AND ADDISON TRANSIT CENTER, THEN ALONG BELT LINE
ROAD (#400) BETWEEN ADDISON TRANSIT CENTER AND
DOWNTOWN CARROLLTON STATION, THEN BUS-ON-RAIL
(NO CURRENT ROUTE NUMBER) BETWEEN DOWNTOWN CARROLLTON
STATION AND D/RW NORTH STATION. I'M NOT SO SURE
ABOUT BUS-ON-RAIL THE REST OF THE WAY FROM D/RW
NORTH STATION TOWARDS DOWNTOWN FT. WORTH'S ETC.

SO I SUGGEST DUAL-SIDED BUSES: RIGHT-SIDE MODE BETWEEN
PARKER ROAD STATION AND D/RW NORTH STATION; AND THEN
LEFT-SIDE MODE ALONG SH-121 TOWARDS THE ETC.

I DETEST ~~THE~~ D/RW AIRPORT'S SKYLARK PEOPLEMOVER OUTSIDE
PART RAIL'S ORANGE LINE'S AIRPORT STATION. THE SKYLARK
IS DESIGNED FOR AIRPORT HUB SECURITY, AND IS HENCE USELESS
FOR VISITORS WHO WANT TO TRAVEL FROM D/RW AIRPORT NORTH
STATION SOUTH TOWARDS TERMINAL 2 TO MEET ARRIVALS OR
DEPARTURES THERE. I THINK THE AIRPORT BOARD SHOULD
RESURRECT AND EXTEND THE AIRTRANS PEOPLEMOVER ALL THE
WAY BETWEEN D/RW AIRPORT NORTH STATION AND CENTREPORT
STATION. THE AIRTRANS SERVICE WILL INCLUDE FREIGHT SERVICE
SUCH AS ~~TRANSPORTATION~~ OF PASSENGERS' LUGGAGE BETWEEN THE
REMOTE STATIONS AND THE AIRPORT'S INTERIOR.



Mailed 12/3/15

FLP

December 7, 2015

Mr. Brian R. Barth, P.E.
District Engineer
Texas Department of Transportation
2501 S W Loop 820
Fort Worth, Texas 76133

Dear Mr. Barth,

I am writing on behalf of the citizens of Granbury and their City Council. They have expressed an interest in a possible expansion of the Chisholm Trail. The suggestion is to create a Y at the existing toll road and FM 1187. One leg would be the new "Comanche Peak Trail" extension which would veer west. At Cresson the new Comanche Peak Trail would continue down Highway 377 to Granbury. The Comanche Peak Trail would insure Granbury and Hood County's improved access to all of the Fort Worth, Dallas area.

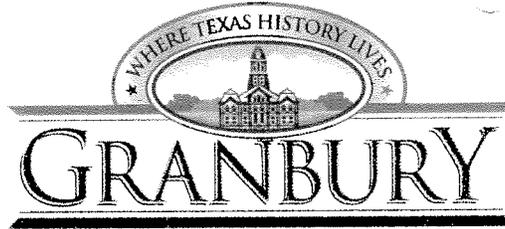
It has been some time since the previous City Manager contacted you regarding this matter. However, I am not informed of any communication back to the City pertaining to the "Comanche Peak Trail" as proposed to you. If possible, could I meet with you to discuss this idea to allow me the opportunity to begin moving this proposal forward?

Warmest regards,

A handwritten signature in black ink that reads "Chris Coffman". The signature is written in a cursive style.

Chris Coffman, CPM
City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Mayor Pro Tem and Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge
David Fowler, Area Engineer, TxDOT



December 7, 2015

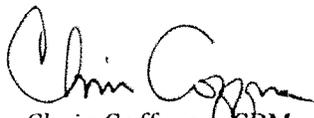
Mr. Michael Morris
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

Dear Mr. Morris,

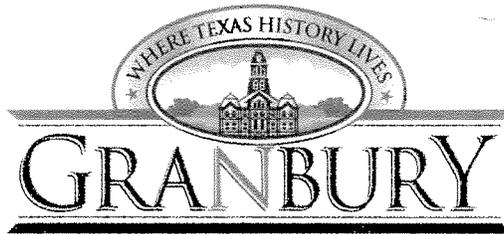
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Warmest regards,


Chris Coffman, CPM
City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Mayor Pro Tem and Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge



December 7, 2015

Mr. Gerald Carrigan
Executive Director
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

Dear Mr. Carrigan,

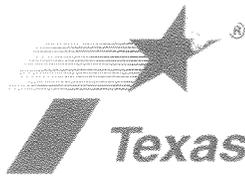
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City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Mayor Pro Tem and Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge



Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

September 5, 2014

Chisholm Trail Parkway Expansion Request

Mr. Wayne McKethan
City Manager
City of Granbury
116 W. Bridge Street
Granbury, Texas 76048

Dear Mr. McKethan:

Thank you for your letter regarding the potential expansion of the Chisholm Trail Parkway. Transportation networks typically require years of regional planning of which the plans are generally financially constrained. I appreciate the city of Granbury's vision to look for future transportation connectivity in our growing North Texas area.

To address the City's request, I will reach out to the North Texas Council of Governments and the North Texas Tollway Authority to begin discussions on what steps should be taken in order to study this concept further.

Again, please express my appreciation to the City Council. I or one of my staff will be contacting you. If you have any questions until then, please contact me at 2501 SW Loop 820, Fort Worth, Texas 76133; (817) 370-6514; or email brian.barth@txdot.gov.

Sincerely,

Brian R. Barth, P.E.
District Engineer
Fort Worth District

cc: The Honorable Roger Harmon, Johnson County Judge
The Honorable Nin Hulett, Mayor, City of Granbury
The Honorable Mickey Parson, Council Member, City of Granbury
Mr. Michael Morris, NCTCOG Director of Transportation
Ms. Elizabeth Mow, NTTA Assistant Executive Director of Infrastructure
David D. Fowler, P.E., TxDOT-FTW Area Engineer Erath, Hood & Somervell



NORTH TEXAS TOLLWAY AUTHORITY

5900 West Plano Parkway • Plano, Texas 75093 • (214) 461-2000 • Fax (214) 528-4826 • www.ntta.org

Chisholm Trail Expansion

August 1, 2014

Mr. Wayne McKethan
City Manager
City of Granbury
116 W. Bridge Street
Granbury, Texas 76048

Wayne,

Thank you for your letter regarding expansion of the Chisholm Trail Parkway into Hood County. Please allow us time to visit with staff at the Regional Transportation Council and we will get back with you to schedule a meeting to discuss this item further.

Please call me anytime with questions. You may also contact Elizabeth Mow, Assistant Executive Director of Infrastructure, at (214) 224-2157 or emow@ntta.org.

Thank you again, and we will respond once we have had an opportunity to review the necessary information.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerald E. Carrigan", is written over a horizontal line.

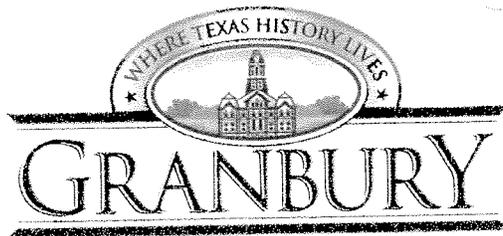
Gerald E. Carrigan, P.E.
Executive Director

Cc: The Honorable Nin Hulett, Mayor, City of Granbury
The Honorable Mickey Parson, Councilmember, Place 6
The Honorable Roger Harmon, Johnson County Judge
Mr. Michael Morris, P.E., Director of Transportation, NCTCOG

Mailed

July 29, 2014

slp



July 28, 2014

Mr. Gerald Carrigan
Executive Director
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

Dear Mr. Carrigan,

I am writing on behalf of the citizens of Granbury and their City Council. They have expressed an interest in a possible expansion of the Chisholm Trail. The suggestion is to create a Y at the existing toll road and FM 1187. One leg would be the new "Comanche Peak Trail" extension which would veer west. At Cresson the new Comanche Peak Trail would continue down Highway 377 to Granbury. The Comanche Peak Trail would insure Granbury and Hood County's improved access to all of the Fort Worth, Dallas area.

We would like to begin discussions and gain direction from your office pertaining to the process by which this is undertaken, as well as involvement in the planning process for any possible future extension of the Chisholm Trail in order to protect our entry way into Fort Worth.

Sincerely,

A handwritten signature in black ink, appearing to read "Wayne McKethan".

Wayne McKethan
City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge



July 28, 2014

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

Dear Mr. Morris,

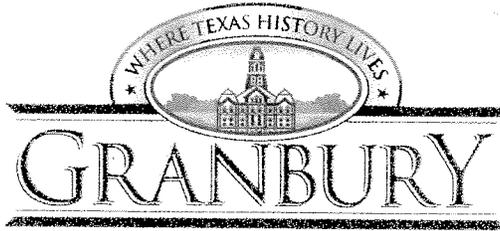
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Sincerely,

Wayne McKethan
City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge



July 28, 2014

Mr. Brian R. Barth, P.E.
District Engineer
Texas Department of Transportation
2501 S W Loop 820
Fort Worth, Texas 76133

Dear Mr. Barth,

I am writing on behalf of the citizens of Granbury and their City Council. They have expressed an interest in a possible expansion of the Chisholm Trail. The suggestion is to create a Y at the existing toll road and FM 1187. One leg would be the new "Comanche Peak Trail" extension which would veer west. At Cresson the new Comanche Peak Trail would continue down Highway 377 to Granbury. The Comanche Peak Trail would insure Granbury and Hood County's improved access to all of the Fort Worth, Dallas area.

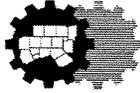
We would like to begin discussions and gain direction from your office pertaining to the process by which this is undertaken, as well as involvement in the planning process for any possible future extension of the Chisholm Trail in order to protect our entry way into Fort Worth.

Sincerely,

A handwritten signature in black ink, appearing to read "Wayne McKethan", with a long, sweeping horizontal line extending to the right.

Wayne McKethan
City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge
David Fowler, Area Engineer, TxDOT



Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

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

Name Brian Johnson & Bob Hawk
 Organization City of Kennedale
 Date Dec. 16, 2015
 Meeting Location FT. Worth

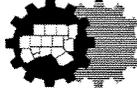
Please provide written comments below:

City supports the I-20/us 287/loop 820 inclusion
in the Roadway recommendations

City supports the Regional Reuse plan and
is committed to constructing cooperants
in Kennedale and along Wilkie Creek

City supports the major transit corridor. The
city has acquired land for a future
reststop in Kennedale along the "Mansfield
line".

Kennedale would like to see inclusion of
Business 287 between Kennedale and Mansfield
for widening



Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
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 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Brian Johnson ? Bob HAER
 Organization City of Kennedale
 Date Dec. 16, 2015
 Meeting Location Ft. Worth

Please provide written comments below:

Kennedale supports the voluntary measures. The
city would support legislation to phase in
a transportation sales tax. Draft legislation
has been prepared

Kennedale has requested a traffic access
study for Kennedale Parkway, (Bus. 287) to
improve safety and access.

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Michael Beck, Nov., 7, 2015

Dear Elected Officials,

I wanted to take the time to pass along a positive message. In my line of work I travel about the area quite regularly. As an area Realtor I am affected directly both professionally and personally by the area growth and traffic as you can imagine. My recent travels north through McKinney have spurred me to send you all, a rousing well done on the expansion of US 75.

To keep things brief, the new lanes are simply magnificent! I know there was a great deal of work behind this project and I ask that you forward my congratulations to those involved that I may never know. The reduction in congestion, travel time, improvement in safety, et al are simply wonderful. It was a giant sigh of relief being able to pass through the area without the stress of previous trips.

Now if we can carry this lesson on to the southern part of the corridor through Plano and Richardson, without tolling, that would indeed be magnificent too!

Margaret DeMoss, Dec. 1, 2015

Once again, you have scheduled public meetings when no one can or wants to come. It is inexcusable. If you really cared about public input, you would schedule meetings at a more convenient time of the year "for the public".

Michael Grace, Dec. 2, 2015

To whom it may concern,

The city of Lancaster would like to see additional funding set aside to expedite the development of Loop 9 and for coordination/planning of the DART commuter rail line corridor to Waxahachie which runs through Lancaster.

Michael Mauceli, Dec. 2, 2015

Is there any new information about the Collin County Outer loop?

Steve Turner, Dec. 5, 2015

I understand that the transportation council is considering "Roundabouts" or Traffic Circles. These have been tried before and unless you can come up with a different kind of circle they are the wrong way to go. I've seen them in Dallas, Texas and other towns and you take your life in your hands if you get on one. With traffic entering getting in the way of those who are exiting will cause more accidents. Ft Worth has one today on the west side of town on Camp Bowie and it is horrendous. TRAFFIC CIRCLES (roundabouts should not be implemented they are very dangerous. Dallas had one at Harry y Hines and N W HWY and it was terrible and done away with. Don't waste money on TRAFFIC CIRCLES (roundabouts)

Pam Thompson, Dec. 8, 2015

I'm interested in the staff analysis behind the suggestion for the southern option for east/west access in North Dallas (the route generally between the Medical District at I-35 and Fitzhugh at 75). I understand that this is a corridor "for further study," but declaring a corridor for further study requires a certain amount of analysis. Please send me any reports, memos, presentations, etc. that outline the analysis that was conducted that led to this recommendation. I am not able to attend the upcoming public meetings, or I would ask my question there. My apologies. Thank you.

Keith Boyles, Dec. 15, 2015

a community that benefits from being accessible should share the cost of that access! I shop at home depot which is 3 miles from my home and travel to and fro does not require a toll road— however, everything in that store arrived via the 'toll road'- roads are both an infrastructure cost and a community benefit. I recently purchased a new car. The young lady in the F&I office and I engaged in a toll road discussion. Due to 'use fees' she has elected to travel to and from her job via non-toll roads. So, how will toll roads sustain themselves as others ditch the fee. What about road maintenance- is her mentality helping or hurting the community/environment? She's not on the toll road but rather in stop and go traffic light managed traffic.

Dormand Long, Dec. 18, 2015

http://www.gizmag.com/self-de-icing-asphalt/40970/?utm_source=Gizmag+Subscribers&utm_campaign=05f530e1fd-UA-2235360-4&utm_medium=email&utm_term=0_65b67362bd-05f530e1fd-92087049

Tim Foster, Dec. 18, 2015

I would like to comment on transportation improvement projects. I recommend NCTCOG add the following projects:

1. Expand Spring Creek Parkway from Highway 78 in Wylie, TX to Stonewall Road (Dallas County) from 2 lane rural to 4 lane urban. Follow Kreymer Lane and Troy Road routes.
2. Expand Elm Grove Road from Liberty Grove Road to Sachse Road from a 2 lane rural to a 4 lane urban road.
3. Expand FM 552 from SH 205 (Rockwall County) to Highway 190 (Dallas County) This will require a new bridge across Lake Ray Hubbard. This route would relieve traffic from I-30 east and Highway 66 east.

Please add these three projects to the 2040 plan.

Murray Morgan, Dec. 22, 2015

Dear Mr. Morris,

Below is a letter/email/social media post sent to residents of Lake Highlands in response to a survey sent by Senator Huffines (except attached). I believe that LHAIA's position is pretty clear, "Move forward with 635 East with tolled lanes":

There's a survey circulating from Senator Don Huffines that has a question asking if the 635 project from 75 to I30 should be completed with tolls, or postponed. In other words, the State can't afford it without the four toll lanes, and won't be able to until they figure out how to raise taxes or fees. First, he uses a scare tactic by alluding that 635 is a "Toll Road". Not true. The debate is about toll LANES. As it stands currently, there would be five "free" lanes in each direction, and two toll lanes in each direction. What we're actually talking about is four out of fourteen lanes. Don't let his use of "toll road" confuse you.

Without toll lanes, Texas has to raise fees and/or taxes to pay for road improvements. This is not solely an East Dallas area problem, it's state wide. We could even be looking at a State income tax. Texas growth is outstripping its resources. New automobile technology will increase the costs of highway construction and maintenance. Let's face it, the current lane monitoring devices available from every automobile manufacturer don't work if lanes aren't clearly marked or disappear in strong sunlight or rain. Waiting five years to improve 635 could (will) cost hundreds of millions more. It's a high price to pay simply to avoid four toll lanes.

Fuel taxes don't cut it anymore. Cars are becoming more fuel efficient, electric cars are booming, and alternate fuels are on the horizon. Let me ask, how do states like Texas pay for the new, high tech roads necessary to support all these changes? It boils down to higher taxes and fees, or drivers paying for higher speed lanes on a voluntary basis. I personally oppose "toll roads" where all lanes are charged. Toll Lanes are purely voluntary. It's a freedom of choice, so I refer to the express lanes as "Texas Freedom Lanes".

TEXAS FREEDOM LANES

With Freedom Lanes, drivers have the freedom of using the free lanes, or pay-for-mile Freedom Lanes. Who uses Freedom lanes? The Senator, and others, wants us to believe that Freedom Lanes are only for the "rich". Actually, they're used by everyday people that need to get from one part of Dallas to another quickly. Using the guaranteed speed of Freedom Lanes allows repair and service people like electricians, plumbers, air conditioning, appliance repair, and many others to avoid gridlock and rapidly move from job to job. Freedom Lanes can make the difference between two calls a day, or three, Freedom Lanes can mean tens of thousands of dollars a year in additional incomes, and millions to the Dallas economy. Salespeople, limo services, Uber drivers, and so many more people benefit from Freedom Lanes. Tolls become a cost of doing business, and included in their fees. The "only for the rich" argument just doesn't hold water. And you have the choice of free lanes or Freedom Lanes.

Freedom lanes aside, the primary benefit for Lake Highlands, East Dallas, and Garland will be the redevelopment that the 635 road improvements and access roads will bring. I haven't figured out why the area east of 75 is discriminated against, but it was skipped over about ten years ago, and the 635 improvements went to North Dallas. All the massive redevelopment along 635 at Hillcrest, Preston, Dallas North Tollway (that toll road worked), and all the way around to the airport got the redevelopment that Lake Highlands, East Dallas, and Garland so badly need. Now, the State appears to want to delay again simply because someone doesn't want four out of fourteen lanes from Miller Road to 75 to be tolled until they figure out how to tax us in other ways. Let the people that use the lanes help pay for the highway. Give us the opportunity to revitalize and grow our home area. Help us with the 635 gridlocks. Improve our safety. Stop treating us like second class citizens. Give us Texas Freedom Lanes so that we can gain higher home values, thriving communities, and an improved quality of life. It's so much more than an East-West traffic issue. It's about people.

Vote to allow the Freedom Lanes now, and stop Texas from figuring out a way to increase taxes and fees on everyone for road improvements later. Return the survey, write, email, or call Senator Huffines's office (info below) with a resounding confirmation that we're tired of being discriminated against, we're tired of road improvements going elsewhere, that we want the vitality and redevelopment that 635 can bring to Lake Highlands, East Dallas and Garland, and we absolutely don't want increased taxes or fees. Do it now, and avoid higher taxes later.

Elaine Laisure, Jan. 4, 2016

I30/I20 to Weatherford is already gridlocked. Now you are adding 30K houses in the near Future. Include adding RAIL SERVICE from Fort Worth to Weatherford within the next 5 years. . FORT WORTH is way Behind other MAJOR CITIES without a mass Rail System. No More Toll roads where the money goes to a FOREIGN COUNTRY.

Lake Highlands Resident, Jan. 7, 2016

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

Victoria George, Jan. 7, 2016

As a resident of Lake Highlands, I am in support of the following in regards to Mobility 2040 (LBJ East Expansion): Expediting the Sound Walls along all residential areas protecting our neighborhoods from the public nuisance of 635 a. Quality of life, property values, and individual peace of mind must be improved with the sound walls that have been promised for years b. With increased congestion and traffic the issues have increased exponentially, and the proper height and length of the sound walls are essential. I believe the recommended height is 9 feet. I would like to strongly urge the maximum height. My home backs up to 635 and I cannot tell you how much sleep I have lost due to 18 wheelers and motorcycles that travel along 635 at all hours of the night. I was informed that the noise prevention walls were promised to us and would be going up within a few years. That was over 5 years ago. I strongly urge expediting the sound walls! I would love to be able to utilize my backyard for cook-outs and other events. Right now, I can't entertain due to the noise. I greatly appreciate your time and attention to this matter! I know all of Lake Highlands would support sound walls going up to help us enjoy our neighborhood to the fullest! Thanks!



Mayor Paul Voelker's Comments for the NCTCOG Mobility Plan Public Input Meeting

**Tuesday, December 15, 2015
6:30 p.m.
Richardson Civic Center**

Good evening and thank you for this opportunity to appear before you this evening to speak about the 2040 Mobility plan, and welcome to Richardson.

I will speak very briefly this evening in regards to the development of the plan...

However, my fellow City Council member Steve Mitchell is also here tonight.

He serves as a representative for the Dallas Regional Mobility Coalition and as an alternate member for Richardson and Addison on the Regional Transportation Council.

He will convey our position in greater detail regarding specifics of this plan.

As Mayor of the city of Richardson, I would like to simply convey our overall support for the draft plan as it is presented.

We feel it correctly reflects the areas of most pressing concern for transportation needs in and around Richardson...

And, we specifically support the need for the Cottonbelt Rail Line to be considered a future passenger rail route, and not a possible corridor for a High Intensity Bus Route.

We feel regional rail is the most appropriate alternative to meeting the transportation needs of our existing and expected future employers, and to meet the needs of the growing student population at the University of Texas at Dallas...

We also feel it is the best alternative for meeting environmental goals for our region, serving to attract the most users and reducing carbon emissions and other impacts.

Plus, we feel it is the most responsible alternative, meeting the expectations and contributions of many DART member cities that have long planned and supported the creation of the Cottonbelt passenger rail line.

And, we feel in the long run it will also prove to be the most economical plan.

One that will not only attract the most users....

But that will also attract the right type of mixed-use and high density development needed to support mass transit use and success.

For our part, I cannot overstate the importance we hold to the development of a Cottonbelt regional rail line.

The impacts and dividends our community has received from the creation of DART's Red Line are phenomenal.

And, for my community, creation of the Cotton Belt Rail Line is one of the most important economic development opportunities that can occur in Richardson's foreseeable future.

I would like to conclude this evening by thanking the members of this group for your attention and dedication to this process.

The projected growth of this region is a great blessing to have...

And meeting the transportation challenges that come with that blessing is very important work.

Thank you for this time to bring our perspective.



Comments for NCTCOG 2040 Mobility Plan – Councilman Steve Mitchell

**Tuesday, December 15, 2015
6:30 p.m.
Richardson Civic Center**

Thank you for this opportunity to appear before you this evening to speak about the draft 2040 Mobility Plan.

My name is Steve Mitchel and I am a former Mayor of Richardson and currently serve on the Richardson City Council.

I am also a representative on the Dallas Regional Mobility Coalition, serving as a member of the governance / executive committee as the organization’s co-chair.

And I serve as the alternate representative on the Regional Transportation Council for Richardson – serving to represent Richardson and Addison in helping to improve and plan for the transportation needs in the Dallas / Fort Worth Metroplex.

I mention that so you will understand the comments I’m about to make come from experience and personal involvement in regional transportation planning.

However, I am here today only to represent the city of Richardson.

OPENING

I would like to begin by expressing our appreciation to the Council of Governments for its efforts to develop an overall Mobility Plan to serve our very large and growing region.

Richardson has always been very conscientious of being a team player in supporting regional goals, and we strongly support the efforts outlined in the draft plan.

Tonight, I would like to speak to several primary projects or programs that are part of the plan and that will have long lasting benefits to Richardson's vitality in the future.

COTTON BELT

First, as Mayor Voelker expressed... we feel strongly about the development of the Cotton Belt corridor, and that it be developed as a passenger rail route.

Our comprehensive plan includes its development as a passenger rail line, and we have asked for and received dedicated right of way from the developers of CityLine specifically for this purpose.

We would like to say, we are not opposed to evaluating Bus Rapid Transit or High Intensity Bus service on other select corridors in the region.

We feel it is a viable option, and one that may be necessary where rail service is just simply not likely to occur within the mobility planning horizon.

However, because the Fort Worth T is already proceeding with a rail option along the Cotton Belt west of the DFW Airport and DART already has rail service included in its financial plan east of the Airport, we believe that the Mobility Plan should focus only on the rail option along the Cotton Belt.

Rail is a catalyst for development and attracting users, much more so than can be achieved with bus service.

And, we feel the rail option will best leverage our region's abilities to meet the needs of the growth projected for the corridor and area.

We also feel it is the most responsible choice for those who have contributed for decades in to DART, with the expectation that passenger rail would be the result.

US 75 / CENTRAL EXPRESSWAY

While we wait for the expansion of passenger rail, we are also very focused on the needs to improve traffic flow on US 75, the Central Expressway.

The US 75 Corridor is our most paramount transportation artery, and we join the many cities in our region in their desire to find options and alternatives to alleviating congestion.

That is why we are very happy to see its designation as a capacity maintenance corridor.

We fully support all efforts to add capacity utilizing current assets, and to reduce construction that would have serious right-of-way impacts in Richardson.

And we support continued evaluation of any other long-term solution that follows within our Richardson US 75 Guiding Principles that we have adopted.

It outlines 10 primary goals that we have identified to work with TxDOT for future improvements...

And specifically outlines our concerns and desires for what those improvements should look like in the future.

We will provide a copy of that to you.

Meanwhile, the City of Richardson welcomes the opportunity to further discuss and evaluate the long term future of US 75 so that a consensus can be established between all the stakeholders along the corridor.

OTHER ITEMS

While not immediately apparent as a positive to Central Expressway, we join Collin County in its support for the creation of an Outer Loop Highway.

We feel this will open up other corridors for commuters that will help to alleviate the demand on US 75, and improve Richardson's access to areas to our north.

For the same reason, we also support and value the proposed expansion of Interstate 635 in Garland as outlined in the plan.

We believe it will also provide improved capacity and traffic flow that will reach to the Central Expressway corridor.

In the meantime, the City is very encouraged by the discussion of an interim pilot project considering the transition of the existing HOV lanes in to a flexible peak period travel lane.

The recent success on the peak period travel lane on SH 161 in Irving can be further enhanced on US 75, and we believe technology advancements would allow passenger vehicles to operate on these lanes not only during preset peak period times but also during incidents, special events and other high travel demand scenarios.

We look forward to working with TxDOT and the Council of Governments on the development of this pilot project.

CONCLUSION

I would like to thank you once again for this opportunity.

Transportation is such a vital issue to our region, and these are very important steps you are taking to plan for its future.

We realize that a lot of planning and research has gone in to the proposed 2040 Mobility plan currently drafted.

We support the goals currently outlined, and offer any assistance we may be able to provide as this plan continues to move forward to adoption.

Thank you...

Central Expressway/ US 75 Guiding Principles

The Central Expressway/US 75 Corridor is the City of Richardson's "Main Street"; its paramount transportation artery. The Corridor is authentically multi-modal in character and function as it comprises an extraordinary confluence of freeway travel lanes, managed lanes, high-occupancy vehicle lanes, and frontage roads complemented by DART's light rail Red Line and its four stations, the Cotton Belt commuter line connection, and the backbone of the City's regional trail system, the Central Trail. The Central Expressway/US 75 Corridor traverses the heart of the community and sustains the local economy, which in turn nourishes the quality of life enjoyed by its citizens. The image the City imparts and its perception are not only substantially shaped by one's experience on Central Expressway itself, but also by one's experience within the adjoining urban fabric that comprises the highway's broader physical context. It is therefore imperative that any reconstruction of the highway be mindful of its dual role as a component of the greater state-wide transportation network as well as an essential contributor to the long-term health and vitality of the City of Richardson. It is the City of Richardson's view that this objective may be best achieved through a context sensitive approach that acknowledges the following:

- Central Expressway/US 75 operates foremost as a commuter corridor serving locally-situated regional employment centers and proximate residential population. The accommodation of comparatively larger volumes of traffic, particularly commercial trucking, is better suited to true interstate corridors.
- Interstate status for the segment of Central Expressway/US 75 that passes through the City of Richardson would not be in the best interests of the City and is categorically opposed. However, Richardson does steadfastly maintain its support for designation of US 75 to Interstate status beginning in McKinney and continuing north into Oklahoma.
- The bi-directional, eight hour span of traffic congestion projected for the segment of Central Expressway/US 75 that passes through the City of Richardson affirms its unique character as a commuter corridor. Consequently, addressing long-term traffic projections by maintaining bi-directional congestion relief is a fundamental necessity.
- Any expansion of the Central Expressway/US 75 right-of-way within the City of Richardson must not impair long-term planning objectives to enhance neighborhood integrity and foster on-going reinvestment, redevelopment and densification of properties that flank either side of the highway.
- Increasing the traffic capacity of Central Expressway/US 75 must be accomplished in manner that does not require vertical expansion of the roadway. At-grade and below-grade design solutions are the preferred options to accommodate additional capacity. Vertical expansion shall be minimized to the

City of Richardson US75 Corridor Vision

greatest extent practicable and limited exclusively to discrete locations as necessary to provide access to or from the freeway and managed travel lanes.

- East/west, intra-city connectivity through the Central Expressway/US 75 Corridor must be meaningfully improved by providing for safer, more attractive and comfortable pedestrian and bicycle mobility.
- While managed lanes may afford a viable solution to generate revenue for project funding, safe and efficient ingress and egress shall be made available and maintained to benefit those individuals working, residing or visiting in the City of Richardson.
- High Occupancy Vehicle (HOV) Lanes are an essential component of the Central Expressway/ US 75 Corridor. Safe and efficient ingress and egress shall be made available and maintained to benefit those individuals working, residing or visiting in the City of Richardson.
- Any reconstruction or redesign of Central Expressway/US 75 must tangibly contribute to one's sense of arrival and the City's uniqueness of place by implementing a comprehensive urban design theme that fortifies City of Richardson gateway and portal features, and which should include landscaping, enhanced pavement, specialty lighting, signage, and architectural treatments to elements such as column cladding, retaining walls, bridge bents, abutments, etc.
- Access to the proximate DART Red Line light rail stations and the capacity of the Red Line itself must not be compromised in any way as a result of reconstruction or redesign of Central Expressway/US 75. Neither shall such reconstruction or redesign impede extension of the Cotton Belt commuter rail over Central Expressway /US 75 to link with the DART Red Line at the Bush Turnpike Station.



TEXAS HOUSE *of* REPRESENTATIVES

Chris Turner

State Representative, District 101

November 10, 2015

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

Via electronic mail: transinfo@nctcog.org

RE: Transit Corridor Projects

Dear Mr. Morris,

Thank you for again allowing the public to provide input regarding critical transportation issues impacting our community. Allowing affected citizens to actively participate in development of our transportation system is an important step in the planning process and the North Central Texas Council of Government's (NCTCOG) efforts are laudable.

To that end, this letter is to serve as official comments regarding the Mobility 2040 Plan and information presented during the public meeting held at NCTCOG's office on October 14, 2015. My thoughts focus on the draft Transit Corridor Projects map which marks prospective corridors utilizing the categories "Under Evaluation / \$8.3 Billion; Funded/\$3.6 Billion, and Current Transit Rail Network."

Whether I limit my viewpoint to House District 101 or consider the greater geographic area served by NCTCOG, I am concerned that the proposal does not include a more south Tarrant County east/west corridor between Dallas and Fort Worth. It also seems an oversight to omit a north/south corridor centrally located between Fort Worth and Dallas. If studies have not been previously completed, I recommend a feasibility study of both potential corridors.

While I respectfully defer to the transit policy experts regarding the exact corridor locations, I believe a corridor south of Interstate 30 should be considered as an east/west corridor based on the lower border for "Severe Congestion" as illustrated on the draft map titled, "Levels of Congestion 2040". Perhaps Interstate 20 should also be studied for feasibility. With respect to a north/south corridor feasibility study, a corridor along State Highway 360 would be centrally located between Dallas and Fort Worth, and in the center of the Metroplex, while also providing increased ridership associated with Dallas Fort Worth International Airport (DFW).

Mr. Morris
November 10, 2015
Page 2

I request that these comments be considered in advance of future Mobility 2040 plan revisions, which will occur in coming years. Our community would greatly benefit from additional transit corridors during the next twenty-five years as part of a comprehensive congestion and connectivity solution.

Thank you again for offering the opportunity to participate in the NCTCOG Public Participation Plan and giving citizens the ability to be involved in long-term transportation planning.

If you have any questions regarding this letter or if I may ever be of assistance to you or your organization, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Turner". The signature is fluid and cursive, with a long horizontal stroke at the end.

Chris Turner

cc: Dan Lamers, Senior Program Manager



VAN TAYLOR
TEXAS STATE SENATOR
DISTRICT 8

COMMITTEES:
NOMINATIONS, VICE-CHAIR
EDUCATION
HEALTH & HUMAN SERVICES
TRANSPORTATION

Rebecca Hernandez
Communications Coordinator
North Texas Council of Governments
616 Six Flags Drive P.O. Box 5888
Arlington, TX 0

December 4, 2015

Dear Ms. Hernandez,

As you may know, the Collin County legislative delegation recently issued its support of opening high occupancy vehicle (HOV) lanes to single occupancy vehicles on US 75 during peak hours and times of other congestion. So that we are all reviewing the same set of data, we wanted to share with you some of the research regarding traffic and congestion in our region that was used to formulate the bullet points highlighting the need for such a transition.

Alleviating traffic and congestion issues are of great concern to our constituents and economic development for our region. Should you have any question please don't hesitate to contact us any time.

We look forward to working with you to address the transportation and infrastructure needs of our growing region. Together, we are confident that we can provide meaningful solutions for the people we serve and keep our area the very best place to live, work, and raise a family.

Sincerely,

Senator Van Taylor

Representative Jodie Laubenberg

Representative Jeff Leach

Representative Scott Sanford

Representative Scott Turner

Representative Matt Shaheen

RECEIVED

CAPITOL OFFICE:
ROOM E1.708
P.O. BOX 12068
AUSTIN, TEXAS 78711
(512) 463-0108 • FAX: (512) 463-7579

DISTRICT OFFICE:
6301 PRESTON ROAD
SUITE 700
PLANO, TEXAS 75024
(972) 398-9416 • FAX: (972) 398-9419

DEC 11 2015

Enclosures:

- *Footnoted joint press release from the Collin County Legislative Delegation supporting opening the HOV lane on US 75 to SOV to reduce congestion*
- *U.S. 75 heat maps showing directional traffic patterns*
- *Texas Department of Transportation Top 100 Most Congested Roadways in Texas*
- *Texas Department of Transportation US 75 Corridor Study from I-635 to SH 121 (SRT) presented to the McKinney City Council on June 15, 2015*

A version of this letter was sent to Mayors and City Council Members in Allen, McKinney, Plano, and Richardson, the Collin and Dallas Commissioners Court, the Texas Department of Transportation, and the North Texas Council of Governments (NTCOG).

FOR IMMEDIATE RELEASE (Revised):
November 13, 2015

COLLIN COUNTY LEGISLATIVE DELEGATION SUPPORTS OPENING HOV LANES TO REDUCE CONGESTION ON US75

*Delegation Proactive in Offering Meaningful Solutions to Expand the Total
Capacity for Transportation Along US75 Corridor*

PLANO, TX – The Collin County legislative delegation today released a joint statement in support of opening high occupancy vehicle (HOV) lanes to single occupancy vehicles during peak hours and times of other congestion.

"As the elected legislative leaders for Collin County, we remain committed to working to reduce and relieve traffic congestion in North Texas, especially on US75, one of the most congested highways in the State of Texas," the delegation stated. "In that regard, we are unified in our support of expanding the access to, and usage of, the existing HOV lanes to provide near-term congestion relief, without adding a tolling component. The current HOV lane on US75 is widely regarded as ineffective, a legitimate safety hazard, and a waste of roadway that could be much better utilized. It is our hope that the discussions regarding the future of the HOV lanes continue and that a plan will be developed to adequately and effectively address congestion problems along this stretch of highway, both for the people who are here now, and for those on their way."

The Collin County legislative delegation consists of Senator Van Taylor and Representatives Jodie Laubenberg, Jeff Leach, Scott Sanford, Scott Turner, and Matt Shaheen.

US 75 Traffic Statistics:

- According to an October 29, 2015 study by the Texas Department of Transportation (TxDOT) and the Texas A&M Transportation Institute, US 75 from IH 635 to Woodall Rogers Freeway is the 12th most congested roadway in the state, US 75 from PGBT / SH 190 to IH 635 is the 21st most congested, and US 75 from Sam Rayburn Tollway / SH 121 / SH 399 to PGBT / SH 190 is the 55th most congested.¹
- US 75 from IH 635 to Woodall Rogers Freeway accounts for 501,265 annual hours of delay per mile, from PGBT / SH 190 to IH 635 accounts for 362,364 annual hours of delay per mile, and from Sam Rayburn Tollway / SH 121 / SH 399 to PGBT / SH 190 accounts for 173,879 annual hours of delay per mile.²
- The hours of delay per mile create a congestion cost for frequent US 75 users from of \$108.34 from IH 635 to Woodall Rogers Freeway, \$53.71 from PGBT / SH 190 to IH 635, and \$45.25 from Sam Rayburn Tollway / SH 121 / SH 399 to PGBT / SH 190.³
- Based on NCTCOG data, significant traffic growth is projected on the US 75 main lanes.⁴
- NCTCOG Models suggest that existing congestion will increase from an average of 2.5 hours per day to 8-10 hours per day if no transportation improvements are made.⁵
- Northbound US 75 at MidPark averages 54 miles per hour during peak morning hours (6:00am - 9:30am) versus 30 miles per hour during afternoon peak hours (3:30pm - 7:00pm).⁶

- Southbound US 75 at MidPark averages 43 miles per hour during peak morning hours (6:00am - 9:30am) versus 53 miles per hour during afternoon peak hours (3:30pm - 7:00pm).⁷
- Northbound US 75 at Park averages 60 miles per hour during peak morning hours (6:00am - 9:30am) versus 38 miles per hour during afternoon peak hours (3:30pm - 7:00pm).⁸
- Southbound US 75 at Park averages 36 miles per hour during peak morning hours (6:00am - 9:30am) versus 57 miles per hour during afternoon peak hours (3:30pm - 7:00pm).⁹

¹ "100 Most Congested Texas Road Sections," prepared by Texas A&M Transportation Institute, August 2015.

² ibid

³ ibid

⁴ US 75 Corridor Study, McKinney City Council Meeting, June 15, 2015

⁵ ibid

⁶ NCTCOG US 75 Heat Map at MidPark Northbound, Page 2, September 2015.

⁷ NCTCOG US 75 Heat Map at MidPark Southbound, Page 1, September 2015.

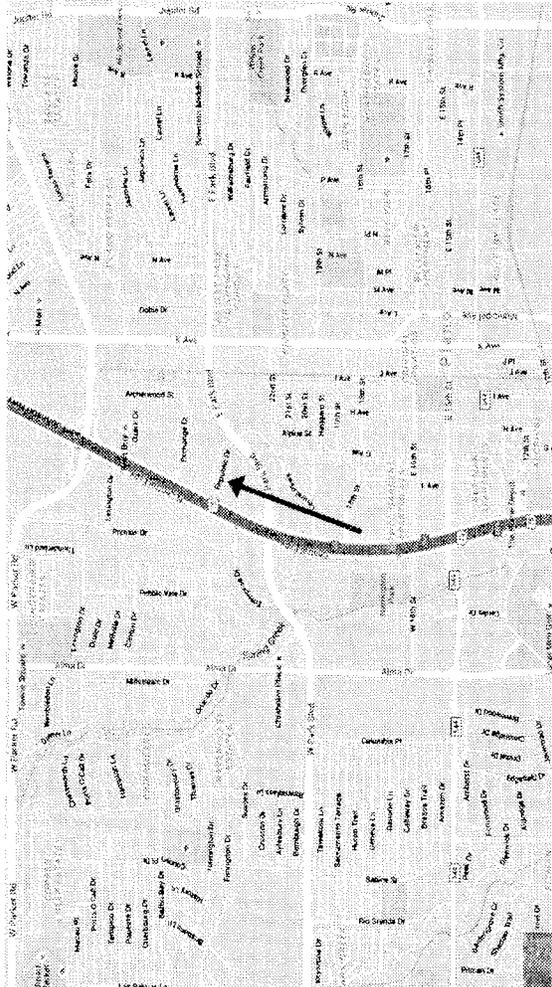
⁸ NCTCOG US 75 Heat Map at Park Northbound, Page 4, September 2015.

⁹ NCTCOG US 75 Heat Map at Park Southbound, Page 3, September 2015.

US 75 at Park, NB

Speeds, mph, by time of day (15-minute interval) and day of September 2015

| Hour | TIME OF THE DAY | | | | | | | | | | | | | | | | | |
|--------------------|------------------------|----|----|--------------|----|----|-----------------|----|----|----------------|----|----|----------------|----|----|----|----|----|
| | Early Morning Off-Peak | | | Morning Peak | | | Midday Off-Peak | | | Afternoon Peak | | | Night Off-Peak | | | | | |
| | 0 | 15 | 30 | 45 | 00 | 15 | 30 | 45 | 00 | 15 | 30 | 45 | 00 | 15 | 30 | 45 | 00 | 15 |
| September 1, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 2, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 3, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 4, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 5, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 6, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 7, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 8, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 9, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 10, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 11, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 12, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 13, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 14, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 15, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 16, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 17, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 18, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 19, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 20, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 21, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 22, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 23, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 24, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 25, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 26, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 27, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 28, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 29, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| September 30, 2015 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |





TEXAS DEPARTMENT OF TRANSPORTATION

2015 Most Congested Roadways in Texas

| 2015 Rank | 2015 Rank Truck | Roadway | From | To | County | Annual Hrs of Delay per Mile | Annual Hrs of Truck Delay per Mile | TCI | PTI | CSI | Annual Congestion Cost (M) | Annual Truck Congestion Cost (M) |
|-----------|-----------------|------------------------|-------------------------|-------------------------|---------|------------------------------|------------------------------------|------|------|------|----------------------------|----------------------------------|
| 1 | 1 | IH 35 | US 290 N | SH 71 | Travis | 975,552 | 114,930 | 2.54 | 5.08 | 3.31 | \$201.28 | \$73.57 |
| 2 | 7 | IH 610 | IH 10 / US 90 | US 59 / IH 69 | Harris | 971,985 | 53,092 | 2.31 | 3.58 | 2.98 | \$73 | \$14.55 |
| 3 | 5 | US 59 | IH 10 / US 90 | SH 288 | Harris | 810,785 | 71,965 | 2.34 | 4.23 | 3.14 | \$59.75 | \$17.67 |
| 4 | 8 | US 59 | IH 610 W | SH 288 | Harris | 609,082 | 52,955 | 1.76 | 3.58 | 1.88 | \$78.36 | \$22.95 |
| 5 | 10 | IH 35E / US 77 | SH 183 | IH 30 | Dallas | 602,114 | 48,643 | 1.82 | 3.26 | 2.19 | \$62.89 | \$17.33 |
| 6 | 4 | IH 35W / US 287 | US 81 / US 287 | 28th St / SH 183 | Tarrant | 599,739 | 82,273 | 2.18 | 3.44 | 2.27 | \$87.96 | \$36.04 |
| 7 | 3 | IH 635 | IH 35E / US 77 | US 75 | Dallas | 578,542 | 83,394 | 1.70 | 2.64 | 2.05 | \$128.45 | \$54.39 |
| 8 | 21 | IH 10 / US 90 | N Eldridge Pkwy | Sam Houston Tollway W | Harris | 545,686 | 32,563 | 1.93 | 4.00 | 2.26 | \$43.03 | \$9.28 |
| 9 | 6 | IH 35W / US 287 | 28th St / SH 183 | IH 30 | Tarrant | 532,608 | 54,182 | 1.95 | 3.12 | 1.87 | \$58.63 | \$19.38 |
| 10 | 9 | IH 45 | Sam Houston Tollway NW | IH 610 N | Harris | 524,701 | 50,923 | 1.65 | 2.55 | 1.97 | \$127.02 | \$40.87 |
| 11 | 20 | IH 10 / US 90 | IH 610 | IH 45 | Harris | 519,820 | 33,636 | 1.78 | 2.83 | 2.00 | \$59.53 | \$13.86 |
| 12 | 17 | US 75 | IH 635 | Woodall Rodgers Freeway | Dallas | 501,265 | 39,318 | 1.70 | 2.69 | 1.95 | \$108.34 | \$29.65 |
| 13 | 13 | US 290 | Sam Houston Tollway NW | IH 610 | Harris | 500,008 | 42,465 | 1.73 | 2.87 | 2.00 | \$100.22 | \$29.11 |
| 14 | 16 | IH 610 N | IH 45 | IH 10 / US 90 | Harris | 499,335 | 39,731 | 1.86 | 3.56 | 2.24 | \$77.47 | \$21.21 |
| 15 | 11 | IH 45 | IH 10 / US 90 | IH 610 | Harris | 458,650 | 46,138 | 1.61 | 2.34 | 1.81 | \$78.65 | \$25.75 |
| 16 | 15 | IH 30 / US 67 | Jefferson Viaduct | SL 12 E | Dallas | 441,769 | 40,667 | 1.73 | 2.90 | 2.08 | \$90.65 | \$27.76 |
| 17 | 12 | IH 45 | IH 610 N | IH 10 / US 90 | Harris | 440,426 | 44,657 | 1.61 | 2.55 | 1.94 | \$44.51 | \$14.73 |
| 18 | 18 | IH 35E / US 77 | IH 635 | SL 12 N | Dallas | 434,883 | 38,658 | 1.76 | 2.96 | 1.80 | \$30.69 | \$9.16 |
| 19 | - | Woodall Rodgers Fwy | US 75 | N Beckley Ave | Dallas | 413,192 | 14,832 | 1.93 | 3.68 | 2.15 | \$19.90 | \$2.74 |
| 20 | 22 | IH 45 | Sam Houston Tollway SE | Nasa Pkwy / FM 528 | Harris | 363,613 | 32,217 | 1.66 | 2.64 | 1.90 | \$66.64 | \$19.86 |
| 21 | 28 | US 75 | PGBT / SH 190 | IH 635 | Dallas | 362,364 | 27,173 | 1.58 | 2.55 | 1.85 | \$53.71 | \$14.19 |
| 22 | 24 | IH 35E / US 77 / US 67 | IH 30 | US 67 | Dallas | 359,414 | 31,709 | 1.50 | 2.27 | 1.82 | \$46.44 | \$13.75 |
| 23 | 2 | IH 345 / US 75 / IH 45 | Woodall Rodgers Freeway | US 175 | Dallas | 354,695 | 93,045 | 1.71 | 3.26 | 2.21 | \$29.55 | \$17.99 |
| 24 | 14 | IH 35 | SHT1 | Slaughter Ln | Travis | 349,264 | 41,931 | 1.73 | 3.56 | 2.29 | \$33.29 | \$12.44 |
| 25 | 42 | IH 10 / US 90 | Sam Houston Tollway W | IH 610 W | Harris | 339,314 | 19,227 | 1.45 | 2.41 | 1.64 | \$47.08 | \$9.87 |
| 26 | 23 | SH 288 | IH 45 | IH 610 S | Harris | 327,930 | 31,745 | 1.68 | 3.31 | 1.95 | \$39.49 | \$12.53 |
| 27 | 26 | IH 35E / US 77 | BS 121 H | IH 635 | Denton | 325,116 | 28,255 | 1.68 | 2.70 | 2.08 | \$80.05 | \$23.60 |

 TEXAS DEPARTMENT OF TRANSPORTATION

| 2015 Rank | 2015 Rank Truck | Roadway | From | To | County | Annual Hrs of Delay per Mile | Annual Hrs of Truck Delay per Mile | TCI | PTI | CSI | Annual Congestion Cost (M) | Annual Truck Congestion Cost (M) |
|-----------|-----------------|----------------------|-----------------------|------------------------|------------|------------------------------|------------------------------------|------|------|------|----------------------------|----------------------------------|
| 28 | 19 | US 290 | SH 6 | Sam Houston Tollway NW | Harris | 306,141 | 35,846 | 1.74 | 2.76 | 2.23 | \$36.25 | \$13.27 |
| 29 | - | Mopac Expwy / SL 1 | US 183 | SL 360 | Travis | 299,867 | 4,637 | 1.87 | 3.85 | 2.34 | \$61.63 | \$3.91 |
| 30 | 30 | IH10 / US 90 | Grand Pkwy / SH 99 | N Eldridge Pkwy | Harris | 298,440 | 26,148 | 1.68 | 3.05 | 2.10 | \$67.34 | \$19.90 |
| 31 | 35 | IH 69 / US 59 | IH 610 SW | Sam Houston Tollway SW | Harris | 288,002 | 24,125 | 1.44 | 2.40 | 1.72 | \$52.99 | \$15.20 |
| 32 | - | US 281 | Stone Oak Pkwy | SL 1604 | Bexar | 272,029 | 12,007 | 1.53 | 2.48 | 1.65 | \$16.89 | \$2.81 |
| 33 | 36 | IH10 / US 90 | IH 45 | US 59 | Harris | 256,382 | 22,274 | 1.57 | 2.52 | 1.80 | \$18.47 | \$5.41 |
| 34 | 37 | IH 45 | Lake Front Cir | FM 2920 | Montgomery | 254,925 | 22,091 | 1.41 | 2.18 | 1.49 | \$41.21 | \$12.16 |
| 35 | - | SH 183 | SL 12 W | IH 35E / US 77 | Dallas | 246,655 | 13,590 | 1.68 | 3.46 | 1.80 | \$17.31 | \$3.51 |
| 36 | 25 | IH 35 / IH 410 | IH 410 NE | IH 410 E | Bexar | 243,352 | 29,583 | 1.54 | 2.41 | 1.75 | \$23.75 | \$9.02 |
| 37 | - | IH 10 | Hawkins Blvd | Lee Trevino Dr | El Paso | 233,010 | 16,039 | 1.41 | 1.97 | 1.58 | \$20.22 | \$4.97 |
| 38 | 46 | US 59 | IH 610 N | IH 10 / US 90 | Harris | 230,313 | 16,959 | 1.44 | 3.10 | 1.66 | \$15.49 | \$3.95 |
| 39 | 32 | IH 35 / IH 10 | IH 37 / US 281 | US 90 | Bexar | 226,131 | 25,003 | 1.48 | 2.68 | 1.68 | \$22.65 | \$7.95 |
| 40 | - | Dallas North Tollway | PGBT | IH 635 | Dallas | 223,514 | 7,003 | 1.65 | 3.14 | 2.02 | \$28.12 | \$3.48 |
| 41 | 29 | IH 35 | FM 734 | US 290 N | Travis | 222,199 | 26,191 | 1.58 | 2.88 | 1.98 | \$36.56 | \$13.47 |
| 42 | 41 | IH 45 | FM 2920 | Sam Houston Tollway N | Harris | 210,600 | 19,324 | 1.35 | 2.05 | 1.41 | \$42.59 | \$13.11 |
| 43 | - | IH 610 | US 59 / IH 69 | SH 288 | Harris | 208,419 | 12,592 | 1.45 | 2.28 | 1.74 | \$36.70 | \$8.06 |
| 44 | - | US 75 / SH 121 | US 380 | Sam Rayburn Tollway | Collin | 202,551 | 14,536 | 1.54 | 2.29 | 1.59 | \$19.09 | \$4.87 |
| 45 | - | IH 410 | US 281 | IH 10 / US 87 | Bexar | 196,170 | 7,965 | 1.28 | 1.88 | 1.34 | \$18.86 | \$2.97 |
| 46 | 34 | IH 35 | SL 1604 NE | IH 410 | Bexar | 194,617 | 24,316 | 1.39 | 2.27 | 1.61 | \$23.70 | \$9.15 |
| 47 | - | SH 360 | IH 30 | IH 20 | Tarrant | 193,351 | 10,714 | 1.37 | 2.05 | 1.63 | \$23.92 | \$4.91 |
| 48 | - | SH 121 | SH 26 | IH 820 | Tarrant | 191,577 | 13,713 | 1.32 | 2.03 | 1.47 | \$53.80 | \$13.58 |
| 49 | 44 | IH 45 | IH 610 SE | Sam Houston Tollway SE | Harris | 188,397 | 17,927 | 1.36 | 1.96 | 1.54 | \$66.11 | \$20.83 |
| 50 | - | IH 10 / US 87 | SL 1604 N | IH 410 | Bexar | 186,555 | 6,602 | 1.38 | 2.23 | 1.77 | \$26.87 | \$3.75 |
| 51 | - | IH 35E / US 77 | SL 288 | N Denton Dr | Denton | 185,689 | 15,370 | 1.48 | 2.32 | 1.42 | \$24.58 | \$7.02 |
| 52 | 33 | IH 635 | SH 78 | US 80 | Dallas | 178,930 | 24,659 | 1.35 | 2.08 | 1.56 | \$27.50 | \$11.41 |
| 53 | - | SH 360 | SH 183 | IH 30 | Tarrant | 176,944 | 8,852 | 1.41 | 2.22 | 1.69 | \$21.05 | \$3.96 |
| 54 | - | FM 1093 | Sam Houston Tollway W | IH 610 W | Harris | 175,985 | 13,494 | 1.25 | 1.59 | 1.34 | \$27.41 | \$7.01 |



TEXAS DEPARTMENT OF TRANSPORTATION

| 2015 Rank | 2015 Rank Truck | Roadway | From | To | County | Annual Hrs of Delay per Mile | Annual Hrs of Truck Delay per Mile | TCI | PTI | CSI | Annual Congestion Cost (M) | Annual Truck Congestion Cost (M) |
|-----------|-----------------|-----------------------|---------------------------------------|-----------------------|------------|------------------------------|------------------------------------|------|------|------|----------------------------|----------------------------------|
| 55 | - | US 75 | Sam Rayburn Tollway / SH 121 / SH 399 | PGBT / SH 190 | Collin | 173,879 | 12,654 | 1.33 | 1.94 | 1.51 | \$45.25 | \$11.68 |
| 56 | 37 | IH 35 | RM 1431 | SH 45 | Williamson | 167,436 | 27,294 | 1.32 | 1.75 | 1.48 | \$23.76 | \$10.94 |
| 57 | - | IH 410 | IH 10 / US 87 | Culebra Rd | Bexar | 163,773 | 6,261 | 1.37 | 2.25 | 1.60 | \$21.11 | \$3.13 |
| 58 | - | SH 288 | IH 610 | Sam Houston Tollway S | Harris | 162,033 | 13,370 | 1.65 | 2.95 | 2.14 | \$21.19 | \$5.95 |
| 59 | - | Sam Houston Tollway W | IH 10 / US 90 | IH 69 / US 59 | Harris | 160,737 | 2,288 | 1.48 | 2.66 | 1.73 | \$26.33 | \$1.57 |
| 60 | - | Sam Houston Tollway N | Tomball Pkwy / SH 249 | Hardy Toll Rd | Harris | 159,245 | 1,509 | 1.53 | 2.36 | 1.50 | \$24.08 | \$0.97 |
| 61 | 38 | IH 635 | US 75 | SH 78 | Dallas | 157,870 | 20,823 | 1.32 | 1.87 | 1.53 | \$30.87 | \$12.39 |
| 62 | - | FM 1960 | SH 249 | IH 45 | Harris | 154,925 | 8,987 | 1.35 | 1.60 | 1.53 | \$30.29 | \$6.24 |
| 63 | - | IH 410 | US 281 | IH 35 | Bexar | 153,604 | 6,152 | 1.43 | 2.45 | 1.51 | \$18.02 | \$2.76 |
| 64 | - | Sam Houston Tollway W | W Little York Road | IH 10 / US 90 | Harris | 153,245 | 1,525 | 1.52 | 2.42 | 1.76 | \$18.47 | \$0.78 |
| 65 | - | US 183 | RM 620 N / SH 45 | N Mopac Expwy / SL 1 | Williamson | 153,149 | 5,951 | 1.50 | 2.53 | 1.85 | \$24.49 | \$3.65 |
| 66 | 43 | IH 35 | Slaughter Ln | SH 45 | Travis | 148,926 | 19,023 | 1.46 | 2.77 | 1.76 | \$19.35 | \$7.52 |
| 67 | - | IH 35W | IH 30 | IH 20 | Tarrant | 147,143 | 12,712 | 1.29 | 1.92 | 1.41 | \$19.02 | \$5.61 |
| 68 | - | SL 12 W | SL 12 N | IH 30 | Dallas | 140,596 | 8,396 | 1.49 | 2.49 | 1.83 | \$23.29 | \$5.08 |
| 69 | - | IH 820 | IH 35W | SH 183 | Tarrant | 140,583 | 12,906 | 1.32 | 1.99 | 1.43 | \$23.46 | \$7.17 |
| 70 | - | IH 30 | SL 12 W | Jefferson Viaduct | Dallas | 138,800 | 13,974 | 1.37 | 2.14 | 1.53 | \$20.75 | \$6.84 |
| 71 | - | IH 10 | US 54 | Hawkins Blvd | El Paso | 138,574 | 8,210 | 1.22 | 1.61 | 1.32 | \$11.57 | \$2.51 |
| 72 | - | IH 820 E | SH 183 | IH 30 | Tarrant | 138,529 | 10,661 | 1.41 | 2.12 | 1.52 | \$14.79 | \$3.98 |
| 73 | - | IH 610 S | SH 288 | IH 45 | Harris | 131,885 | 5,577 | 1.33 | 2.04 | 1.49 | \$16.57 | \$2.70 |
| 74 | - | IH 610 E | IH 10 | IH 45 | Harris | 131,234 | 7,275 | 1.34 | 2.06 | 1.36 | \$17.16 | \$3.55 |
| 75 | - | US 183 | N Mopac Expwy / SL 1 | IH 35 | Travis | 130,672 | 5,984 | 1.32 | 2.12 | 1.42 | \$9.97 | \$1.76 |
| 76 | - | SL 360 | RM 2244 | US 290 / SH 71 | Travis | 128,418 | 3,720 | 1.56 | 2.74 | 1.87 | \$13.39 | \$1.53 |
| 77 | - | FM 1098 | SH 6 | Sam Houston Tollway W | Harris | 126,775 | 9,655 | 1.24 | 1.57 | 1.27 | \$13.01 | \$3.35 |
| 78 | 49 | IH 35 | FM 3009 | SL 1604 NE | Guadalupe | 122,874 | 16,613 | 1.27 | 1.92 | 1.34 | \$13.17 | \$5.36 |
| 79 | - | SH 183 | SH 161 | SL 12 W | Dallas | 122,637 | 7,465 | 1.36 | 2.08 | 1.59 | \$16.32 | \$3.63 |
| 80 | - | IH 30 | IH 820 E | SH 360 | Tarrant | 120,301 | 9,993 | 1.28 | 1.80 | 1.39 | \$24.60 | \$7.02 |
| 81 | - | SH 121 | BS 121 H | SH 114 | Dallas | 115,970 | 8,421 | 1.50 | 2.61 | 1.73 | \$12.93 | \$3.28 |

 TEXAS DEPARTMENT OF TRANSPORTATION

| 2015 Rank | 2015 Rank Truck | Roadway | From | To | County | Annual Hrs of Delay per Mile | Annual Hrs of Truck Delay per Mile | TCI | PTI | CSI | Annual Congestion Cost (M) | Annual Truck Congestion Cost (M) |
|-----------|-----------------|----------------------|------------------------|------------------------|------------|------------------------------|------------------------------------|------|------|------|----------------------------|----------------------------------|
| 82 | - | SL 1604 N | US 281 | IH 10 / US 87 | Bexar | 115,845 | 11,335 | 1.49 | 2.32 | 1.45 | \$22.93 | \$7.36 |
| 83 | - | US 281 | IH 410 | IH 35 | Bexar | 115,128 | 2,389 | 1.25 | 1.74 | 1.29 | \$14.20 | \$1.21 |
| 84 | - | US 59 | Sam Houston Tollway SW | SH 6 | Harris | 114,702 | 9,253 | 1.26 | 1.99 | 1.40 | \$14.08 | \$3.92 |
| 85 | - | US 281 | Bitters Rd | IH 410 N | Bexar | 113,687 | 2,279 | 1.27 | 1.70 | 1.41 | \$7.43 | \$0.62 |
| 86 | - | IH 69 / US 59 | IH 610 N | Little York Rd | Harris | 112,381 | 6,616 | 1.23 | 1.65 | 1.39 | \$10.48 | \$2.27 |
| 87 | 50 | IH 35W | SH 170 | US 81 / US 287 | Tarrant | 110,809 | 16,545 | 1.40 | 2.32 | 1.62 | \$15.56 | \$6.82 |
| 88 | - | IH 35E / US 77 | W Hundley Dr | BS 121 H | Denton | 110,268 | 9,124 | 1.25 | 1.91 | 1.38 | \$19.53 | \$5.59 |
| 89 | - | SL 1604 NW | IH 10 / US 87 | Braun Rd | Bexar | 109,862 | 11,071 | 1.57 | 3.23 | 1.96 | \$14.06 | \$4.59 |
| 90 | - | Eisenhauer Rd | SL 368 | FM 1976 | Bexar | 107,950 | 3,426 | 1.30 | 1.81 | 1.34 | \$8.88 | \$1.07 |
| 91 | - | IH 10 / US 90 | US 59 | IH 610 E | Harris | 107,734 | 12,669 | 1.27 | 2.18 | 1.41 | \$11.34 | \$4.21 |
| 92 | - | Dallas North Tollway | Sam Rayburn Tollway | PGBT | Collin | 107,364 | 3,718 | 1.51 | 2.30 | 1.74 | \$12.04 | \$1.63 |
| 93 | 48 | IH 10 | Lee Trevino Dr | SL 375 | El Paso | 106,477 | 16,710 | 1.35 | 2.25 | 1.53 | \$10.80 | \$4.88 |
| 94 | - | SL 360 | US 183 | RM 2222 | Travis | 106,080 | 3,547 | 1.57 | 2.71 | 1.78 | \$8.30 | \$1.07 |
| 95 | - | US 290 / SH 6 | Spring Cypress Rd | SH6 | Harris | 106,019 | 15,007 | 1.49 | 3.32 | 1.84 | \$16.42 | \$6.82 |
| 96 | - | Dallas North Tollway | IH 635 | SL 12 N | Dallas | 105,024 | 3,923 | 1.32 | 2.02 | 1.34 | \$9.14 | \$1.33 |
| 97 | - | FM 1960 | Tomball Pkwy / SH 249 | US 290 | Harris | 104,543 | 6,772 | 1.24 | 1.50 | 1.30 | \$11.79 | \$2.68 |
| 98 | - | IA 90 | South Fwy / SH 288 | IH 610 SW | Harris | 104,328 | 8,166 | 1.19 | 1.66 | 1.23 | \$9.75 | \$2.55 |
| 99 | - | IH 35 | SH 45 | FM 734 | Williamson | 104,216 | 12,199 | 1.27 | 1.98 | 1.46 | \$14.57 | \$5.33 |
| 100 | - | SH 249 | Perry Rd | Sam Houston Tollway NW | Harris | 104,062 | 14,350 | 1.33 | 2.34 | 1.49 | \$11.71 | \$4.80 |

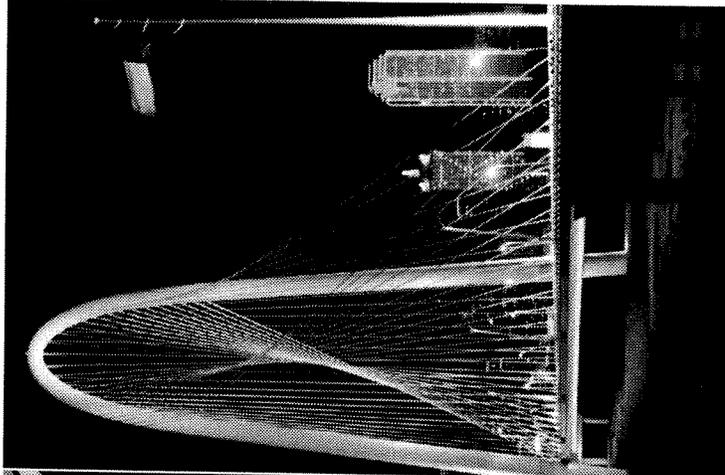
TCI: Texas Congestion Index - ratio of the peak period average travel time to the freeflow travel time. A value of 1.20 means that a 30 minute trip during light traffic would take 36 minutes during peak periods.

PTI: Planning Time Index - (a reliability measure) ratio of the 95th percent peak period travel time to the freeflow travel time. A value of 2.50 means that for a 30 minute trip in light traffic, 75 minutes should be planned.

CSI: Commuter Stress Index - the same as the TCI except it is for the peak direction of travel only.



TEXAS DEPARTMENT OF TRANSPORTATION



US 75 Corridor Study

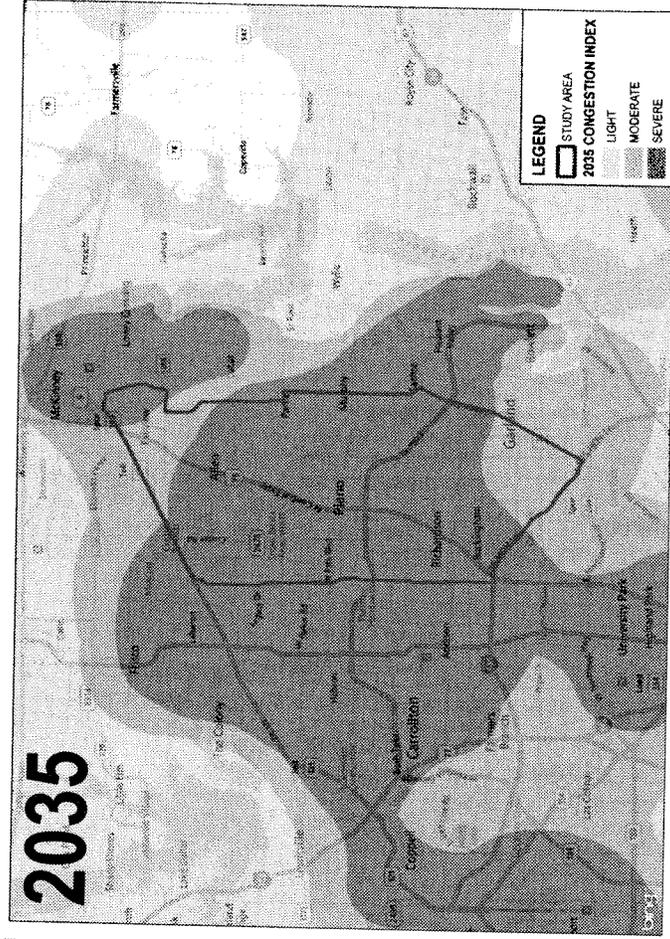
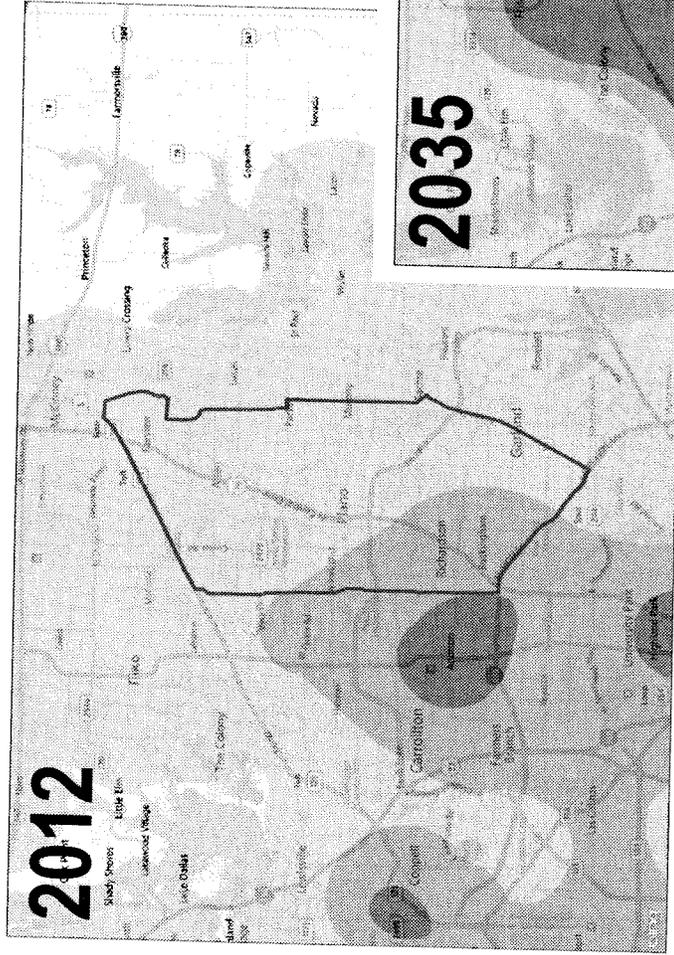
From: I-635

To: SH 121 (SRT)

McKinney City Council Meeting

June 15, 2015

Existing and Future Congestion Levels



A do-nothing approach does not address the severe congestion in the region resulting in more stop and go or standstill traffic conditions.

US 75 Traffic

| Location | 2012 Existing Daily Vehicle Traffic | 2035 Projected Vehicle Traffic with No Improvements | 2035 Projected Daily Vehicle Demand** |
|--------------------|-------------------------------------|---|---------------------------------------|
| I-635 to Campbell | 225,000 | 245,000* | 450,000 |
| Campbell to Legacy | 150,000 | 250,000 | 500,000 |
| Legacy to SH 121 | 105,000 | 225,000 | 400,000 |

* Limited by capacity

** Vehicles that desire to utilize US 75 Freeway based on NCTCOG Regional Travel Demand Model, if congestion was not an issue.

- As congestion increases, motorists desiring to utilize the US 75 Freeway will seek alternate routes due to congestion.
- Based on NCTCOG data, significant traffic growth is projected on the US 75 mainlanes.
- Existing congestion will increase from an average of **2.5 hours/day to 8-10 hours/day** if no transportation improvements are made.

Previous City Identified Objectives

- Main Themes
 - Maximize the “Hybrid” Approach
 - Address the Needs of the Community
 - Minimize the Amount of ROW Required
 - Maximize Use of the Existing Assets in the Corridor
 - Minimize Elevated Roadway

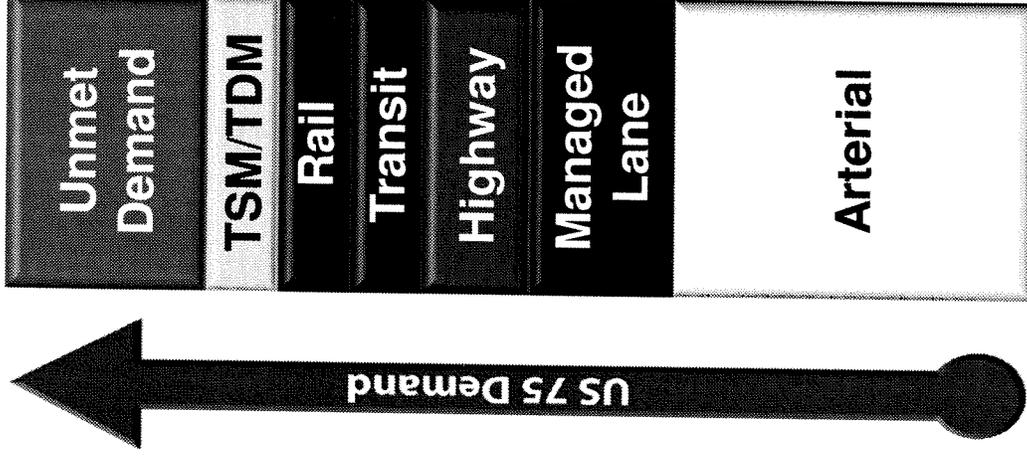
McKinney Specific Items Identified

- Support Corridor Communities
- Be consistent with Current US 75 Construction in McKinney
- Agree with the “hybrid” approach
- Access to managed lanes is important
- Maintain traffic flow along corridor

US 75 Shared Solution

A wide range of solutions will need to work together to address the overall demand in the US 75 Corridor, including...

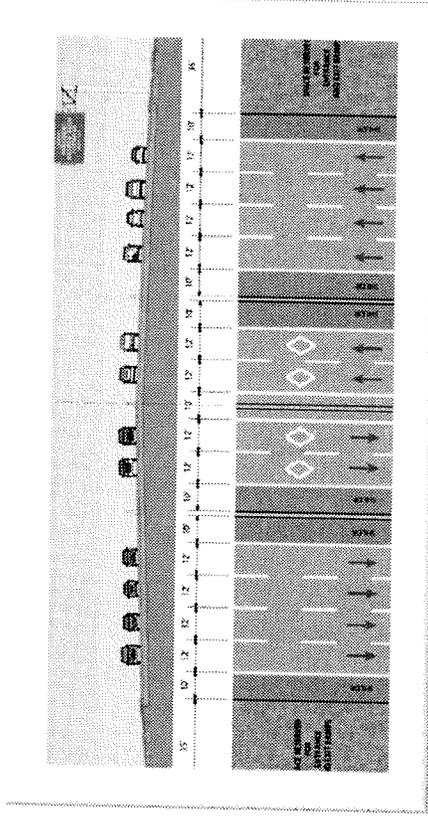
- Transportation Systems Management (TSM)
 - Travel Demand Management (TDM)
 - Transit
 - DART Rail (Current Service Plan)
 - TAPS (Parker Road Station)
 - Bus Service
- General Purpose Freeway Lanes
- Managed/Toll Lanes
- Arterial Improvements
 - Super Arterial
 - Operational Improvements



What are Managed/Express Lanes?

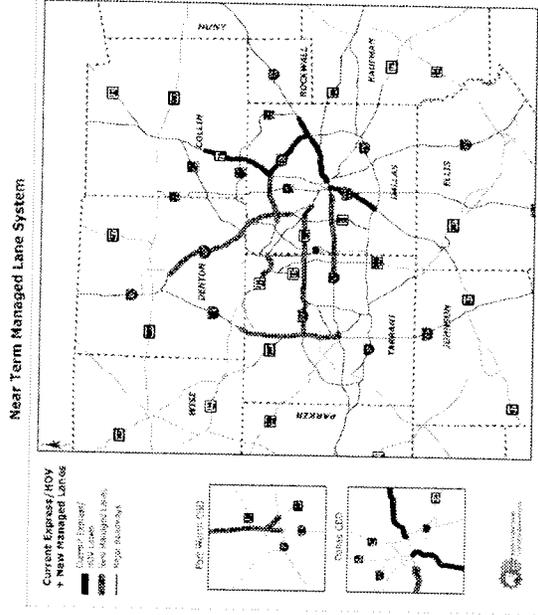
Managed Lanes

- Provides a reliable/predictable choice for commuters.
- High Occupancy Vehicles (HOV) are allowed for free or at a reduced rate.
- Single Occupancy Vehicles (SOV) pay a toll to utilize Managed Lanes.
- The toll rate is adjusted throughout the day based on the level of congestion in the general purpose lanes.
- Access into and out of the Managed Lane is provided at specific locations along the corridor.



NCTCOG Managed Lane Policy

- Express Lanes/HOV Lanes (Blue Lines)
- Fixed-fee schedule to ensure speed 50 mph guarantee
- SOV will pay full rate
- HOV 2+ can use lanes for free.
- Review and adjust tolling schedule and auto occupancy requirements over time.



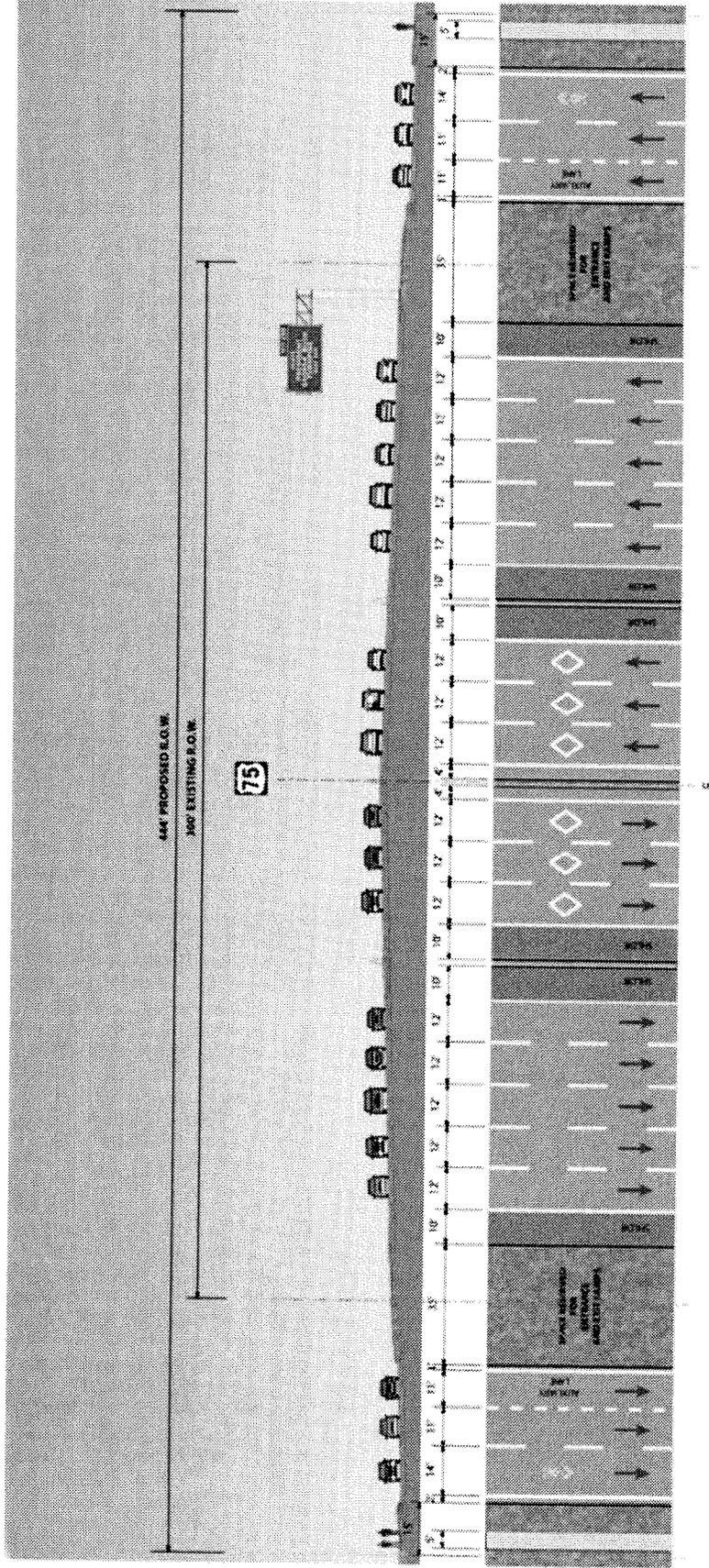
“Hybrid” Approach/Shared Solution - Four Programs

| | Strategy | Responsible Entity | | | | | |
|---|-----------------------------------|--------------------|------|------|--------|------------|--|
| | | TxDOT | DART | City | County | NCTCO G | |
| Street Program | Arterial Improvements | X | | X | X | | |
| | Intersection Improvements | X | | X | X | | |
| | Signal Timing Improvements | X | | X | | | |
| Transit Program | Light Rail Capacity Improvements | | X | X | | | |
| | Commuter Rail Improvements | | X | X | | X | |
| | Bus Rapid Transit | X | X | X | | | |
| | Streetcar | X | X | X | | | |
| Integrated Corridor Management Program | Intersection Signalization | X | | X | | | |
| | Staged Wrecker /Emergency Service | X | | X | | | |
| | Active Traffic Management | X | | X | | | |
| | Light Rail Express | X | X | X | | | |
| Sustainable Program | Traffic System Management (TSM) | X | | X | | X | |
| | Travel Demand Management (TDM) | X | | X | | X | |
| | Land Use Applications | | | X | X | | |
| | Bicycle/Pedestrian | X | | X | | | |
| | Aesthetics | X | | X | | | |

Preliminary Alternative Matrix

| Alt. # | Alternative | Hybrid Approach | Impact to ROW | Maximize Exist. Asset | Minimize Elevated | Construct | Cost | Capacity | Congestion Ratio (Demand/100k vph) | Peak Period Reliable Trip | Off-Peak Reliable Trip | Improves GP Lane Balance | Supplements ML Network | Potential for Revenue |
|--------|----------------------------------|-----------------|-------------------|-----------------------|-------------------|-----------|----------|----------|------------------------------------|---------------------------|------------------------|--------------------------|------------------------|-----------------------|
| 1 | No-Build | Yes | None | Good | Yes | Good | Low | 240,000 | 67% | Poor | Poor | No | No | Poor |
| 2 | 4-1R-4 | Yes | 10 feet each side | Good | Yes | Good | Low | 255,000 | 64% | Moderate | Poor | No | Yes | Poor |
| 3 | 4-1-1-4 At-Grade | Yes | 15 feet each side | Good | Yes | Good | Low | 270,000 | 60% | Moderate | Moderate | No | Yes | Poor |
| 4 | 4-2R-4 | Yes | 20 feet each side | Good | Yes | Good | Low | 271,000 | 65% | Good | Poor | No | Yes | Poor |
| 5 | 4-2-2-4 At-Grade | Yes | 10 feet each side | Moderate | Yes | Moderate | Moderate | 300,000 | 75% | Good | Good | No | Yes | Moderate |
| 6 | 4-2-1-4 Outside Depressed | Yes | 10 feet each side | Good | Yes | Moderate | Moderate | 300,000 | 75% | Good | Good | No | Yes | Moderate |
| 7 | 4-2-2-4 Elevated | Yes | 20 feet each side | Moderate | No | Moderate | Moderate | 300,000 | 75% | Good | Good | No | Yes | Moderate |
| 8 | 4-2-2-4 Depressed | Yes | 15 feet each side | Poor | Yes | Poor | High | 300,000 | 75% | Good | Good | No | Yes | Moderate |
| 9 | 4-3R-4 | Yes | 20 feet each side | Good | Yes | Good | Low | 285,000 | 71% | Good | Poor | No | Yes | Moderate |
| 10 | 4-3-3-4 At-Grade | Yes | 20 feet each side | Moderate | Yes | Moderate | Moderate | 330,000 | 83% | Good | Good | No | Yes | Moderate |
| 11 | 4-3-3-4 | Yes | 15 feet each side | Good | Yes | Moderate | Moderate | 320,000 | 83% | Good | Good | No | Yes | Good |
| 12 | 4-3-3-4 Elevated | Yes | 15 feet each side | Good | No | Moderate | Moderate | 330,000 | 83% | Good | Good | No | Yes | Good |
| 13 | Depressed | Yes | side | Good | Yes | Poor | High | 330,000 | 83% | Good | Good | No | Yes | Good |
| 14 | 5-1-1-5 At-Grade | Yes | 20 feet each side | Good | Yes | Good | Low | 330,000 | 83% | Moderate | Moderate | Yes | Yes | Poor |
| 15 | 5-2R-5 | Yes | 25 feet each side | Good | Yes | Good | Low | 330,000 | 83% | Good | Poor | Yes | Yes | Moderate |
| 16 | 5-2-2-5 At-Grade | Yes | 25 feet each side | Moderate | Yes | Moderate | Moderate | 360,000 | 90% | Good | Good | Yes | Yes | Moderate |
| 17 | 5-2-2-5 | Yes | side | Good | Yes | Moderate | Moderate | 360,000 | 90% | Good | Good | Yes | Yes | Moderate |
| 18 | 5-3-3-5 At-Grade | Yes | side | Moderate | Yes | Moderate | Moderate | 390,000 | 98% | Good | Good | Yes | Yes | Good |
| 19 | Outside Depressed | Yes | side | Moderate | Yes | Moderate | Moderate | 390,000 | 98% | Good | Good | Yes | Yes | Good |
| 20 | 5-3-3-5 Elevated | Yes | side | Good | No | Moderate | High | 390,000 | 98% | Good | Good | Yes | Yes | Good |
| 21 | 5-5 | Yes | 12 feet each side | Good | Yes | Good | Low | 300,000 | 75% | Poor | Poor | Yes | No | Poor |
| 22 | 6-6 | Yes | 24 feet each side | Good | Yes | Good | Moderate | 360,000 | 90% | Moderate | Moderate | Yes | No | Poor |
| 23 | Tunnel * New Location | Yes | Minimal | Good | Yes | Good | High | 300,000 | 75% | Good | Good | Yes | Yes | Good |
| 24 | Managed Lane * Elevated At-Grade | Yes | Minimal | Good | No | Good | High | 300,000 | 75% | Good | Good | Yes | Yes | Good |
| 25 | Tunnel * Cut/Cover | Yes | Minimal | Good | Yes | Moderate | High | 300,000 | 75% | Good | Good | Yes | Yes | Good |

Previously Recommended Solution



5-3-3-5 At-Grade

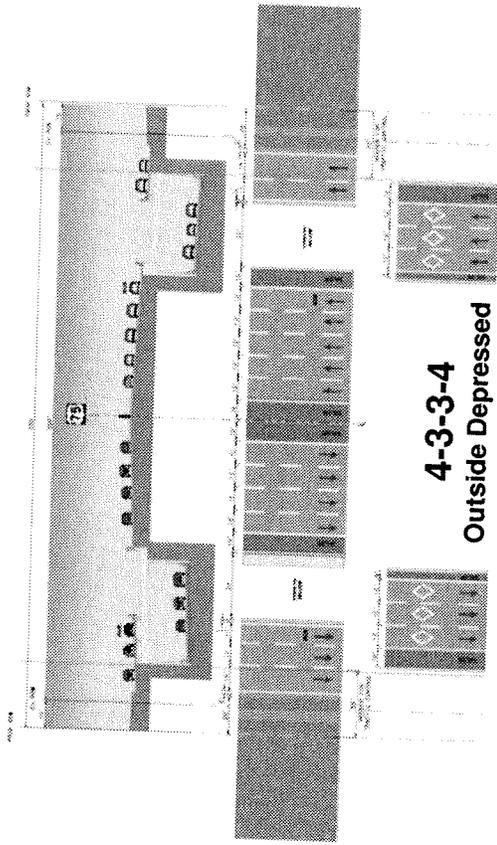
5-3-3-5 At-Grade

- Approx. ROW width: 444 Feet ¹
- Additional ROW per side 72 Feet
- Capacity: 390,000 vpd ²
- Potential Net Revenue \$1.48 B ³

Notes

- 1 Existing ROW = 300 feet (varies)
- 2 Anticipated Demand = Approx. 400,000 vpd
- 3 Revenue for comparison purposes only – No T&R Study has been performed

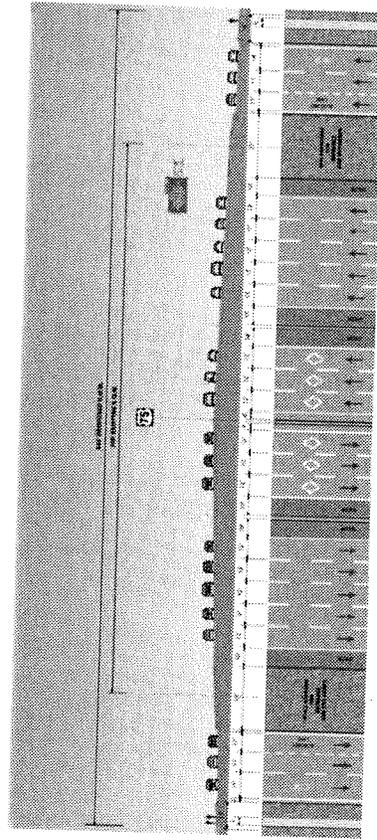
Alternative Comparison



4-3-3-4
Outside Depressed

4-3-3-4 Outside Depressed

- Approx. ROW width: 330 Feet ¹
- Additional ROW per side 15 Feet
- Capacity: 330,000 vpd ²
- Potential Net Revenue \$1.74 B ³



5-3-3-5
At-Grade

5-3-3-5 At-Grade

- Approx. ROW width: 444 Feet ¹
- Additional ROW per side 72 Feet
- Capacity: 390,000 vpd ²
- Potential Net Revenue \$1.48 B ³

Notes

- ¹ Existing ROW = 300 feet (varies)
- ² Anticipated Demand = Approx. 400,000 vpd
- ³ Revenue for comparison purposes only – No T&R Study has been performed

Previous Steps

- Development of Initial Alternatives
- Public Meeting #1 (June 18 & 20, 2013)
- Monthly Project Work Group Meetings
- Evaluation of Alternatives
- Recommendation of the 5-3-3-5 At-Grade Alternative
- Recommendation of the “Shared Solution” or Hybrid Approach
- Corridor-Wide Local Agency Meeting (Dec 16, 2014)
- Re-Evaluation of Alternatives
- Recommendation of the 4-3-3-4 Outside Depressed Alternative
- Meetings with Richardson, Dallas, Allen, Collin County, DART and NCTCOG

Next Steps

- Meetings Planned Fairview
- Refine Proposed 4-3-3-4 Solution
 - Cross Street Layouts
 - Hybrid Solution
 - Identify Breakout Projects
- Public Meeting Based upon Local Government Consensus

MESQUITE

T E X A S

Real. Texas. Flavor.

December 21, 2015

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

Reference: Draft Mobility 2040 Recommendations

Dear Mr. Morris:

The City of Mesquite appreciates the opportunity to comment on the Draft Mobility 2040 Recommendations. Overall I would like to commend NCTCOG staff on preparation of another comprehensive transportation plan for the North Texas region. There are two suggestions for incorporation into the plan that I would like to make:

1. On Slide 21, "Corridors for Future Evaluation," the City would like to see the remaining segment of IH635/LBJ from US Highway 80 to its junction with IH20/US175 studied for future improvements. To my knowledge, the segment of IH635/LBJ has not been studied in the past 20 years, so it is time. There is also significant congestion along this segment, particularly at the SH352 and the IH20/US175 interchanges.
2. On Slide 22, "Regionally Significant Arterial Improvements," the City would like to see Bruton Road added as a regionally significant east-west arterial road. Bruton Road lies between Scyene Road and Lake June Road. It starts at IH635/LBJ as a four-lane divided arterial, transitions to a two-lane road from Rodeo Center Boulevard/Hickory Tree Road to Sam Houston Road with the City of Mesquite to the north and the City of Balch Springs to the south, and finally transitions to a six-lane divided road as it crosses into the City of Dallas. Bruton Road, if improved, could become a significant east-west reliever for US80/IH30.

Thank you for considering these changes.

Sincerely,



Stan Pickett
Mayor

Stan Pickett
Mayor

Greg Noschese
Mayor Pro Tem

Bruce Archer
Deputy Mayor Pro Tem

Bill Porter
Councilmember

Jeff Casper
Councilmember

Shirley Roberts
Councilmember

Dennis Tarpley
Councilmember

Ted Barron
City Manager

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

If Prop 7 passes would @NCTCOGtrans advocate the use of increased funding towards "some non-highway projects?" #TransitAlternatives – Txbornviking (@txbornviking)

See @1500Marilla & @NCTCOGtrans - it is possible! – Phillip Goss (@gosspl)



Hate traffic? If you live or work in the #Dallas / #FortWorth region, weigh in. – WTS Dallas Ft. Worth (@WTSDFW)



What+Makes+A+Successful+Public-Private+Partnership?

<http://www.routefifty.com/2015/10/public-private-partnerships-infrastructure/123255/> ... via @statelocal @NCTCOGtrans @1500Marilla @TxDOTDallasPIO – Lee M. Kleinman (@LeeforDallas)



.@eproseus @dfwtower – Whitehead (@ntxweathersoonr)

NCTCOG Transportation @NCTCOGtrans

Alliance Airport is planning a runway expansion. Could make nearby @FedEx a bigger player worldwide. bit.ly/1iy7EyC

Check out my transportation blog. <http://www.parkercountytransportationblog.com> vote YES PROP 7 #transportation @NCTCOGtrans @MoveTXForward @TxDOTAustin – Judge Mark Riley (@judgeriley)

Gordon Excel from @WestportDotCom @NGVAmerica presenting on options for use of #NatGas in trucking @NCTCOGtrans – Texas Natural Gas (@TexasNaturalGas)



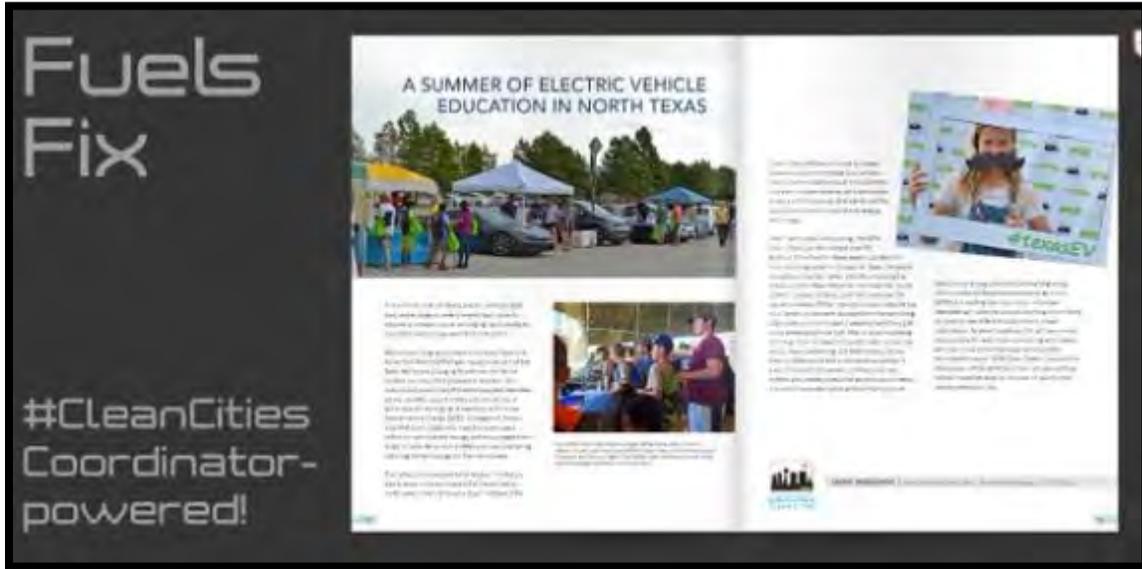
Thank you for keeping the region informed! – N. TX Tollway Auth. (@TollTagTidbits)

NCTCOG Transportation @NCTCOGtrans

Read about air quality, high speed rail and more in this month's #LocalMotion. bit.ly/ccf1Ox @TollTagTidbits, @TxDOTFTWPIO

.@epa lowers ozone limit to protect public health. Read more in @NCTCOGtrans' #LocalMotion: <http://bit.ly/ccf1Ox> . – TxDOTDallas District (@TxDOTDallasPIO)

#WorkplaceChargingChallenge heads to @NCTCOGTrans #EV p. 13 <http://ow.ly/UxB4J> – Fuels Fix (@fuelsfix)



Screen grab: <http://thumbs.dreamstime.com/z/caveman-drawing-wall-illustration-depicts-petroglyphs-cave-42026563.jpg> ... – patrick kennedy (@WalkableDFW)

NCTCOG Transportation @NCTCOGtrans
The Regional Transportation Council meets today; watch it live online by clicking the "Live" tab. bit.ly/MHiaRa

Watch @NCTCOGtrans Regional Transportation Council meetings live online <http://ow.ly/UtZL6> – City of Fort Worth (cityofFortWorth)

Watch RTC meetings live online
Legislation requires policy board meetings be presented.
fortworthtexas.gov

@cityoffortworth Thanks for helping us spread the word! – NCTCOG Transportation Department (@NCTCOGtrans)

RTC mtg right now. COG proposing east-west freeway on or near Mockingbird. Lex Luther crap <http://www.nctcog.org/trans/committees/rtc/video.asp> ... – Philip Kingston (@PhilipTKingston)

@PhilipTKingston Do I remember the @Advocate_ED years ago quoting Morris telling @AngelaHunt that he wouldnt pursue this anymore? – Dallas May (@1DaIM)

@1DaIM @PhilipTKingston @Advocate_ED You mean this article? "How outdated transportation models stifle growth."

<http://lakewood.advocatemag.com/2014/06/23/concrete-problems/> – Angela Hunt (@AngelaHunt)

@AngelaHunt @PhilipTKingston Wait, That's just from last year.
@NCTCOGtrans had the patience to put it off nearly a whole 18 months – Dallas May (@1DaIM)

@AngelaHunt @brandonformby @1DaIM @PhilipTKingston @Advocate_ED there's just no economic way to destroy Dallas prime tax base for a tunnel – Sonja McGill (@SonjaMc)

@SonjaMc @AngelaHunt @brandonformby @PhilipTKingston @Advocate_ED I'm starting to think @NCTCOGtrans is just trolling us. – Dallas May (@1DaIM)

@1DaIM @AngelaHunt @brandonformby @PhilipTKingston @Advocate_ED @NCTCOGtrans or a rouse 4 something bigger. He only matters w/ new projects – Sonja McGill (@SonjaMc)

WTF? The @NCTCOGtrans wants to run a highway through the middle of Oak Lawn? Seriously?!? – Wylie H. Dallas (Wylie_H_Dallas)



Where is #WorkplaceChargingChallenge heading next? Find out here! @NCTCOGTrans #EV p. 13 <http://ow.ly/UG9nL> – Fuels Fix (@fuelsfix)

@oakcliffchamber Transportation Summit @dartmedia @1500Marilla @NCTCOGtrans @HighSpeedRailTX #RepYvonneDavis – Lee M. Kleinman (@LeeforDallas)



TX Rep Yvonne Davis talks #transportation & funding for multimodal approach @TxDOT @CityofDallas @NCTCOGtrans – Cynthia White (@CynthiaPatriot)



Live in Denton? Take this short survey to improve public transportation in your area. – NCTCOG Transportation Department

DCTA @RideDCTA
Denton Residents! Voice your opinion by taking our survey to improve our system surveymonkey.com/r/DentonCOA
#RideDCTA

@NCTCOGtrans Thanks for sharing with your followers! – DCTA (@RideDCTA)

Thanks to @NCTCOGtrans for helping to spread the message to #EndTheStreakTX – TxDOT (@TxDOT)

NCTCOG Transportation @NCTCOGtrans
Nov. 7, 2000, was the last fatality-free day on Texas roads. Let's #EndtheStreakTX. @TxDOT

Over at @bcitiestowns, Rob Steuteville explores the benefits of freeway teardown in #SF: <http://ow.ly/UYvJf> – NewUrbanism (@NewUrbanism)

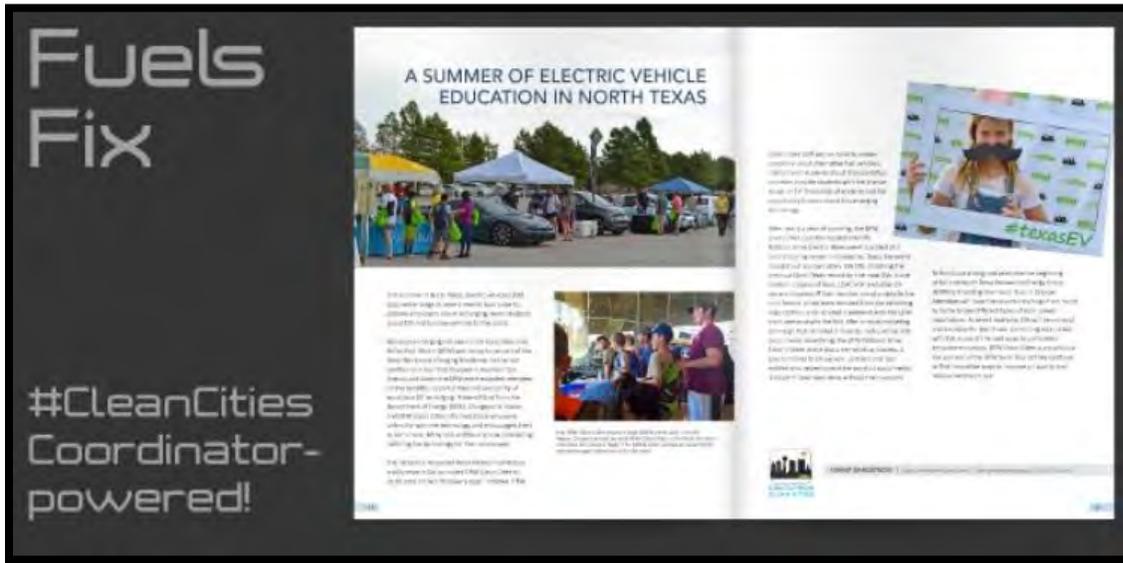


@NewUrbanism @bcitiestowns here's a little light reading for you, @NCTCOGtrans & @TxDOT – Collin Cole (@CoollinCoole)

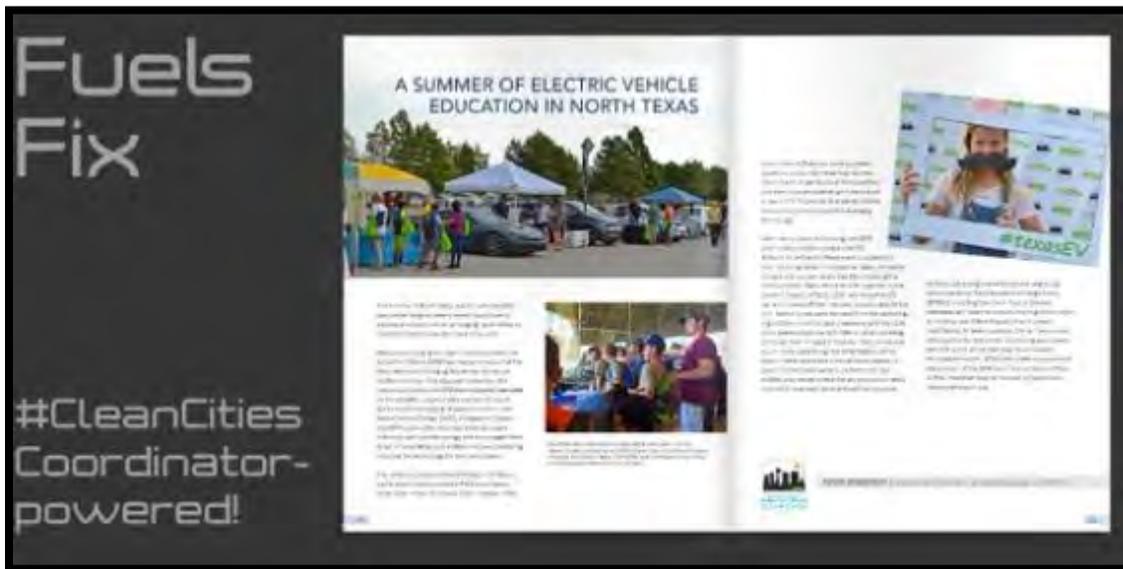
I hope @NCTCOGtrans and @TxDOT R paying attending. The time is NOW 4 #TransitAlternatives. I-35 can't widen forever. – Txbornviking (@txbornviking)

A screenshot of a tweet from the account @StreetsblogNet. The tweet text reads: "How traffic growth projections become a self-fulfilling prophesy streetsblog.net/2015/11/25/how... @CarFreeAustin". To the left of the text is a small line graph showing a downward trend. Below the graph is a quote: "Traffic volumes are going to decrease whether you order Lamar or not." The tweet is framed by a black border.

@NCTCOGtrans teaches #EV to folks at Texas #WorkplaceCharging Roadshow-
<http://FuelsFix.com> p12 THX @PerotMuseum – Fuels Fix (@fuelsfix)



@NCTCOGtrans teaches #EV to folks at Texas #WorkplaceCharging Roadshow-
<http://FuelsFix.com> p12 THX @PerotMuseum – ETClean Fuels (@ETCleanFuels)



Senate passes \$305 billion five-year transportation bill <http://on.wsj.com/1lz5QXO> via WSJ @NCTCOGtrans @1500Marilla – Lee M. Kleinman (@LeeforDallas)



Senate Passes Five-Year Highway Bill, Sending It to the White House

Congress cleared and sent to the White House a five-year, \$305 billion highway bill that wraps together the demands of road builders and unions with the wishes of s...

wsj.com

"Can you hear the people singing..." @brandonformby @NCTCOGtrans – Dallas May (@1DalM)

@NCTCOGtrans says, "Consideration should also be given to a new 'inner loop' study that would address how to move traffic from I-35E to the Hospital District to Love Field, and on to the Dallas North Tollway, Central and I-30."



Dallas be like...



"Can you hear the people singing..."

Definitely looking forward to this flood trap getting fixed @Geostrophic – J Whitehead (@ntxweathersoonr)

NCTCOG Transportation @NCTCOGtrans

Altamesa Blvd from Granbury Rd to the Chisholm Trail will close from 12/10 – 12/24. bit.ly/1XSGFKT

Great resource for drivers. We also recommend the ProgresNTTA website for additional info on projects. – N. TX Tollway Auth. (@TollTagTidbits)

NCTCOG Transportation @NCTCOGtrans

NTTA has several lane closures planned this month for construction. Stayed updated at, bit.ly/1IV6RyV @tolltagtidbits

Why driverless cars make planners heads explode:

<http://blogs.crikey.com.au/theurbanist/2015/12/09/what-should-we-be-doing-now-to-prepare-for-driverless-cars/> ... @NCTCOGtrans – Thomas Bamonte (@TomBamonte)



What should we be doing now to prepare for driverless cars? –

If our cities are going to benefit from the transformative potential of autonomous vehicles, we need to start building a consensus now that the...

blogs.crikey.com.au

@ntxweathersoonr @NCTCOGtrans @USDOT @FAANews yeah was reading that today – Mike Prendergast (@MPrendergasTX)

@NCTCOGtrans Thank you - glad you saw USDOT blog about #SolarRoadways We have lots of interest in projects from TX! – Solar Roadways (@SolarRoadways)

NCTCOGTransportation @NCTCOGtrans

A pavement that generates solar power and melts snow is one step closer to reality. @USDOT @SolarRoadways 1.usa.gov/1NvviF4

Say what? #ThisIsITS – Houston Radar (@houston_radar)

NCTCOGTransportation @NCTCOGtrans

A pavement that generates solar power and melts snow is one step closer to reality. @USDOT @SolarRoadways 1.usa.gov/1NvviF4

Attending ITS Texas Connected and Automated Vehicle Training @NCTCOGtrans. 50+ traffic engineers attending. Much interest in local deploy. – Thomas Bamonte (@TomBamonte)

@TomBamonte @NCTCOGtrans Oh that should be VERY interesting! – James Welling (@speedysticks)

Rail agreement allows @theTFortWorth to operate TEX Rail from downtown FW to Grapevine to @DFWAirport by late 2018. <http://bit.ly/1NBHpkc> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans @TheTFortWorth @DFWAirport Yes!!! I am so excited!!! Growth for #smallbusiness like ours @Danettesoasis ! It's about rail time! – Danette's UrbanOasis (@Danettesoasis)

Our prayers are with the residents of Garland and Rowlett. Please support both relief efforts if you can. – WTS Dallas Ft. Worth (@WTSDFW)

NCTCOGTransportation @NCTCOGtrans

Garland tornado relief info can be found at garlandtx.recovers.org. Rowlett relief updates are on the city of Rowlett Facebook page. (2/2)

With @VP in November to discuss @TxHSR @SouthSideDT @TexasCentral @1500Marilla @NCTCOGtrans @TxDOT – Lee M. Kleinman (@LeeforDallas)



@NCTCOGtrans to host #propane subcommittee meeting open to stakeholders & the public. #infrastructure #cleancities <http://campaign.r20.constantcontact.com/render?ca=631ae327-e396-483b-bbe4-1eff3340d002&c=29abf560-3420-11e3-85e0-d4ae5292c38a&ch=2ad692b0-3420-11e3-864f-d4ae5292c38a> ... – CleanFUEL USA (@CleanFUELUSA)

A new interactive map from the Texas A&M Transportation Institute shows the most congested roadways in Texas. View the map here, <http://bit.ly/1Hp7d09> – NCTCOG Transportation Department

Please notice that US 67 is not on the list. – Dallas May

Drivers, bicyclists, and pedestrians must work together to keep each other safe. That's why we have 21 tips to help people look out for one another on North Texas roads. Press Release: <http://bit.ly/1MAhIEu> – NCTCOG Transportation Department



Thank you for this. – Andrew Richardson

And cyclists need to follow ALL traffic laws too. More often I see this: (There is not a stop sign emoji!!) – Andrea Scholtz Herbst

Keep in mind where I live (in a college town) with a wide array of ethnicities. Cyclists here are convinced they own the road and don't have to obey traffic signals. And they ride on sidewalks ALL. THE. TIME. – Andrea Scholtz Herbst

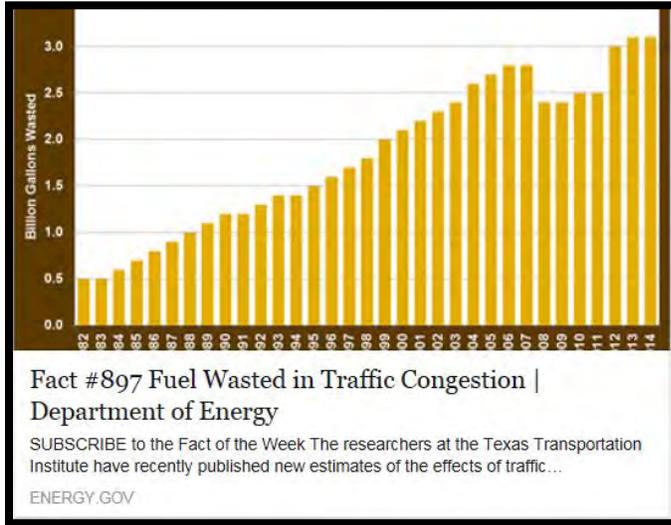
NCTCOG shared TxDOT's photo – NCTCOG Transportation Department



If 10 jumbo jets crashed in Texas every year there would be a massive out cry for major safety improvements and regulation. People would be terrified to fly. But with cars @NCTCOGTRANS says "What? It's not like thousands of deaths every year on our roadways has anything to do with the way we plan and design them." – Dallas May

I wish you could build HOV lanes in both directions between Dallas and San Antonio – John Johnny Halliburton

How much fuel is wasted in traffic congestion? Texas Transportation Institute and the US Department of Energy have recently published new estimates. See the numbers: <http://1.usa.gov/1iOcLe> – NCTCOG Transportation Department



How much fuel is wasted because of NCTCOG Transportation Department sponsored urban sprawl and failure to develop adequate alternative forms of transit? – Wylie H. Dallas

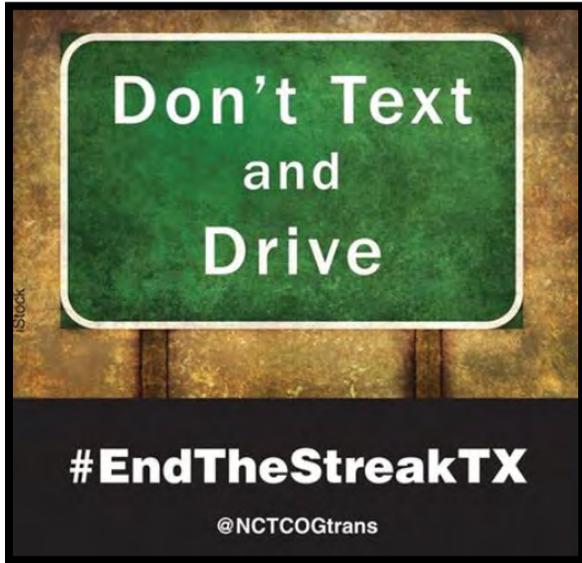
The annual Texas A&M Transportation Institute report of the top 100 congested roadways in the state was recently released. See where DFW roads are ranked: <http://bit.ly/1QrWR75> – NCTCOG Transportation Department



Wherever you are going, you have options. Read about the region's diverse transportation system in Progress North Texas 2015: bit.ly/1W7TWVJ – NCTCOG Transportation Department

So, this is a fictional work? – Wylie H Dallas

Nov. 7, 2000, was the last fatality-free day on Texas roads. Let's #EndtheStreakTX. – NCTCOG Transportation Department



Pretty hard, when NCTCOG Transportation Department policy emphasizes the construction of deadly high-speed highways while virtually no funds are directed towards the region's decrepit/non-existent pedestrian infrastructure. – Wylie H Dallas

End the streak of highways separating and dividing neighborhoods. We don't want another highway inside Dallas. – Phillip Goss

Two thoroughfares in central and east Arlington will get a \$27 million update early next year. Abram Street will be rebuilt from Collins Street to Stadium Drive, and Great Southwest Parkway from Abram north to Avenue E, near IH 30. Both projects are expected to begin Jan. 4, 2016, and be completed in June 2017. For more information: <http://bit.ly/1P38FNG> – NCTCOG Transportation Department



Halliburton Construction a rail system – John Johnny Halliburton

Today at Congressman Burgess' Transportation Summit, NCTCOG's Michael Morris, TxDOT Dallas' Kelly Selman and TxDOT Fort Worth's Brian Barth reflected upon the importance of avoiding distractions on roads so we can #EndTheStreakTX. – NCTCOG Transportation Department



Can you please build a rail system soon – John Johnny Halliburton

What about designing the roads in such a manner as to discourage dangerous driving?
– Wylie H Dallas

Denton County Transportation Authority (DCTA) was recently awarded nearly \$2.4 million in funds to complete the last portion of the Lewisville Hike and Bike Trail. For more information: <http://bit.ly/1T0h9mG> – NCTCOG Transportation Department



DCTA Awarded Grant for A-train Rail Trail Construction | Mass Transit

The Denton County Transportation Authority (DCTA) was recently awarded funding from the Texas Department of Transportation (TxDOT) under the Transportation...

MASSTRANSMAG.COM

Why do the long-suffering citizens of Dallas keep being told that the only significant COG-administered dollars to which we have access need to be expended on new, sprawl inducing roads through rural farmland? – Wylie H Dallas

VIDEO: Help us end traffic fatalities on Texas roads. bit.ly/1HAnGUN #EndTheStreakTX
Credit: Texas Department of Transportation – NCTCOG Transportation Department



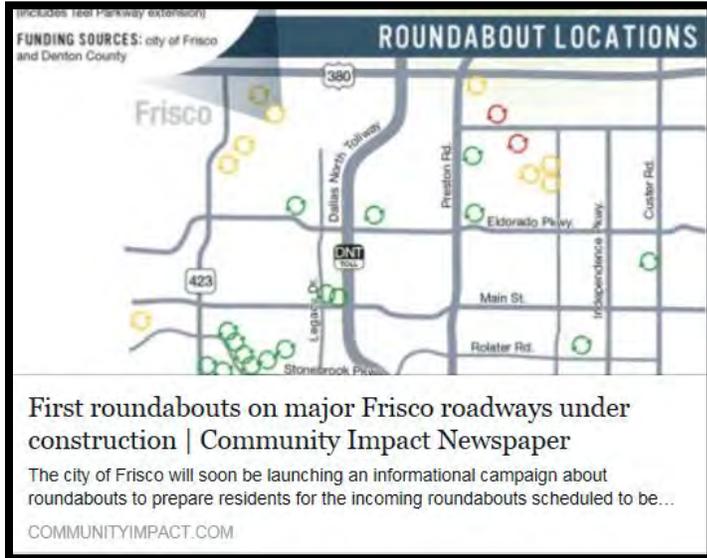
The only way to do this will be for NCTCOG Transportation Department to adopt best practices in safe street design. Instead, NCTCOG appears to consistently prioritize high speeds and regional mobility over human life. – Wylie H Dallas

Lightning Hybrids, a Dallas-Fort Worth #CleanCities Coalition sponsor, received the “Best Venture” award for hybrid vehicle technology at the Industry Growth Forum hosted by the U.S. Department of Energy’s National Renewable Energy Laboratory (NREL). Congratulations to Lightning Hybrids! NREL news feature: <http://1.usa.gov/1Nwpt9y>. – NCTCOG Transportation Department



Thanks NCTCOG! – Lightning Hybrids

Drivers traveling in Frisco will see new roundabouts in 2016. The new multilane roundabouts will be located at Rockhill and Teel parkways as well as at Gaylord and John Hickman parkways. Learn more, <http://bit.ly/1QyabXc> – NCTCOG Transportation Department



Avoid these intersections - Texans have no clue how to navigate them from emoticon – Frank Becker

And now we welcome the New Year, full of things that have never been.” — Rainer Maria Rilke
#HappyNewYear #nye2016 – NCTCOG Transportation Department



Can you please build express lanes on I-45 – John Johnny Halliburton

TRANSPORTATION PUBLIC MEETINGS

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

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

Draft Mobility 2040 Recommendations

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

Look Out Texans Safety Campaign

The recently launched Look Out Texans regional public education and outreach campaign encourages North Texans to bike, walk and drive safely together. It comes at a time when motor vehicle crashes that involve people bicycling and walking are increasing in North Texas. Between 2010 and 2014 there were more than 8,200 such crashes reported, resulting in more than 500 fatalities. Consequently, the Federal Highway Administration has designated both Dallas and Fort Worth as two of its 35 Pedestrian-Bicycle Focus Cities, which are selected based on high rates of bicycle and pedestrian crash fatalities. Staff will present an overview of the safety campaign as well as specific tips on how bicyclists, walkers and drivers should interact together to improve safety for all people.

Other Information to be Highlighted at the Meetings:

- AirCheckTexas Program Resumes

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



NCTCOGtrans



North Central Texas
Council of Governments

THURSDAY, JAN. 7, 2016

6:30 PM

Center for
Community Cooperation
2900 Live Oak Street
Dallas, TX 75204

TUESDAY, JAN. 12, 2016

6:30 PM

Lewisville City Hall
151 W. Church Street
Lewisville, TX 75057

WEDNESDAY, JAN. 13, 2016

2:30 PM

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

For anyone wanting to ride transit to the Jan. 13 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-serve basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Jahnae Stout at least 72 hours prior to the meeting at 817-608-2335 or jstout@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options Jan. 13

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

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

FACTSheet

November 2015

North Central Texas Council of Governments

Regional Transportation Council

NCTCOG.org/airchecktexas

Quick Take

What:

The AirCheckTexas Drive a Clean Machine Program is designed to help vehicle owners comply with emissions standards by offering financial incentives to repair or replace vehicles. The program allows local residents to contribute to the regional air quality solution.

Significance:

To help the region meet federal ozone standards, NCTCOG administers many programs intended to improve air quality. AirCheckTexas is one that has yielded tangible results for the environment and motorists' wallets. In North Texas, the program has contributed to the repair of more than 30,000 vehicles and replacement of 30,000 more.

How to Apply:

Send application and income documentation by fax, 817-608-2315, or mail.

Mailing address:
AirCheckTexas Program
P.O. Box 5888
Arlington, TX 76005-5888

For more information, visit:
NCTCOG.org/airchecktexas
 or call 1-800-898-9103

AirCheckTexas Replacement Program Bolstered

The 84th Texas Legislature restored full funding for the AirCheckTexas Drive a Clean Machine Program. It is anticipated that with full funding, the replacement component of the program, like repairs will be available year round. Funds are available to replace approximately 6,500 vehicles this fiscal year.

Qualifying for Repair and Replacement Assistance

If your vehicle meets the following requirements and your household income conforms to program guidelines, you may be eligible for a voucher of up to \$600 toward emissions repairs or \$3,500 toward a newer, cleaner-burning vehicle.

- Failed an emissions inspection in the past 30 days of application date
- Currently registered in the applicant's name and for 12 of the past 15 months in one of the nine participating counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall and Tarrant)
- Passed safety portion of the state inspection
- Drivable and gasoline powered

Note: Vehicles that are at least 10 years old and passed the safety and emissions tests in the past 15 months or vehicles that are less than 10 years old and failed the emissions test may also be eligible for replacement assistance.

Vehicle and income requirements must be met at the time of application. Qualifying applicants will receive a voucher and a list of participating repair facilities or dealerships. Vouchers are not retroactive and may not be used for repairs or vehicle purchases made before program approval.

2015 Annual Income Guidelines*

| Household size | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|----------------|----------|----------|----------|----------|----------|----------|-----------|-----------|
| Income | \$35,110 | \$47,790 | \$60,270 | \$72,750 | \$85,230 | \$97,710 | \$110,190 | \$122,670 |

* Household must be at or below income guidelines to qualify.



North Central Texas Council of Governments

Email: transinfo@nctcog.org
 NCTCOG.org/trans
 Facebook.com/nctcogtrans

Twitter.com/nctcogtrans
 YouTube.com/nctcogtrans

Instagram.com nctcogtrans
 imeo .com nctcogtrans

Toma Rápida

Que:

El programa AirCheck Texas Drive a Clean Machine fue diseñado para ayudar a dueños de vehículos cumplir con los estándares de emisiones ofreciendo incentivos financieros para reparar o reemplazar vehículos. El programa permite a residentes locales que contribuían a la solución de la calidad de aire ambiental en la región.

Significado:

Para ayudar a la región cumplir con los estándares federales del ozono, NCTCOG administra muchos programas destinados a mejorar el aire ambiental. AirCheck Texas es uno de los programas que ha dado resultados tangibles para el ambiente y a las billeteras de motoristas. En el norte de Texas el programa ha contribuido en reparar a más de 30,000 vehículos y en reemplazos más de 30,000.

Como aplicar:

Mande su solicitud y comprobante de ingreso por fax 817-608-2315, o por correo.

Correo de correspondencia:
AirCheckTexas Program
P.O. Box 5888
Arlington, TX 76005-5888

Para más información, visite NCTCOG.org/airchecktexas o llame al 1-800-898-9103.

El Programa de Reemplazo AirCheck Texas Reforzó

La legislatura de Texas 84ª ha restaurado fondos por completo para el programa AirCheck Texas Drive a Clean Machine. Se ha anticipado con la restauración de fondos completos el componente de reemplazo del programa, como la de reparación estará disponible todo el año. Habrá fondos disponibles para el reemplazo de aproximadamente 6,500 vehículos.

Calificando para la Asistencia de Reparación o Reemplazo

Si su vehículo cumple los siguientes requerimientos y el ingreso del hogar cumple las guías del programa, puede ser elegible para un vale de hasta \$600 hacia la reparación de emisiones o \$3,500 hacia un vehículo más nuevo y de combustión más limpia.

- No haber pasado inspección debido a emisiones en los últimos 30 días de haber aplicado
- Actualmente registrado en el nombre del solicitante y en uno de los condados participantes por los últimos 12 meses de los 15 meses (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, y Tarrant)
- Pasado la porción de seguridad de la inspección estatal
- Ser manejable y operado por gasolina

Notar: Vehículos que son por lo menos 10 años y han pasado la prueba de seguridad y emisiones en los últimos 15 meses o menos de 10 años y no haber pasado la prueba de emisiones también pueden ser elegibles para la asistencia de reemplazo.

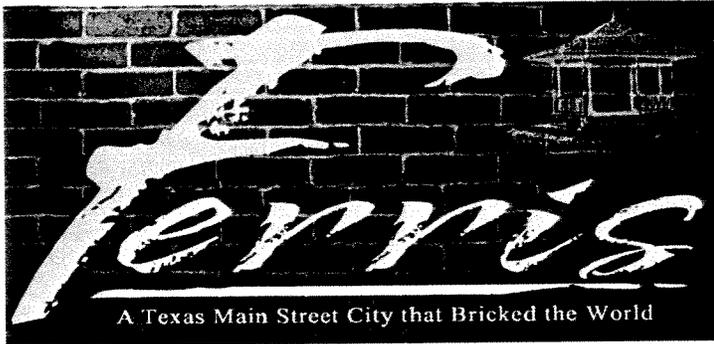
Los requerimientos de ingreso y vehículo debe ser cumplidos al tiempo se someter su solicitud. Toda persona que califique recibirá un vale y una lista de talleres o agencia de automóviles cuales participan y han sido aprobadas para el programa. Los vales no son retroactivos y no se pueden usar para reparos o compra de vehículo hecho antes de haber sido aprobado para el programa.

Guías de Ingreso Anual del 2015*

| Numero de Integrantes | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----------------------|----------|----------|----------|----------|----------|----------|-----------|-----------|
| Ingreso Neto Anual | \$35,110 | \$47,790 | \$60,270 | \$72,750 | \$85,230 | \$97,710 | \$110,190 | \$122,670 |

*Para calificar la vivienda familiar debe de estar a la cantidad o menos de las guías de ingresos.





ORIGINAL

Thursday, December 24, 2015

Michael Morris
 Director of Transportation
 North Central Texas Council
 Of Government
 P.O. Box 5888
 Arlington, Texas 76005-5888

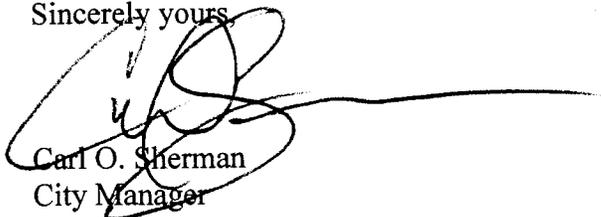
Dear Michael:

Through this message I would like to express my sincere gratitude for your time over lunch to discuss our considerable transportation needs in Ferris along the I-45 corridor. I know you have numerous demands on your schedule and your time is very limited with the overseeing of 16 counties in the State of Texas. Simply put, I value the meaning of your personal interest in seeing, not only the City of Ferris do well, but also expanding the economic impact and capacity of the International Inter-modal.

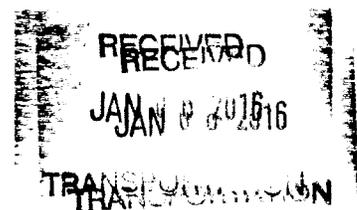
I undoubtedly appreciate the way in which you always represent the Davids in a world of Goliaths, which Ferris is easily characterized as a David. The future for the City of Ferris is bright because of your commitment to our regional economic development strategy. That said, your pledge to trumpet the importance of the reconstruction of the I-45 service road is very crucial to Ferris building a vibrant and sustainable future. We are extremely excited and look forward to hearing from you in the New Year. Moreover, thank you for helping remind TxDOT of this critical need in our region. Should you need to contact me for any reason, I can be reached at (972)544-2110 or by email at carlsherman@ferristexas.gov.

Again, I can't say "Thank You" enough for your genuine support. May you have a Merry Christmas and a Happy New Year!

Sincerely yours,



Carl O. Sherman
 City Manager



Cc: Mayor Micheal Driggars



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

December 30, 2015

The Honorable John Cornyn
United States Senate
517 Hart Senate Office Building
Washington, DC 20510

Dear Senator Cornyn:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your continued leadership on transportation issues in the United States Congress. A membership roster of our organization is enclosed.

The RTC would like to congratulate and thank you for the successful passage of the Fixing America's Surface Transportation (FAST) Act. As you know, the approval of a long-term surface transportation bill was critical for MPOs, state transportation planners and other agencies to plan for future infrastructure projects. The FAST Act now gives the RTC and the North Central Texas Council of Governments (NCTCOG) the certainty to plan and implement transportation improvements throughout North Texas.

Again, thank you for supporting transportation and working together to secure passage of the FAST Act. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

RH:ch
Enclosure

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



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

December 30, 2015

Lt. General Joe Weber, USMC (Ret.)
Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Dear General Weber:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to thank you for your valuable service as Executive Director of the Texas Department of Transportation (TxDOT).

We have enjoyed working with you and advancing the continuing partnership between our agencies. This partnership has certainly proved effective in improving our region's transportation system and contributed to many transportation projects in the DFW area that are now under construction.

As you enter the next phase of your career, we hope that you remain as successful as during your time at TxDOT. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Riley". The signature is written in a cursive style with a large, looped initial "M".

Mark Riley, Chair
Regional Transportation Council
Parker County Judge

RH:ch

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



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

Texas Division

December 18, 2015

300 E. 8th Street, Rm 826
Austin, TX 78701
(Tel) 512-536-5900
(Fax) 512-536-5990
www.fhwa.dot.gov/txdiv

Mr. G.K. Maenius
County Administrator
Tarrant County
100 E. Weatherford
Fort Worth, TX 76196

RECEIVED
DEC 23 2015

ADMINISTRATOR'S
OFFICE

HDA-TX DOT#2015-0196

Dear Mr. Maenius:

This letter is in reference to a complaint currently under investigation by the Federal Highway Administration's (FHWA) Office of Civil Rights, alleging discrimination on the basis of age by Tarrant County (County) in violation of the Age Discrimination Act of 1975 (Age Discrimination Act). Specifically, the investigation focuses on the following allegations:

- The Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), The City of Ft. Worth and/or Tarrant County discriminated against persons on the basis of age when deciding to eliminate toll-free access to FM 1187 via Old Granbury Road and Stewart-Feltz Road in Tarrant County, as part of the Chisholm Trail Parkway project.

The investigation will follow the format recommended by the Department of Justice's *Investigation Procedures Manual for the Investigation and Resolution of Complaints Alleging Violations of Title VI and Other Nondiscrimination Statutes* (the Manual). The Manual offers Respondents an opportunity to provide a position statement in response to the allegations. Along with the documents and/or information requested on the included Request for Information, please send the County's signed position statement in regards to the Complainant's allegations to Mark Arrington, the lead investigator on the complaint. These can be sent via hard copy, or electronically to mark.arrington@dot.gov no later than January 20, 2016.

Please be advised that no one may intimidate, threaten, coerce, or engage in other discriminatory conduct against anyone because he or she has either taken action or participated in an action to secure rights protected by the civil rights requirements that we enforce. Any individual alleging such harassment or intimidation may file a complaint with FHWA. Questions or concerns regarding the investigative process and your rights can be discussed with the investigator.

Sincerely,

for Achille Alonzi
Division Administrator

Enclosure

Request for Information

Below is a list of information and/or documents required by FHWA's Office of Civil Rights from Tarrant County for FHWA's investigation of complaint DOT# 2015-0196. This is an initial request for information, and does not preclude the possibility of future Requests for Information required to conduct the investigation.

Please submit the following information and/or documentation:

- Any section of the approved Final Environmental Impact Statement (FEIS) or re-evaluation for the State Highway 121 (Southwest Parkway) Chisolm Trail document which addressed the closure of Old Granbury Road and Stewart-Feltz Road where they intersect State Highway 121.
- Any section of the approved FEIS, ROD or re-evaluation for the State Highway 121 (Southwest Parkway) Chisolm Trail document which addressed the identification and evaluation of the St. Francis Village retirement community.
- Any documentation outside of the EIS/ROD/re-evaluation concerning the closure of Old Granbury Road and Stewart-Feltz Road where they intersect State Highway 121.
- Any documentation of public involvement/outreach to the St. Francis Village retirement community.
- Any documentation of public meetings conducted with the St. Francis Village retirement community.
 - This should include the meeting minutes, questions and answers and presentations.
 - This should also include the list of attendees and any advertisements for the meetings.
- Any documentation of mitigation to the public in response to the closure of access of Old Granbury Road and Stewart-Feltz Road where they intersect State Highway 121.

Please submit an answer (and documentation if present) for the following questions:

- When was Old Granbury Road and Stewart-Feltz Road constructed?
- When was the decision made to close the access of Old Granbury Road and Stewart-Feltz Road where they intersect State Highway 121?
- How was the decision made and documented to close the access of Old Granbury Road and Stewart-Feltz Road where they intersect State Highway 121?
- Who made the final decision to close these intersections?
- When did the planning for the State Highway 121 (Southwest Parkway) Chisolm Trail begin?
 - At what point in the planning process did the inclusion of the St. Francis Village retirement community occur? (please provide a timeline if necessary)
- What mitigation, if any, was developed and/or implemented for the loss of access experienced by the residents of St. Francis Village stemming from the closure of Old Granbury Road and Stewart-Feltz Road where they intersect State Highway 121?

Request for Information (Continued)

- How was the mitigation for the St. Francis Village retirement community in relation to the road closures developed?
- Was the St. Francis Village retirement community (as a stakeholder) consulted or included in the required public involvement efforts in the development of the mitigation?
 - Did the retirement community support or comment on the proposed mitigation? (provide documentation)



U.S. Department
of Transportation

**Federal Railroad
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

DEC 21 2015

Mark Riley, Chair
Regional Transportation Council
P.O. Box 5888
Arlington, TX 76005-5888

Dear Mr. Riley:

Thank you for your congratulatory letter regarding the Senate confirmation as Administrator of the Federal Railroad Administration. I am honored for this opportunity to serve and appreciate your support.

I look forward to working with you in the near future to continue to improve freight and passenger rail issues in the North Texas region.

Sincerely,

Sarah Feinberg
Administrator

RECEIVED

DEC 29 2015

TRANSPORTATION



NORTH TEXAS TOLLWAY AUTHORITY

5900 West Plano Parkway | Plano, Texas 75093 | (214) 461-2000 | Fax (214) 528-4826 | www.ntta.org

December 18, 2015

Mr. Chris Coffman, CPM
City Manager
City of Granbury
116 W. Bridge St.
Granbury, TX 76048

Dear Mr. Coffman:

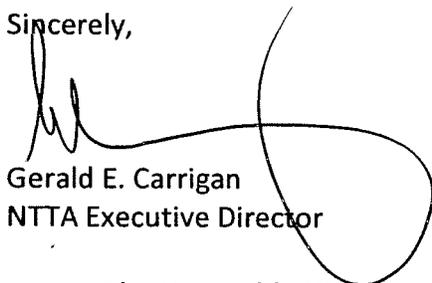
Thank you for your letter of December 7, 2015 regarding the possible expansion of the Chisholm Trail Parkway into Hood County. I have attached past correspondence to the previous City Manager for your use on this subject.

As the Metropolitan Planning Organization in our region, the North Central Texas Council of Governments (NCTCOG) has been working with our local TxDOT staff to study a proposed tollway expansion as requested in July of 2014 by the previous Granbury city manager.

The NCTCOG is currently preparing the Mobility 2040 plan for our region and the proposed tollway expansion into Hood County is included in the Corridors for Future Evaluation section of the draft plan. This information was presented most recently to the Regional Transportation Council last week and will be included in the public meetings scheduled for December and January. Mr. Dan Lamers, Senior Program Manager, at the NCTCOG may be contacted at (817)695-9263 if you have questions regarding the planning process.

Please call me anytime with questions. You may also contact Elizabeth Mow, Assistant Executive Director of Infrastructure, at (214) 224-2157 or emow@ntta.org.

Sincerely,



Gerald E. Carrigan
NTTA Executive Director

cc: The Honorable Nin Hulett, Mayor, City of Granbury
The Honorable Mickey Parson, Mayor Pro Tem and Councilmember, Place 6, City of Granbury
The Honorable Roger Harmon, Johnson County Judge
Mr. Michael Morris, P.E., Director of Transportation, NCTCOG

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DEC 29 2015

TRANSPORTATION



December 21, 2015

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

Dear Mr. Morris,

Since July 2013, the City of McKinney (City) has received transit services under an Inter-local Agreement with the Texoma Paratransit Systems (TAPS), which is currently the Direct Recipient for Section 5307 Urbanized Area Formula program for the McKinney UZA (MUZA). Due to the recent events which have severely impacted the ability of TAPS to provide transit services to the MUZA, the City has begun the process to coordinate with the other MUZA municipalities and entities to discuss the future of transit for our urbanized area. The City is hopeful that the outcome of that process will result in a positive reception to the City's request to be recognized as the Direct Recipient for Section 5307 Urbanized Area Formula funds for the McKinney UZA.

The City is aware of the need to coordinate with its MUZA partners regarding its effort to be recognized as the MUZA Direct Recipient and is actively engaging in discussions Collin County officials as well as the cities of Celina, Lowry Crossing, Princeton, Melissa, and Fairview, and the Town of Prosper. Likewise, we are aware that the preferred sequence of events would allow for the completion of the coordination process prior to submitting a request for concurrence for Direct Recipient status to your office. However, we have heightened concern regarding the impact to our communities should transit be severely curtailed for an indefinite period and believe that time is of the essence. Consequently, we are moving to engage both your office and our community partners simultaneously.

Pending the information the City will provide to NCTCOG regarding these coordination efforts, the City is officially requesting the NCTCOG to recognize the City as the Direct Recipient of Section 5307 Urbanized Area Formula funds for the McKinney UZA starting FY2016. This

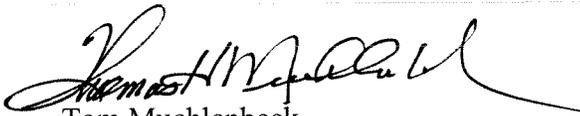
request is currently supported by a resolution passed by the City of McKinney City Council and will subsequently be accompanied by evidence of the coordination process discussed above.

If recognized as the Direct Recipient, the City is prepared to undertake program administration to receive and dispense Federal funds for transit purposes within the MUZA:

- Submit projects to the NCTCOG for inclusion in the Transportation Improvement Program;
- Submit grant applications to FTA; and
- Enter into formal grant agreements with FTA.

The City is looking forward to working with NCTCOG, the Texas Department of Transportation, and other transit stakeholders to develop and deliver a sustainable transit program that will benefit our communities and the region.

Respectfully,



Tom Muehlenbeck
City Manager
City of McKinney

Enclosures:

City of McKinney City Council Resolution

cc:

Eric Gleason, Public Transportation Director, Texas Department of Transportation
Jessie Huddleston, Program Manager, North Central Texas Council of Governments
Judge Keith Self, Collin County
City Manager Jason Little, City of Melissa
City Manager Mike Foreman, City of Celina
Mayor Derek Stephens, City of Lowry Crossing
City Manager Derek Borg, City of Princeton
Town Manager Harlan Jefferson, Town of Prosper
Town Manager Julie Couch, City of Fairview
Mayor & Council, City of McKinney

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DEC 29 2015

TRANSPORTATION

RESOLUTION NO. 2015-11-140 (R)

A RESOLUTION AUTHORIZING THE CITY OF MCKINNEY TO FILE APPLICATIONS WITH THE FEDERAL TRANSIT ADMINISTRATION, AN OPERATING ADMINISTRATION OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION, FOR FEDERAL TRANSPORTATION ASSISTANCE AUTHORIZED BY 49 U.S.C. CHAPTER 53; TITLE 23, UNITED STATES CODE, OR OTHER FEDERAL STATUTES ADMINISTERED BY THE FEDERAL TRANSIT ADMINISTRATION, AND PROVIDING THAT THIS RESOLUTION SHALL BECOME EFFECTIVE FROM AND AFTER ITS PASSAGE AND ADOPTION

WHEREAS, the Federal Transit Administrator has been delegated authority to award federal financial assistance for a transportation project;

WHEREAS, the grant or cooperative agreement for federal financial assistance will impose certain obligations upon the City of McKinney (City), and may require the City to provide the local share of the project cost;

WHEREAS, the City has or will provide all annual certification and assurances to the Federal Transit Administration (FTA);

WHEREAS, the City Attorney has written an opinion of counsel confirming that the City has the requisite legal capability to undertake and comply with FTA guidelines and procedures, and to become a legally qualified FTA grantee.

WHEREAS, the City is the principal municipality of the McKinney Urbanized Area (UZA);

WHEREAS, the City desires to be recognized as a Direct Recipient of Urbanized Area Formula Program assistance authorized by 49 U.S.C. 5307 for the McKinney Urbanized Area (UZA);

WHEREAS, the City will secure the concurrence of the North Central Texas Council of Government and the Texas Department of Transportation that it be recognized as a Direct Recipient Urbanized Area Formula Program assistance;

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

Section 1. That the City Manager is authorized to execute and file an application for federal assistance on behalf of the City of McKinney with the Federal Transit Administration for federal assistance authorized by 49 U.S.C. Chapter 53, Title 23, United States Code, or other federal statutes authorizing a project administered by the Federal Transit Administration.

Section 2. That the City Manager is authorized to execute and file with its applications the annual certifications and assurances and other documents the Federal Transit Administration requires before awarding a federal assistance grant or cooperative agreement.

Section 3. That the City Manager is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of the City of McKinney.

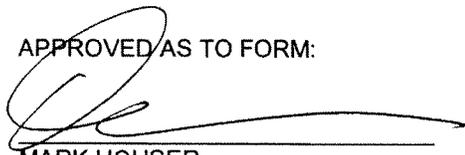
DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF
McKINNEY, TEXAS THIS 20TH DAY OF NOVEMBER, 2015.


BRIAN LOUGHMILLER
Mayor

ATTEST:


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

APPROVED AS TO FORM:


MARK HOUSER
City Attorney

SENIOR DEMOCRATIC WHIP

COMMITTEE ON SCIENCE, SPACE
AND TECHNOLOGY
RANKING MEMBER

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
SUBCOMMITTEE ON WATER
RESOURCES & ENVIRONMENT
SUBCOMMITTEE ON AVIATION
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

CONGRESSIONAL BLACK CAUCUS
CHAIR, 107TH CONGRESS

December 3, 2015

Judge Mark Riley
PO Box 5888
Arlington, Texas 76005

Dear Judge Riley:

Thank you for your recent correspondence to my office in which you express your support for passing long-term transportation reauthorization legislation. I appreciate having the benefit of your views on this important issue.

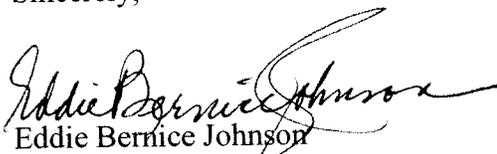
Many of the roads and bridges in this country are in serious disrepair. States and municipalities are unable to address these needs with short-term extensions of surface transportation programs. We need long-term transportation policy that will help repair our crumbling infrastructure and secure our economic future while also creating thousands of good paying jobs.

As you may know, the House and Senate are currently in the final stages of negotiating a 5-year, \$305 billion reauthorization bill. This equates to approximately \$12 billion above baseline funding plus inflation. While it is a marginal improvement in overall funding, merely keeping up with inflation is not sufficient if we are to not only maintain our existing infrastructure but also make new investments in much needed infrastructure projects.

With the current extension set to expire on December 4, it is absolutely critical that we pass a comprehensive, multi-year transportation reauthorization. The House is on track to approve the conference report on the floor this week and I am confident that the Senate will move swiftly to approve the measure as well. As both a conferee to the transportation bill and the senior Texan on the House Transportation and Infrastructure, I have been directly involved with these negotiations to ensure that states, local governments, and transit districts have the long-term certainty around funding the various transportation projects all across the country.

Thank you again for contacting my office. Americans demand more investment in infrastructure and it is the responsibility of this Congress to make that investment. I will continue to advocate for improving our infrastructure and appreciate you sharing your views on this matter.

Sincerely,


Eddie Bernice Johnson
Member of Congress



Eddie Bernice Johnson
Congress of the United States
30th District, Texas

PLEASE RESPOND TO:
 WASHINGTON OFFICE:
2468 RAYBURN BUILDING
WASHINGTON, DC 20515-4330
(202) 225-8885

DALLAS OFFICE:
3102 MAPLE AVENUE
DALLAS, TX 75201
(214) 922-8885

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DEC 09 2015

Executive Director's Office
www.house.gov/edjohnson/
REP.E.B.JOHNSON@MAIL.HOUSE.GOV

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VAN TAYLOR
TEXAS STATE SENATOR
DISTRICT 8

COMMITTEES:
NOMINATIONS, VICE-CHAIR
EDUCATION
HEALTH & HUMAN SERVICES
TRANSPORTATION

Michael Morris
Director of Transportation
North Texas Council of Governments
616 Six Flags Drive P.O. Box 5888
Arlington, TX 0

December 4, 2015

Dear Director Morris,

As you may know, the Collin County legislative delegation recently issued its support of opening high occupancy vehicle (HOV) lanes to single occupancy vehicles on US 75 during peak hours and times of other congestion. So that we are all reviewing the same set of data, we wanted to share with you some of the research regarding traffic and congestion in our region that was used to formulate the bullet points highlighting the need for such a transition.

Alleviating traffic and congestion issues are of great concern to our constituents and economic development for our region. Should you have any question please don't hesitate to contact us any time.

We look forward to working with you to address the transportation and infrastructure needs of our growing region. Together, we are confident that we can provide meaningful solutions for the people we serve and keep our area the very best place to live, work, and raise a family.

Sincerely,

Senator Van Taylor

Representative Jodie Laubenberg

Representative Jeff Leach

Representative Scott Sanford

Representative Scott Turner

Representative Matt Shaheen

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CAPITOL OFFICE:
ROOM E1.708
P.O. BOX 12068
AUSTIN, TEXAS 78711
(512) 463-0108 • FAX: (512) 463-7579

DISTRICT OFFICE:
6301 PRESTON ROAD
SUITE 700
PLANO, TEXAS 75024
(972) 398-9416 • FAX: (972) 398-9419

DEC 11 2015

Enclosures:

- *Footnoted joint press release from the Collin County Legislative Delegation supporting opening the HOV lane on US 75 to SOV to reduce congestion*
- *U.S. 75 heat maps showing directional traffic patterns*
- *Texas Department of Transportation Top 100 Most Congested Roadways in Texas*
- *Texas Department of Transportation US 75 Corridor Study from I-635 to SH 121 (SRT) presented to the McKinney City Council on June 15, 2015*

A version of this letter was sent to Mayors and City Council Members in Allen, McKinney, Plano, and Richardson, the Collin and Dallas Commissioners Court, the Texas Department of Transportation, and the North Texas Council of Governments (NTCOG).



Texas Department of Transportation

125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

December 9, 2015

Michael Morris
NCTCOG
616 Six Flags Drive, PO Box 5888
Arlington, TX 76005

Dear Mr. Morris:

Interstate Highway 30 (I-30) provides an important east-west connection for travel and trade in Texas. As the interstate system continues to age and the demands on the system continue to grow, assessing its current state becomes a necessity when planning to meet its future capacity and safety needs.

As such, a Working Group has been convened with Titus County Judge Brian Lee as its chair that will help guide and provide input on an analysis of the corridor from Farm-to-Market Road (FM) 2642 at the Hunt County Line to the Texas-Arkansas State Line. The I-30 Working Group will be supported in this effort by the Texas Department of Transportation (TxDOT) staff.

The group will consider the future of this route as well as study county needs through locally focused input and recommendations. The Working Group will also provide a valuable avenue to obtain feedback from stakeholders on local planning; opportunities for short, intermediate and long term improvements; recommendations for addressing freight and multimodal solutions; input on the use of innovative funding and project development strategies; and recommendations on priorities and next steps for TxDOT and our local partners to consider in advancing projects for I-30.

The initial I-30 Texas Working Group members have been identified to include all counties, important stakeholders and cities along the route (list enclosed), and the present invitation to be a part of this effort has been extended to you or your delegate.

TxDOT staff will be contacting you soon to coordinate details for the first Working Group meeting. I hope you can join us. For more information please contact me at (512) 486-5154 or Roger.Beall@txdot.gov for questions or any further assistance.

Thank you for participating in this cooperative effort as we move forward to address our infrastructure challenges.

Sincerely,

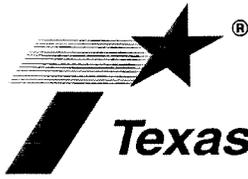
Roger A. Beall, P.E.
Corridor Planning Branch Manager

Enclosure



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I-30 Working Group Member List

| Name | Entity |
|--------------------------------------|--|
| Colonel Brandon Grubbs, Commander | Red River Army Depot |
| Judge John Horn | Hunt County |
| Judge Scott Lee | Franklin County |
| Judge James Carlow | Bowie County |
| Judge Lynda Munkres | Morris County |
| Judge Robert Newsom | Hopkins County |
| Judge Brian Lee | Titus County |
| Judge Clay Jenkins | Dallas County |
| Judge David Sweet | Rockwall County |
| David Dreiling, Mayor | City of Greenville |
| Bob Bruggeman, Mayor | City of Texarkana |
| Kayla Price, Mayor | City of Sulphur Springs |
| Paul Meriwether, Mayor | City of Mt. Pleasant |
| Margaret Sears, Mayor | City of Mt. Vernon |
| Roger Burtchell | Texarkana MPO |
| Michael Morris | NCTCOG (DFW MPO) |
| Chris Brown | Ark-Tex COG/North East Texas RPO |
| E. Delbert Horton, Chair | Sulphur River Regional Mobility Authority |
| Linda Ryan Thomas, Chair | North East Texas Regional Mobility Authority |
| Troy Sellers | Luminant (Mining Engineering section) |
| Scott Norton, Executive Director/CEO | TexAmericas Center |

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December 7, 2015

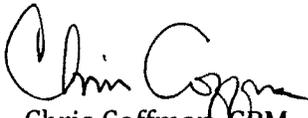
Mr. Michael Morris
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

Dear Mr. Morris,

I am writing on behalf of the citizens of Granbury and their City Council. They have expressed an interest in a possible expansion of the Chisholm Trail. The suggestion is to create a Y at the existing toll road and FM 1187. One leg would be the new "Comanche Peak Trail" extension which would veer west. At Cresson the new Comanche Peak Trail would continue down Highway 377 to Granbury. The Comanche Peak Trail would insure Granbury and Hood County's improved access to all of the Fort Worth, Dallas area.

It has been some time since the previous City Manager contacted you regarding this matter. However, I am not informed of any communication back to the City pertaining to the "Comanche Peak Trail" as proposed to you. If possible, could I meet with you to discuss this idea to allow me the opportunity to begin moving this proposal forward?

Warmest regards,

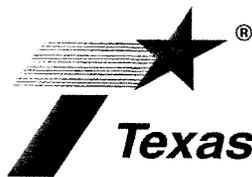

Chris Coffman, CPM
City Manager

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CC: Nin Hulett, Mayor
Mickey Parson, Mayor Pro Tem and Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge

TRANSPORTATION



Texas Department of Transportation

4777 EAST HIGHWAY 80 | MESQUITE, TEXAS 75150-6643 | (214) 320-6100 | WWW.TXDOT.GOV

December 7, 2015

Mr. A.C. Gonzalez
City Manager
City of Dallas
1500 Marilla
Dallas, TX 75201

Reference: Southern Gateway Project

Mr. Gonzalez:

This letter is in response to Tanya Brooks' letter dated May 7, 2015. The letter requested that the Texas Department of Transportation (TxDOT) consider and evaluate the feasibility of several items along the Southern Gateway Project. Below are the items requested to be considered and evaluated, along with responses in italics.

1. The current location of the Managed Lanes prohibit direct access to the southern sector of Dallas, we request that it be shifted to allow access to and from Camp Wisdom Road.

The access locations to and from the Managed Lanes along I-35E and US 67 have been shifted north to allow sufficient weaving movements to the exit ramps and from the entrance ramps to Camp Wisdom.

2. The City of Dallas proposes that no homes are taken for this project. Instead design a scheme similar to that of US-75 with depressed lanes and cantilevered service roads be implemented to gain the desired capacity.

Our design team has spent the last several months revising the geometry of the project to minimize the right-of-way needed and achieve current design standards. The topography of the project area is vastly different than that of the referenced US 75 location; therefore, the feasibility of depressing the mainlanes and cantilevering the services roads is very limited. With the recent geometric revisions, the anticipated residential and business displacements have been reduced significantly. The schematic shown to the public in May showed a total of 43 business and residential displacements. The latest geometric revisions currently anticipate less than 15 displacements. Our design team will sit down with your staff to discuss the anticipated displacements.

3. With an US-75 solution, special attention should be given to the design of vertical walls to mitigate noise.

A noise analysis will be completed based on the schematic of the project and noise walls will be built where required as a result of the noise analysis.

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4. Where TxDOT open space is planned to remain, opportunities should be explored to add trees and other landscape enhancements to buffer the highway from adjacent neighborhood.

As a result of the request to limit the right-of-way impacts, the amount of open space anticipated is minimal. TxDOT will work with the City to help identify any remaining opportunities for landscaping, but funding will need to be identified for such enhancements. In addition, the City of Dallas will be required to enter into an agreement with TxDOT to maintain any enhancements.

5. Reevaluate the impact of eliminating access to the streets adjacent to IH-35E (Page, Brooklyn and Pembroke) so that delivery trucks can access the Dallas Zoo.

Our design team has discussed and coordinated with your staff and the Dallas Zoo in regards to access around the Zang curve. As a result, the previously planned fly-over to Zang Boulevard has been eliminated and access to Page from Beckley has been restored, and access will be provided to Page from the new service road at this location. Unfortunately, due to differences in elevations and limited sight distance, access to Brooklyn is not feasible. Our design team will continue to work with the City and the Dallas Zoo to ensure that the delivery trucks can be accommodated.

6. All existing and proposed connections across or below the project should be enhanced to provide safer pedestrian experience to include some or all of the following components:

- a. Wider sidewalks
- b. Landscaped buffers between traffic lanes and pedestrian throughway
- c. Shorter crossing distances and intersections
- d. Enhanced crosswalks
- e. Lighting

Our design team has increased the width of bridges and underpasses to provide room to accommodate sidewalks and potential bicycle accommodations. These improvements should complement the City's current thoroughfare plan. As discussed in the response to item 4, as a result of reducing the right-of-way impacts, there are limited opportunities to provide landscaped buffers, but TxDOT will work with the City to identify any remaining areas and determine how the enhancements will be funded and maintained.

7. Look at the Marsalis Avenue and 8th Street bridges as opportunities to connect communities to each other and to the Dallas Zoo in a more meaningful way. Explore possibilities to deck a portion of IH-35E to create that connectivity.

Our design team has looked at this area and has determined that decking over the mainlanes of IH-35E is feasible for a length of approximately 500 feet just north of Ewing Avenue. Our design team can work with your team to clarify where the deck is feasible and what the limitations are at other locations. TxDOT is supportive of the potential of decking over IH-35E, but at this time, funding has not been identified. As with Klyde Warren Park, TxDOT would expect the City to identify the funding for the construction of the decking over IH-35E, as well as require the City to maintain such an enhancement. TxDOT will need the City's direction and commitment on the construction funding, maintenance and operation of a potential deck park in the coming months in order to deliver the project on schedule.

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8. Create meaningful and context sensitive gateway opportunities and markers for neighboring communities and attractions such as The Dallas Zoo and Wynnewood Shopping center and neighborhood.

As part of the project, the project team will create an aesthetic package for the corridor. The aesthetic package will identify retaining wall treatments and bridge structural treatments that can be accomplished within the project budget. Similar to the Horseshoe Project, TxDOT will work with the City on this aesthetic package for the project.

My staff will meet with you in the coming weeks to walk through the current design schematic and the improvements that have been made prior to holding public meetings early next year. We appreciate your partnership with TxDOT during this project, and look forward to continuing to work with you and your team to advance this project on schedule.

Sincerely,



James K. Selman, P.E.
Dallas District Engineer

cc: Jill A. Jordan, P.E., Assistant City Manager, City of Dallas
Theresa O'Donnell, Chief Planning Director, City of Dallas
Rick Galceran, P.E., Director Public Works Department, City of Dallas
Tim Starr, P.E., Assistant Director, City of Dallas
Tanya Brooks, Interim Assistant Director, City of Dallas
Michael Morris, P.E., Director of Transportation, NCTCOG
Sandy Wesch, P.E., Project Engineer, NCTCOG

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May 7, 2015

Mr. Kelly Selman, P.E.
Dallas District Engineer
4777 East Highway 80
Mesquite, Texas 75150-6643

Re: Southern Gateway Project

Dear Mr. Selman:

The City of Dallas has critical preliminary thoughts concerning the Southern Gateway Project. The City's three major concerns regarding the Southern Gateway Project (SGP) are: (1) The SGP does not provide direct access to the southern sector of the City where there are huge opportunities for economic development, instead the project allows cars through to the adjacent southern cities; (2) The SGP proposal to eliminate access to streets that currently provide truck and delivery access to the Dallas Zoo; and (3) The SGP should be built in the least disruptive manner to the adjacent neighborhoods by minimizing noise levels and incorporate urban design elements.

We are requesting that Texas Department of Transportation consider and evaluate the feasibility of the following items during the design phase and begin to incorporate them into the project.

1. The current location of the Managed Lanes prohibit direct access to the southern sector of Dallas, we request that it be shifted to allow access to and from Camp Wisdom Road.
2. The City of Dallas proposes that no homes are taken for this project. Instead design a scheme similar to that of US-75 with depressed lanes and cantilevered service roads be implemented to gain the desired capacity.
3. With an US-75 solution, special attention should be given to the design of vertical walls to mitigate noise.
4. Where TxDOT open space is planned to remain, opportunities should be explored to add trees and other landscape enhancements to buffer the highway from adjacent neighborhood.
5. Reevaluate the impact of eliminating access to the streets adjacent to IH-35E (Page, Brooklyn and Pembroke) so that delivery trucks can access the Dallas Zoo.



6. All existing and proposed connections across or below the Project should be enhanced to provide a safer pedestrian experience to include some or all of the following components:
 - a. Wider sidewalks
 - b. Landscaped buffers between traffic lanes and pedestrian throughway
 - c. Shorter crossing distances at intersections
 - d. Enhanced crosswalks
 - e. Lighting
7. Look at the Marsalis Avenue and 8th Street bridges as opportunities to connect communities to each other and to the Dallas Zoo in a more meaningful way. Explore possibilities to deck a portion of IH-35E to create that connectivity.
8. Create meaningful and context sensitive gateway opportunities and markers for neighboring communities and attractions such as The Dallas Zoo and Wynnewood Shopping center and neighborhood.

Thank you for your consideration and if you have specific questions, please contact me at (214) 670-4038.

Sincerely,

A handwritten signature in cursive script that reads 'Tanya Brooks'.

Tanya Brooks
Interim Assistant Director
Planning and Neighborhood Vitality Department

cc: Theresa O'Donnell, Chief Planning Director, Planning and Neighborhood Vitality
Rick Galceran, Director, Public Works Department



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

November 30, 2015

Mr. Mark Riley
Chair
Regional Transportation Council
616 Six Flags Drive
P.O. Box 5888
Arlington, TX 76005-5888

SUBJECT: *Dallas Area Rapid Transit (DART) Interagency Coordination Meeting for the Dallas Central Business District (CBD) Second Light Rail Alignment Project (D2) – Dallas, Texas*

Dear Mark,

Dallas Area Rapid Transit (DART), in cooperation with the Federal Transit Administration (FTA), has recently initiated Project Development (PD) efforts for the D2 project, which includes preparation of a Supplemental Draft Environmental Impact Statement (SDEIS). The 2.4 mile project includes up to five new rail stations, and extends from the existing Victory Station to the existing Deep Ellum Station (see project map at www.DART.org/D2). The proposed project would establish an additional light rail transit (LRT) line through downtown Dallas to increase core capacity, reduce crowding, increase schedule reliability, provide operational flexibility when incidents occur and improve access to currently unserved downtown markets.

DART launched the D2 Study in 2007 to identify and evaluate a range of transit improvements in the CBD. The D2 Study was done in two phases. Phase One of the study included an alternatives analysis (AA) and concluded with a Draft EIS in May 2010. Phase Two of the study built on the original effort in response to comments received from the public on the AA/DEIS and addressed changed conditions in downtown Dallas. These changed conditions included the new Dallas Streetcar (Union Station to Oak Cliff line) and planned extensions, the Downtown Dallas 360 Plan, and proposed High Speed Rail from Houston to downtown Dallas. Comments on the AA/DEIS and the changed conditions led to new D2 Alternatives as well as refinements to those considered in the AA/DEIS. In February 2013, DART held public meetings to present the alternatives and refinements, and in June of 2015, DART held additional public meetings to present the preliminary evaluation results which supported the selection of a preferred alternative. Phase Two concluded in September 2015 with the approval of the Locally Preferred Alternative (LPA) by the DART Board of Directors. The LPA is Alternative B4: Lamar/Young/Jackson Street (see attached). DART is considering three design options on the eastern end of the LPA in response to comments from the public. Consideration of these options will be included in the SDEIS.

DART invites you or your representative to join us for an interagency coordination meeting, scheduled for **December 16, 2015 from 11:00 am to 1:00 pm** at DART Headquarters (1401 Pacific

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Ave. Dallas, TX 75202). At this meeting, we will review the project, including the three design options, in more detail and provide an opportunity for open discussion. Your agency is being asked to reinitiate coordination with DART during the Project Development phase as the SDEIS will update the original DEIS and examine a variety of potential impacts under the National Environmental Policy Act (NEPA) including those potentially under your agency's responsibility.

Please note that if you cannot attend the meeting, additional information will be forthcoming during the development of the SDEIS. You may also submit any comments in writing to the attention of Ernie Martinez, 1401 Pacific Avenue, Dallas, TX 75202 or at D2@DART.org. If you have questions regarding this invitation, please contact me at 214/749-3201.

Sincerely,

A handwritten signature in black ink, appearing to read "Ernie G. Martinez". The signature is fluid and cursive, with a large loop at the end of the last name.

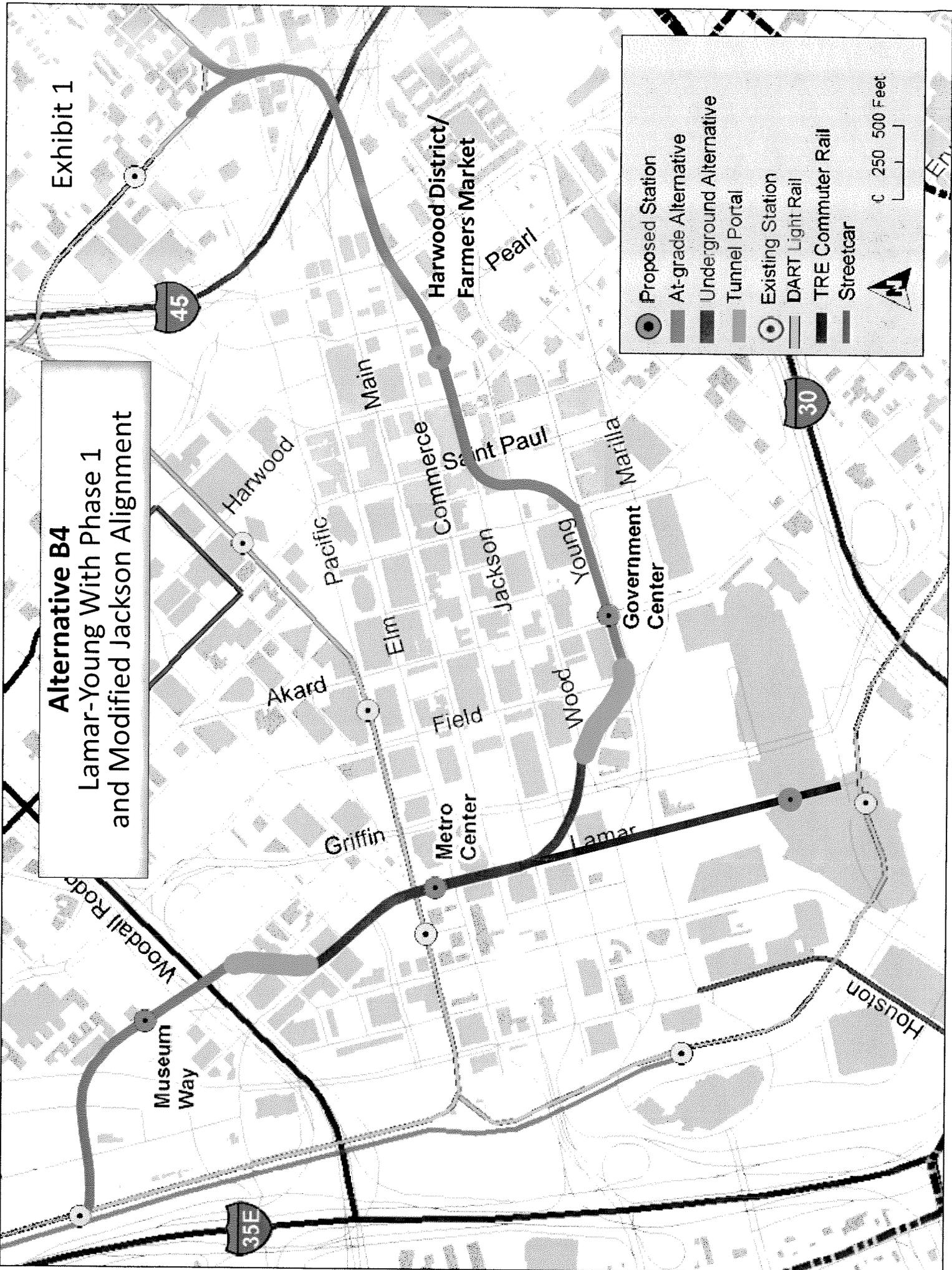
Ernie G. Martinez
D2 Project Manager

Attachment

C: Ronisha Hodge, FTA Region VI
Stephen L. Salin, AICP, DART
Chad Edwards, DART
Michael Miles, DART
Chris Walters, DART

Exhibit 1

Alternative B4
Lamar-Young With Phase 1
and Modified Jackson Alignment



Proposed Station
●

At-grade Alternative
—

Underground Alternative
—

Tunnel Portal
—

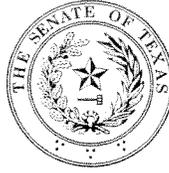
Existing Station
●

DART Light Rail
—

TRE Commuter Rail
—

Streetcar
—

0 250 500 Feet



ORIGINAL

DON HUFFINES
STATE SENATOR • DISTRICT 16

November 17, 2015

Michael Morris
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76005

Dear Michael,

Thank you for taking the time to talk with me last week regarding the Skillman Bridge Overpass on I-635. Per our discussion, would you please confirm in writing the following specifics:

- When will construction begin?
- What is the projected total cost?
- What is the projected completion date?

I appreciate the work you do for the citizens of Senate District 16, and I look forward to continued partnership with you on this project.

Thank you,

A handwritten signature in black ink that reads "Don Huffines".

Don Huffines
State Senator

RECEIVED

NOV 20 2015

TRANSPORTATION

TAPS faces funding losses in 2016

1/5/2016

By Michael Hutchins

Herald Democrat

As TAPS Public Transit works to pull itself out of its current financial crisis, including more than \$4 million in debt, officials with the agency said its funding may be cut more than 50 percent compared the 2015 budget.

Officials said in early December, the agency could receive about \$6.7 million in funding for transit services in 2016. This is down from \$16.9 million in 2015.

The loss of funding comes after the loss of the contracts with state agencies, including the Health and Human Services Commission, Admin Director Leah Campbell said on Dec. 7. This number is not final, she said, and is solely based on programs from 2015 that TAPS officials know will not be providing reimbursements or financing in 2016.

Among the funding sources that will not be available to TAPS in the next year is a contract with the HHSC for nonemergency medical transportation for Medicare-eligible patients. On Nov. 12, the HHSC terminated the \$5.2 million contract with TAPS after concerns were raised about the financial solvency of the organization and an ongoing investigation into financial mismanagement.

In addition to the \$5.2 million lost from the HHSC contract, an additional \$311,000 in matching local funds will likely be lost.

Other lost funding sources relate to the elimination of service in the city of McKinney. In November both McKinney and Frisco terminated their contracts with TAPS due to a lack of service after TAPS canceled fixed route services on Nov. 13.

With the loss of McKinney, TAPS will be unable to access the \$1.8 million in funding for the city provided by the Federal Transit Administration. This is in addition to the \$1.1 million in local income needed to match for the FTA funding. An additional \$470,000 is provided by the Texas Department of Transportation and the state for the city of McKinney.

TAPS will also lose access to \$719,000 in federal and local funds related to a job-access route in Decatur, which was terminated in October.

Other funding losses include nearly \$1.9 million from TxDOT related to the construction of a new TAPS office following the demolition of the agency's offices in April. On Monday, Campbell said the agency has canceled plans for the new facility.

For the agency to receive full funding from state and federal sources, Campbell said it will need to raise nearly \$650,000 in local funds. She added that the funding totals and what each city must contribute will be finalized as the agency implements its recovery plan. Campbell said the agency currently does not have a timeline for the completion and implementation of the plan.

"As we work through the recovery plan and work with the cities and figure out what services are best for your area ... the conversation about that match will come up and we will have a dollar amount that corresponds with that service level," Campbell said in December.

Campbell said TAPS' expenses in 2016 would likely fall well below the \$6.7 million available in funding and recommended the agency spend closer to \$4 million to allow it to pay off some of its debt.

In the Dec. 7 meeting, Senior Data Analyst Troy Frazer said the agency currently spends nearly \$11,000 each day on operating expenses. Using this as a baseline, TAPS interim CEO Tim Patton said the agency should be able to maintain its current level of service and stay within its budget.

In other matters, Patton said the agency paid its back payroll from Dec. 18 on Monday. The agency still owes payroll for two groups of employees for who missed payroll last week. Patton said the agency still has outstanding payroll that is owed to former TAPS Access employees, dating back to Nov. 13.

The TAPS board of directors will discuss continued service and changes to operations when it meets at 2 p.m. Wednesday at 3400 Texoma Pkwy. In a closed, executive session the board will also consult with TAPS' attorney regarding contemplated litigation and discuss "the appointment, employment evaluation, reassignment of duties, discipline or dismissal of or hear a complaint against a public officer or employee."

The Conservative Case for Solar Subsidies

By BEN HO

JAN. 5, 2016

TO many skeptics, particularly on the right, the spectacular failure of the solar-panel manufacturer Solyndra in 2011, after receiving a \$535 million loan guarantee from the Department of Energy, demonstrated the industry's shaky future and the danger of government efforts to subsidize it to success.

Fast forward to today. Solar energy prices have continued to fall rapidly, twice as many Americans work in the solar industry as in coal mining, and last year one-third of new electricity generation came from [solar power](#).

Solar, long viewed through the lens of crony capitalism, has shown the ability to inject real market competition in energy distribution, one of the last monopolies in the energy sector, while improving the efficiency of the grid and putting more dollars in the pockets of middle-class Americans. Conservatives, in other words, need to take another look at solar.

The case for solar isn't limited to prices and jobs. Consumers want choice. Unfortunately, in most markets around the country, electricity is still one of the few areas where we have virtually no choice over our supplier. Imagine you want to buy a G.M. car, but you were told you can buy only a Toyota. You'd be outraged — yet this is how almost all Americans are forced to procure their electricity.

Solar also solves an efficiency challenge. Right now, demand peaks during the daytime, far exceeding the supply of baseload power. To meet demand, we have invested in a great deal of spare capacity. Most of this capacity comes from coal and [natural gas](#) plants that run only for a fraction of the day. According to the [Energy Information Administration](#), outside of peak hours, most natural gas-fired power plants in America used only 5 percent of their total capacity in 2012.

Again, to borrow an automotive analogy, you wouldn't buy a new car just for those few days you had extra errands. Instead, you'd call an Uber or rent a Zipcar. That's the same role rooftop solar panels can play for our energy challenges — instead of building another huge plant for a few peak hours, we can build just as much solar capacity as we need.

Critics of solar have often said that it produces only “when the sun is shining,” and that is true. Fortunately, we need energy most during the daytime — making rooftop solar a smart choice for consumers while adding energy to the grid when we need it most.

And while challenges of storage and metering policies remain, both technology and regulatory models have made significant strides. States like California are considering metering policies that incentivize solar consumers to reduce their demand at peak hours and enable them to sell

energy back into the grid when the grid needs it most. Technologies like Google's Nest "smart" thermostat and Tesla's home battery are making it easier for consumers to monitor their energy consumption and better store renewable energy when the sun isn't shining.

Of course, conservatives will respond that their core objection remains: Solar functions only because of government subsidies. But there are a couple of issues to consider.

For one thing, not all subsidies are created equal, and the government actually has a good track record in promoting new energy technologies. New developments often face two market gaps that can potentially delay or even kill them: the "technological valley of death," in which promising advances hit a technical brick wall, and the "commercialization valley of death," in which an effective technology can't get to market. Government research labs and subsidies have supported a number of forms of energy — from [nuclear energy](#), to hydraulic fracturing, to photovoltaic solar — through these troughs.

And there's nothing unique about the government's support for solar. According to the [Congressional Research Service](#), total government support for the [oil](#) and gas sector over the years dwarfs the amount of support for the solar industry.

Furthermore, the solar investment tax credit is pretty smart. It's structured so that as solar power becomes more efficient, the effect of the credit on each watt produced becomes smaller. Ideally, we would let markets decide the winners on their own, but so long as government is intervening in markets, it should do so in an evenhanded way. Similarly, any government support for the solar industry should be impartial, rather than having government bureaucracy pick and choose favored companies as it does through its loan guarantee program. The solar investment tax credit comes close to that ideal.

And there's nothing in free-market economic theory that precludes government support. Markets tend to underproduce what economists call positive externalities — that is, the broad social benefits, like a cleaner environment, that aren't captured on a company's balance sheet.

Solar panels, and the companies that make them, are replete with such benefits: They eliminate redundant power plants that otherwise lie idle, empower consumer choice and have fewer negative consequences than most other forms of energy. But markets don't always reflect these, which is why it makes sense for subsidies to enter the picture.

The kerfuffle over the Solyndra collapse aside, many conservatives already agree, and have for years. When I was at the Council of Economic Advisers under President George W. Bush, we believed that an across-the-board energy policy was by far the best approach — and that included solar. From both a market and an environmental point of view, supporting the solar industry should make sense, no matter which side of the aisle you come from.

Ben Ho is an economics professor at Vassar and Columbia. He served as the lead energy economist for the White House Council of Economic Advisers from 2006 to 2007.

– *The New York Times*

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

Valerie Wigglesworth Follow @vlwigg Email
vwigglesworth@dallasnews.com

Published: January 6, 2016 5:37 pm

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

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

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

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

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

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

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

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

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

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

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

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

East-west Dallas highway north of Woodall Rodgers weighed

By BRANDON FORMBY bformby@dallasnews.com

Transportation Writer

Published: 05 December 2015 10:27 PM

Updated: 05 December 2015 10:27 PM

The idea of an east-west urban highway north of downtown Dallas has been a topic of discussion in the region's long-range transportation plans for decades.

Neighborhood opposition, especially in East Dallas, has repeatedly prevented the idea from becoming a reality. But complaints about congestion across the region have prevented the concept from going away, and now the North Central Texas Council of Governments' transportation director, Michael Morris, has two potential routes in mind.

One arcs from Interstate 35E near the Medical District and cuts through Oak Lawn and Uptown before connecting to Central Expressway near Fitzhugh Avenue. Unlike previous iterations, this version does not continue into East Dallas, where opposition has been strong.

The other possible path is along Northwest Highway between Webb Chapel and Hillcrest roads. And for that route, Morris has already secured support for further study from Preston Hollow residents and University Park developers.

Morris showed the potential routes last month at a Regional Transportation Council workshop on North Texas' long-term transportation planning document, called Mobility 2040. That document dictates the North Texas projects that receive federal and state funds. The RTC adopts the plan and also provides direction to Morris and other Council of Governments staffers on regional transportation issues.

Morris said the east-west highway won't be part of the 2040 plan adopted next year but is being identified as an area that needs further study.

"This has a long way to go," he said.

Morris said an east-west connector is needed to alleviate traffic on Woodall Rodgers Freeway, recently named the region's worst chokepoint. But he said city streets near Love Field and the Medical District also need relief.

"In the real world, you think they're far apart, but they're amazingly close together," Morris said.

He said neither route would feature an elevated highway. But questions remain about how much of the highway could be at street level, tunneled or just partially covered, like LBJ Freeway's new managed toll lanes.

"We don't know exactly which techniques we would use," Morris said.

Tunneling or cantilevering, the technical term for partially covered highway lanes, can sometimes be cost-prohibitive. But because the southern route Morris identified isn't parallel to an existing corridor and cuts through much development, building it at street level almost certainly would send costs soaring.

And such a project would have to compete for funding against scores of other regional highway projects that are already in the long-term transportation plan. But Morris isn't focusing on money just yet. First, he wants to secure support for one or both routes and work out more details.

"I don't think the hard part is the funding part," he said. "I think the hard part is the consensus part."

Inner loop idea

Morris last year co-wrote an opinion piece in *The Dallas Morning News* in response to a grass-roots movement aimed at tearing down Interstate 345 on the eastern edge of downtown. In the piece, Morris argued that a study should be done on the need for what he called an inner loop connecting I-35E near the Medical District to Interstate 30 near Fair Park.

Former City Council member Angela Hunt took issue with the idea. She feared that the project, to cut costs, would turn from an expensive tunneled highway beneath neighborhoods into an elevated freeway segregating them.

"By the end of the conversation, Morris assured me that I had persuaded him, and that he would drop the idea altogether," Hunt later wrote in a column for the Lakewood/East Dallas Advocate. "I'm not convinced."

Morris said last month that he did indicate to Hunt that he would drop the idea — in East Dallas.

“I said, ‘That’s fine,’ and we went back and continued to work on this concept over by the hospital district,” he said.

Still, Morris said, the idea lingered. Then City Council member Jennifer Staubach Gates asked him to help take a look at the intersection of Northwest Highway and Preston Road in her northern Dallas district.

3 consistent goals

Gates last year put together a task force of Preston Hollow residents and University Park developers to create a new vision for that area after controversies flared around a series of zoning cases and development plans. Neighbors worried that increased density would only add more traffic to the already congested area. As Gates and area landowners and developers began to work on a vision, set to be complete next year, three consistent desires emerged.

“Everybody would like to see less traffic, more green space and better parking,” she said.

Residents also voiced concerns about how Northwest Highway, a six-lane divided road, acts more like a regional thoroughfare and less like a city street. That makes it inhospitable to pedestrians and bicyclists. So the transportation component of her task force’s study became about determining the routes of people who use the Northwest-Preston intersection and exploring ways to make Northwest more like a parkway and less like a major corridor.

At the behest of former Mayor Laura Miller, a task force member, Gates reached out to Morris and his organization.

“They’re known for moving people, but this is a way they could improve transportation and positively impact a community,” she said.

The northern route

That’s when Morris married the task force’s goal with the idea for an east-west highway. The idea for the potential northern route could put through-lanes below street level on part of Northwest Highway. That would then allow for fewer car lanes, wider sidewalks and new bike lanes on the road’s current street-level footprint near its intersection with Preston.

“The whole context is wrong,” Morris said. “It behaves as a regional route, and it’s far from what the Preston Hollow people want.”

At a task force meeting Thursday, Gates said Morris successfully garnered support from members for further studying new options for Northwest Highway.

“He said it would be wise if someone from the task force could say that publicly,” Gates said.

But when it comes to the task force’s support, the key word is study. Gates raised several concerns about the potential side effects of changing Northwest Highway. They included the possibility of adding traffic to other east-west streets or creating chokepoints elsewhere.

“Is it just pushing congestion to other parts of Northwest Highway?” she said.

Kingston’s view

Gates said the group focused on the potential northern route and not the southern path through Oak Lawn and Uptown. The mere idea of that route drew criticism from City Council member Philip Kingston, whose district covers parts of those neighborhoods.

“The places they’re talking about putting it would absolutely come unglued,” Kingston said.

Kingston said the answer is better city streets and public transit, not more in-town highways. He criticized Morris for an approach that he said is outdated and for trying to revive an idea that has never gained major support.

“The last time it came up, he got laughed out of the building,” Kingston said.

Morris said his staff hasn’t delved deeply into traffic impacts of either route. That means it hasn’t explored whether either would achieve the traffic relief he’s seeking or whether both routes should be pursued instead of one over the other.

“Right now I don’t want to eliminate any possibilities,” he said.

Twitter: @brandonformby

Texas' Efforts to Prevent Wrong Way Crashes Capture Attention of Federal Highway Officials

By **Scott Friedman**

First, an NBC 5 investigation into the dangers posed by wrong way drivers caught the attention of state highway officials prompting changes on Texas roads. Now, what's happening here has also caught the attention of the federal highway officials. (Published Monday, Dec. 7, 2015)

First, an NBC 5 investigation into the dangers posed by wrong way drivers caught the attention of state highway officials prompting changes on Texas roads. Now, what's happening here has also caught the attention of the federal highway officials.

Mark Rosekind, the top administrator of the National Highway Traffic Safety Administration, told **NBC 5 Investigates** he wants other states to see the plans Texas has to combat wrong way driving here.

For 11 months, **NBC 5 Investigates** revealed The Texas Department of Transportation did not make safety changes some experts have recommended for at least a decade that are proven to reduce wrong way crashes.

Meanwhile, wrong way crashes continue to plague Texas roads.

Step by step, trails are closer to connecting Fort Worth and Dallas

Most recent stretch of trails opened in September

Irving official says, "I feel like I see the end now"

60-mile stretch could be completed within 10 years

By Nicholas Sakelaris

Special to the Star-Telegram

Piece by piece, trails along the Trinity River are coming together to connect downtown Fort Worth to downtown Dallas, a long-awaited dream of outdoor enthusiasts, cyclists and long-distance runners.

In September, Irving and Grand Prairie celebrated the opening of the Campion Trail/Lone Star Trail connection, a critical piece of the puzzle.

Funding has been secured to fill in many of the remaining gaps along the river in Fort Worth, Arlington, Grand Prairie, Irving and Dallas. Construction on many of those trails is scheduled to start in the next four years.

Other sections, such as River Legacy Parks in Arlington, have been around for a decade or more, but people may not have realized there was a bigger master plan in place.

The roughly 60-mile trail system could be completed in the next decade or even sooner, depending on when funding can be secured.

"I feel like I see the end now," said Casey Tate, director of capital improvements for the city of Irving. "As opposed to 20 years ago it was a pretty pie-in-the-sky attitude with all these pretty drawings."

The initiative really picked up momentum in December 2013, when the mayors of the five cities involved agreed to work together.

"That got everyone on the same page and made this happen," said Kevin Kokes, project manager at the North Central Texas Council of Governments. "That's some serious mileage as we start to close those gaps."

The Trinity Trails network goes from along the river in Fort Worth, Arlington, Grand Prairie, Irving and Dallas. Many of those trails are scheduled to start construction in the next four years.

Cities are tapping state funds, called Transportation Alternative Program grants, to help pay for many of the trails. As the network comes together, the grants are living up to their name as these concrete paths become bicycle highways.

“It opens up the potential for people to use this for more commuting,” Kokes said.

David Creek, Fort Worth’s assistant director of parks and recreation, said the city has been building trails since the 1970s and now has a significant network in place. But the path forward will have challenges. The average trail costs \$1 million a mile to acquire land, design and build. And the cost goes even higher if bridges are needed.

“The easy trails were completed a long time ago,” Creek said. “Now we’re working on the final connections points. You have to work through private property rights, trail easements, state and federal highways, and railroads.”

Fort Worth trails heading east

Fort Worth’s Trinity Trails currently end at Quannah Parker Park, but the city plans to start construction next year on a 1.9-mile extension to Handley Ederville Road. A separate spur will head north to the Richland Hills TRE Station.

The \$2.6 million project will include a low-water crossing over an existing spillway.

Also next year, Fort Worth will start designing the next phase, a 3.1-mile trail from Handley Ederville Road to River Trails Park. The \$2.8 million project is funded. It extends the trail east of Loop 820 but still 3.5 miles short of the existing trails at River Legacy Parks in Arlington.

That final connection to River Legacy Parks will go through the Trinity Lakes mixed-use development, where the route hasn’t yet been defined.

They’re all starting to link together. We started with four miles, which was significant in the 1970s.

David Creek, Fort Worth assistant director of parks and recreation

When completed, Fort Worth’s trail system will go from south of Interstate 20 in Benbrook, through downtown to Arlington, and will continue in far Northeast Fort Worth at Texas 360 at Centreport.

The city’s also looking for trails northwest to Lake Worth and north to AllianceTexas.

“They’re all starting to link together,” Creek said. “We started with four miles, which was significant in the 1970s.”

Extending River Legacy Parks

Arlington’s 7-mile River Legacy Parks trail is one of the largest continuous sections of the trail, nearly stretching from the western city limits to the eastern boundary.

That last half-mile stretch on the east part of the trail to Texas 360 is funded, and construction could start by spring 2017, said De'Onna Garner, park planning manager for the city of Arlington.

The \$870,000 project will include bridges over the tributaries for the Trinity River.

Construction could be completed by 2018.

River Legacy's western terminus is close to the city limits and would probably be built through an interlocal agreement with Fort Worth, Garner said.

Trails to TRE, American Airlines

Fort Worth wants to make it easy for employees at the future American Airlines headquarters to jump on the trail. When the city extends the trail under Texas 360 it will also build a spur going north to the headquarters of the world's largest airline at the intersection of American and Trinity boulevards.

The trail would also connect to the Centerport/DFW Station so people can catch the TRE. Park planners would obviously prefer to go under the tracks rather than have to cross them for safety reasons.

There's a drainage culvert that the trail could use to get under the tracks, Creek said. Officials from the various cities and the North Central Texas Council of Governments will meet to discuss options this month.

Fort Worth expects to start construction by 2018.

Grand Prairie's trail plans

A route between Fort Worth and Grand Prairie is still being ironed out, said Ken Unkart, park planner for the city of Grand Prairie. Grand Prairie would prefer to follow Roy Orr Boulevard north to Trinity Parkway, where Fort Worth would continue the trail.

But that could change depending on what Fort Worth does with its connection to the Centreport Station and where it crosses the railroad tracks, Unkart said.

Grand Prairie's share could cost an estimated \$4.5 million.

The trail would connect to the north end of the Good Link Trail at Mike Lewis Park.

Grand Prairie also has plans to extend the Lone Star Trail west from Beltline Road to the south end of the Good Link Trail. Most of that section will actually be built by Crow Holdings Industrial as part of the Wildlife Commerce Park, Unkart said.

The section along Wildlife Parkway will be built when Dallas County widens and extends the road west to Carrier Parkway. That will include a new bridge over the Trinity River where the trail will go.

This project could be finished by 2018 or 2019.

Irving plans to follow pipeline

Irving plans to fill in the large gap in the Campion Trail and extend it north to Cypress Waters and Coppell.

Campion Trail South now ends at Trinity View Park in Irving. The trail extension will continue north along the Elm Fork of the Trinity River following the Trinity River Authority right-of-way, Tate said.

The project has been delayed because the TRA is putting in a 108-inch diameter pipeline. Work on the pipeline ground to a halt when the Trinity River flooded earlier this year.

“They’ve been shut down literally since April, and they haven’t been able to finish the project,” Tate said. “Our plan is to follow on top of the pipeline. It will already be cleared. We work with the TRA very well. We maintain their corridor, so they like that. Plus, they can go on our trail with their vehicles to check the pipeline.”

It could take another year for TRA to finish the pipeline. At that point, Irving could start construction on the 6-mile trail. The \$12 million project includes two huge bridges over the Trinity River and an elevated boardwalk through a wetlands area.

That project would stop near Wildwood Drive/Tom Braniff Drive.

A future phase would go through L.B. Houston Park, which required permission from the Dallas Offroad Bike Association, and connect with Campion Trail North at California Crossing Park in Las Colinas, Tate said.

Finishing in Dallas

For Dallas, the final piece of the puzzle will be a 4.5-mile section from Sylvan Avenue west to the Irving city limits at Trinity View Park. The \$5.7 million project will follow the West Fork of the Trinity River and will include at least one bridge where it connects to Campion Trail in Irving.

Currently, the project is going through Texas Department of Transportation approval. Design will start in 2016, and construction could begin in 2017 and be completed by early 2018, said Jared White, bicycle transportation manager for the city of Dallas.

Read more here: <http://www.star-telegram.com/news/local/community/fort-worth/article48484995.html#storylink=cpy>

Panel calls for “decking over” railroad yard on west side of Fort Worth’s Butler Place
Fort Worth Star Telegram 12/11/15 By Sandra Baker

FORT WORTH - Experts recommend building a 70-acre deck over the rail yards on the eastern edge of the central business district as the way to redevelop Butler Place, ending the public housing site’s isolation from downtown while creating new land for development.

Michael Lander, president of the Lander Group, a Minneapolis real estate development firm specializing in urban infill projects, who headed the panel of seven professionals, said Friday that the idea is ambitious — and costly — but that Fort Worth could pull it off.

“You gave us a challenging site,” Lander said, but he added: “You’re running out of room. It would be a significant infrastructure investment. It’s happening in more mature places in areas running out of land with very high values.”

Only about 30 downtown blocks are available for redevelopment and that land will likely be gone within five years, Lander said.

He pointed to Klyde Warren Park in Dallas, a 5.2-acre park created by decking over the Woodall Rodgers Freeway, and similar plans to build over the rail lines at the busy Union Station in Washington, D.C., where such a proposal has been used.

The professionals suggested rebranding the redeveloped site as Terrell Hill, the area of the historic I.M. Terrell High School. The Fort Worth school district is renovating the city’s first high school for black students to host its magnet programs.

The panel of urban planners and real estate experts was selected by the Washington-based nonprofit Urban Land Institute, which was asked by the Fort Worth Housing Authority to help determine what should be done with Butler Place as the face of public housing changes in the U.S. and the end nears of locating the poorest of people one location.

The panel toured several Fort Worth areas and interviewed nearly 100 people over the past week. Butler Place, home to about 900 residents, opened in the early 1940s, one of 52 public housing complexes built as part of the Works Progress Administration work-relief program. It is on the east side of downtown, bounded by Interstates 30 and 35W and U.S. 287. While the property has been renovated over the years, the 75-year-old complex needs a major overhaul. The site became isolated over the years as highways were built around it.

Housing Authority President Naomi Byrne said the panel provided a great and grand vision, particularly the idea of decking over the rail line to improve access to Butler Place.

“I don’t think any of us are surprised about the difficulties of redeveloping the Butler site, but what the panel was able to bring was some really creative and innovative ideas,” Byrne said. “It’s definitely something our board and the other partners will need to consider as we move forward with the planning. It’s not a bad idea.”

Andy Taft, president of Downtown Fort Worth Inc., agreed that the panel provided some exciting ideas to follow up on.

“That’s a big vision and the amount of land available for redevelopment is starting to run out,” Taft said. “The idea of creating new land in an innovative way like that makes a lot of sense to explore. There would need to be very serious conversation with the railroads.”

The panel suggested that the housing authority should not sell the 42-acre Butler site, but as part of the redevelopment should repurpose some of the structures into artists’ spaces and museums, and phase in development over several years to maximize land values. The experts did, however, call for demolishing the remainder of the buildings.

Initially, the panel suggests adding as many as 150 residential units on the Butler site, but the entire Terrell Hill development could support up to 2,500 units, as well as some office space, shops and restaurants.

Lander suggested that redeveloping Butler Place and adding the new land could produce \$2 billion in value at today's prices.

"Market conditions are good," Lander said. "It will take long-term planning, patience and persistence. Our panel learned Fort Worth thinks big. We think you're up to it."

The Housing Authority, Downtown Fort Worth Inc. Initiatives, the city and the Fort Worth school district sponsored the Urban Land Institute panel. Downtown Fort Worth Inc. Initiatives is the charitable affiliate of the nonprofit advocacy group Downtown Fort Worth Inc.

Photo - Looking almost like barracks, Butler Place is in the foreground of this west-facing aerial view of Interstate 35W, Interstate 30 and downtown Fort Worth in February 2014. The rail yard is between the interstate and downtown

<http://www.star-telegram.com/news/local/community/fort-worth/article49398980.html>

Bass Picked as New Head of Transportation Agency

- by [Aman Batheja](#)
- Dec. 17, 2015

The Texas Transportation Commission appointed a new executive director for the Texas Department of **Transportation Thursday: James Bass, the agency's longtime chief financial officer.**

Commissioners have been searching for a new executive director for the sprawling agency [since October](#), when current transportation head Joe Weber announced he would step down at the end of the year. The agency received more than 70 applications. Bass was one of eight applicants interviewed, spokeswoman Veronica Beyer said.

Commissioners voted unanimously Thursday to appoint Bass as the new head of TxDOT starting Jan. 1.

Commission Chairman Tryon Lewis said Bass has repeatedly proved himself essential through difficult periods for the agency in the past.

"The commission could depend on his discretion and his judgment and his honor and his honesty in those occasions," Lewis said.

Bass began working at TxDOT in 1985 and has been CFO since 2005. Bass served as the agency's [interim executive director](#) before the commission selected Weber, a Texas A&M University official who was also a former military leader and longtime friend of Gov. [Rick Perry](#).

Bass will be a familiar face to many state lawmakers as a regular at the Capitol for years, often testifying before committees about the agency's finances and, perhaps more often, its financial challenges.

But Bass is taking over the agency **as it's poised to see its funding grow significantly after** voters approved Proposition 7 in the Nov. 3 election. That measure dedicates \$2.5 billion of the general sales tax to the highway fund beginning in 2017 — as well as a portion of future motor vehicle sales taxes beginning in 2019. That, along with other measures by the Legislature over the last three years, is expected to get TxDOT close to the \$5 billion in extra funding it said it needed annually to maintain current traffic levels in such a fast-growing state.

Commissioners also praised Weber's tenure at the agency.

"Over the last two years, you've encapsulated what it means to be a forward-thinking, action-oriented leader for this massive agency we call TxDOT," Commissioner Jeff Moseley told Weber.

Weber is currently paid a salary of \$299,000. Bass' salary in the new position will be \$299,812.44.

Could High-Speed Train Rev Texas Economy?

By **Brian Curtis**

A study paid for by Texas Central Partners, the company that would build the high-speed train planned between Dallas and Houston, estimates an impact of \$36 billion through the year 2040. (Published Thursday, Dec. 17, 2015)

The high-speed train planned between Dallas and Houston could rev the Texas economy. A study paid for by Texas Central Partners, the company that would build the train, estimates an impact of \$36 billion through the year 2040.

Texas Central said the project would mean billions of dollars in construction spending, job creation and taxes paid.

"As a private entity, we're taxable. We're going to bring permanent tax revenue to ISDs (school districts), cities and counties, and at the state level in sales and use tax," said Tim Keith, CEO of Texas Central.

Dallas Mayor Mike Rawlings also sees opportunity.

Opponents Raise Concerns About High-Speed Rail

"It would be a game-changer for the city of Dallas and for the city of Houston and for the state of Texas," Rawlings said.

Rawlings also likes the project because it would fit neatly into his GrowSouth initiative to develop the southern side of Dallas.

Developer Jack Matthews agrees. He envisions offices, hotels, condos and shopping around a new train station.

"You really get to start with something new," said Matthews, who already owns several properties in the Cedars neighborhood and is so confident in the project's potential that he's invested millions of dollars in Texas Central.

High Speed Rail Coming Soon to North Texas

But not everyone is on board. The top elected official in Grimes County, which would have the only station between Dallas and Houston, has serious concerns.

"This train offers, in my opinion, very little benefit to not only Grimes County but to the rest of society in Texas," said Judge Ben Leman.

Leman said property owners near the tracks could suffer huge losses in value. In Grimes County alone, he estimates \$96 million in lost property value.

Other opponents question the optimistic economic projections. Kyle Workman, who is president of Texans Against High-Speed Rail, doesn't believe the recent study.

"What study? Did you get it? No," Workman said.

Texas Central has not released details on how the study's authors arrived at their numbers.

Texas Central has raised more than \$100 million for the project so far. It hopes to start construction on the rail line as soon as 2017 with passenger service in 2022.

Published at 10:13 PM CST on Dec 17, 2015

Residents ask DART why new downtown line isn't a subway



Brandon Formby Follow [@brandonformby](#) Email

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Published: December 17, 2015 3:54 pm

Dallas Area Rapid Transit's plans for a second downtown light-rail alignment this afternoon spurred several questions about a City Hall station, subways vs. street-level trains and why the agency appears to be fast-tracking the project. The agency held the first of two meetings about the project at noon.

Most of the route from Victory Park to Deep Ellum will be on city streets like the current downtown tracks. One half-mile will be about 60 feet underground with a new, submerged Metro Center Station near the existing West End Station. People in the audience questioned why more of the new route isn't planned to be underground. One audience member said that the car accidents and street lights that slow service now will also plague the new line.

"Anyone who lives in a real city would tell you that should be a subway," he said.

DART rail planning vice president Steve Salin said the agency, when first deciding how to provide train service, opted for light-rail trains because they're more affordable than subway lines and don't obstruct public spaces like commuter trains.

"It was within the realm of what could be afforded by the region at the time," Salin said.

The agency also looked at routes that had larger percentages of their paths underground. Salin said going that route would have driven up project costs to a degree that would have made them unaffordable.

Some audience members questioned why DART went with a station on Young Street in front of City Hall instead of running the line along Marilla and putting an underground station at City Hall. Salin acknowledged that existing underground infrastructure was put in place for an eventual transit station at City Hall. He

described it essentially as a shell and said that renovating it to add needed technology would have driven up project costs. He also said that Dallas city officials were clear about where they wanted stations and that running the route behind City Hall would have made it difficult to hit all the points that leaders want the line to connect.

The second public meeting will be at 6:30 p.m. tonight at First Presbyterian Church's Byrd Hall, 1835 Young Street.

Tired of gas pumps? Fort Worth startup may bring the fuel to you

Booster Fuels aims to deliver gas with Uber-style phone app

Business, being incubated in Fort Worth at Alliance, hopes to go national

For customers, no more visits to gas stations

By Gordon Dickson

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FORT WORTH

Charlie Campbell drives a couple of hundred miles per week but has hardly stopped at a gas station in five months.

Instead, the gasoline comes to him.

The senior vice president for finance and administration at Hillwood Properties in far north Fort Worth is a customer of a startup that aims to revolutionize how Americans buy their fuel.

The company is Booster Fuels, and it's financially backed by developer Ross Perot Jr., Microsoft co-founder Paul Allen and others. The company, which is still in its infancy, for now runs a small fleet of fuel trucks that patrols the parking lots of major employers such as Hillwood, Galderma Laboratories and Dyncorp International in the AllianceTexas area.

But its goal is to take the concept national.

The customers — like Campbell, who orders a tank of gas once every week or two — work at major employment centers. When those customers need gas, they use a smartphone app — similar to how Uber users call for a ride — and request that a fuel truck find their car in a parking lot (using global positioning technology that is part of the app) and fill the tank. Usually, in less than an hour the fuel truck arrives in their parking lot and fills them up.

The customers can carry on with their workday, doing whatever they do in cubicles and conference rooms, while a driver trained in hazardous materials fills up their vehicle, checks their tire pressure and sometimes even wipes the windshield.

The service is not available to the entire traveling public but can be made available to anyone whose employer agrees to allow the Booster Fuels trucks to operate in their parking lots. And for people who work jobs where their cars are parked in the same spot for hours at a time — at major design or manufacturing firms, or call centers, for example — the service offers a

potentially stress-free and time-saving service in which their cars are filled up while they're going about their routine.

It is super convenient. He arrived right away and filled it up. There was even a note left by the driver, Winston, that said 'Thanks for your business.' He even cleaned my windows.

Charlie Campbell, Booster Fuels customer

The cost of the gas is not only comparable, but competitive with whatever motorists normally are paying at the pumps. For example, on a recent afternoon, Booster Fuels filled up numerous cars in an AllianceTexas parking lot while charging customers \$1.73 a gallon for regular unleaded or \$2.38 for premium. Customers are emailed a receipt letting them know the final cost of their purchase.

"It is super convenient," said Campbell, who admitted being skeptical about the service before he tried it. "He arrived right away and filled it up. There was even a note left by the driver, Winston, that said, 'Thanks for your business.' He even cleaned my windows."

Booster Fuels for the past several months has quietly been "incubating" as a startup business at AllianceTexas in far north Fort Worth, and more recently has begun serving a handful of major employers in neighboring Collin County, too.

The idea is to combine the latest in technological convenience — the ability to request gas online with a phone, with no more effort than it takes to order a pizza — with the old-fashioned attention to detail of yesteryear's full-service gas stations.

"We are on-demand fuel delivery, while you work," said founder Frank Mycroft, who for now is focused on building the business in Fort Worth, Plano, Frisco and a handful of places south of San Francisco, but hopes to expand further within months. "We offer high-quality fuel and high-quality service at a fair price."

Custom fuel trucks

Booster Fuels plans to aggressively expand its operations to other U.S. cities, said John Parker, the company's head of operations and growth who arrived at Booster Fuels several months ago after a stint starting up Uber in the Fort Worth area. He declined to specify the company's expected cost of expansion but acknowledged that one of the keys to success likely will be the ability to quickly add additional fuel trucks to their fleets to meet demand.

The company has bright-purple fuel trucks, manufactured on an Isuzu chassis and customized by SkyMark of Kansas City, Mo. That company, Parker says, has modeled the fuel trucks after those commonly seen carrying jet fuel at airports.

SkyMark, which has built aircraft refueling vehicles for the military, is capable of manufacturing dozens of new refueling trucks per month if asked, he said.

The trucks are much smaller than refueling trucks often seen at gas stations. They are about as long as a Subaru Outback and have a turning radius comparable to a Honda Civic, Parker said, so they can easily maneuver through pretty much any surface parking lot. (Multilevel parking garages are more of a challenge, not because of the trucks, but because it's difficult for drivers to find the customers' cars using GPS location if they're parked inside a concrete or metal structure.)

The trucks carry 800 gallons of regular unleaded and 400 gallons of premium and can fuel a vehicle in as little as three minutes, Parker said. They buy their fuel wholesale, at a site near the Fort Worth-Arlington-Euless border where local gas stations also buy their products.

Hazmat-trained drivers

Cole McCurry has been driving for Booster Fuels for 2 1/2 months. He has previous experience driving trucks in oil and gas operations. McCurry said he applied for the job after a friend notified him that Booster Fuels was hiring.

Drivers must have not only a commercial driver's license but also tanker and hazardous materials endorsements, which require several hours of training. But for truck drivers, it's a great alternative to hauling loads long-distance, and being gone from home for days at a time.

"It was such a good idea [for a business], I just wanted to be a part of it," McCurry said after filling a Volkswagen Jetta on a recent afternoon.

AllianceTexas' new role

For Hillwood, which has been responsible for much of far north Fort Worth's massive residential, retail and industrial development the past three decades — including Alliance Airport, the world's largest privately funded cargo aviation facility — Booster Fuels is an opportunity to become more of a business incubator.

"This is the beginning of what we hope will become a new area of business at Alliance," said Mike Berry, president of Hillwood Properties.

Booster Fuels is supported by Perot Jain L.P., a partnership that includes Ross Perot Jr. and former Perot Systems executive Anurag Jain, who is chairman of India-based Access Healthcare Services. The partnership is actively seeking high-tech startups.

Not for everybody

Booster Fuels is not for everybody. Although anyone with access to the iPhone App store or Google Play can download the app for the service, there is no guarantee of fuel delivery unless the customer is parked in a lot where the Booster Fuels truck is allowed and has an arrangement with the property management.

The company's plan is to grow in partnerships with major employers who allow the purple trucks onto their property, Parker said. The service is meant to be a perk for employees of those employers, he said. For now, the service is being offered at no cost to the employers, Parker said.

For anyone who loathes having to stop at a gas station on the way home from work, the attraction to such a service is obvious.

"I have an 18-month-old son," said another Hillwood vice president, Tony Creme. "Anytime I can use a service that allows me to spend more time with my family, I appreciate it."

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Read more here: <http://www.star-telegram.com/news/business/article49554930.html#storylink=cpy>

Railroads sign TEX Rail agreements as project gains federal funds

Railroad agreements for track rights are a major step for project

Commuter trains could begin service in late 2018

Federal money allocated to project now totals \$150 million

By Gordon Dickson

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FORT WORTH

Of all the problems that have plagued efforts to develop the TEX Rail commuter line during the past decade, a lack of permission from four railroads to use their tracks was the most pesky.

That hurdle was eliminated Thursday when representatives of the rail companies gathered in Fort Worth to sign eight agreements that collectively clear the way for the Fort Worth Transportation Authority, also known as the T, to begin operating TEX Rail from downtown to Grapevine and Dallas/Fort Worth Airport, possibly by late 2018.

“All the paperwork problems are done,” Scott Mahaffey, the T board’s chairman, said before a signing ceremony at the Intermodal Transportation Center.

Also Thursday, U.S. Rep. Kay Granger’s office revealed that the omnibus federal spending bill presented to Congress on Wednesday includes a \$100 million allocation to start development of TEX Rail. That brings the total amount of federal money allocated for the project to \$150 million, or less than a third of the \$499 million the T has requested.

A full-funding grant agreement — a document that essentially guarantees the federal government will pay the rest of its share — could come early next year, said Bob Baulsir, T vice president for TEX Rail and procurement.

In all, the 27-mile rail line is expected to cost \$960 million, with local funds such as sales taxes collected in Fort Worth, Grapevine and Richland Hills covering a little less than half the amount.

Among the railroads signing the deal were Dallas Area Rapid Transit — better known as DART — which partners with the T on many public transportation projects and owns about half the tracks needed for TEX Rail.

Also present were Omaha, Neb.-based Union Pacific Railroad, which owns the railroad tracks needed for TEX Rail from downtown Fort Worth to the Stockyards, and also has “trackage rights” (permission to use right-of-way on a regular basis) on DART’s tracks.

Amtrak, the national passenger rail service, has agreed to move its Texas Eagle route off a Union Pacific line that runs along Arlington’s Division Street, in a side deal that became part of TEX Rail negotiations. As of Thursday, Amtrak was using the Trinity Railway Express line to go between Dallas and Fort Worth.

Officials predicted that the move would dramatically improve on-time service. In the past, Amtrak has endured long delays trying to get through freight traffic in Dallas and Fort Worth, including at the infamous Tower 55 rail intersection.

To move Amtrak to the TRE line, the T had to agree to buy a \$21 million insurance policy to indemnify Amtrak in the event of death or injuries on the tracks. Language spelling out the terms of that indemnity was included in the agreements signed Thursday, officials said.

Also, the Fort Worth & Western Railroad, which operates a short freight line daily on DART’s Cotton Belt tracks, signed its portion of the agreements.

“It has been a long negotiation, a successful negotiation,” said Kevin Erasmus, FWWR’s president and chief executive officer.

Federal dollars

During a time when many members of Congress have opposed increased spending for public transportation, Fort Worth-area leaders have continued to push for TEX Rail funding.

“Receiving these initial funds will put the TEX Rail project on the fast track to gain federal support for completion by 2018,” Granger said. “Passengers should be able to ride in comfort from downtown Fort Worth to the airport within three years.”

The \$1.15 trillion measure being considered by the House of Representatives provides funding for nearly all government agencies through the end of the fiscal year, which concludes Sept. 30, 2016.

TEX Rail was designated a “recommended transit project” in the U.S. Department of Transportation’s budget in February. The provision supports TEX Rail as a “new start” commuter rail project that will receive federal support for its completion, according to Granger’s office.

THIS REPORT INCLUDES INFORMATION FROM STAFF WRITER MARIA RECIO.

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article50325125.html#storylink=cpy>

Why travel free with others when a solo commute is only 10 bucks?

Originally published December 18, 2015 at 10:19 pm Updated December 19, 2015 at 6:35 pm
Corrected

Perversely, the Interstate 405 toll lanes may turn out to be a nail in the coffin for that old urban environmentalist standby, the carpool.

The \$10 designer toll lanes on Interstate 405 are fast becoming a symbol for Seattle rich. But they also may be a sign of something that hasn't gotten as much attention: the death of carpooling.

It's only anecdotal evidence right now. But commuters who regularly drive the corridor between Bellevue and Lynnwood say the new express lanes seem to be stuffed mostly with toll-paying solo drivers.

“Yes, but what happened to all the carpoolers?” wrote one reader in response to my column last week about how people incredibly were [flocking to pay the pricey \\$10 tolls](#).

“It used to be all carpools in the HOV lane,” she said. “Now when I go through there I feel like the only one.”

That would be perverse, if true. The old high-occupancy vehicle system on I-405 was so well-used it started to become as congested as the regular lanes. In those days, the only cars in the lane were carpoolers, as well as some buses.

The idea under the new system was to add a second HOV lane plus charge a toll on solo drivers. Carpooling would be free but faster and more reliable — so in theory as desirable as ever. The big caveat is the state upped the minimum number of people required in the car from two to three during peak commute hours.

David Hablewitz, a computer-infrastructure architect who lives in Bothell, recently decided to do his own analysis of how the new toll lanes are affecting carpooling.

Hablewitz stood on the footbridge at 100th Street in Kirkland last Tuesday and simply tallied the occupancy of the cars passing beneath. Out of 120 cars that rush-hour morning, only four had someone in the passenger seat.

“That’s a small sample,” he acknowledged, “but it comes out to 97 percent solo drivers. These are supposed to be our carpool lanes!”

State figures reflect the same trend. According to data released by the state Department of Transportation, about 75 percent of weekday drivers **in the express lanes in November didn’t have carpool status that allowed** them to travel free.

In other cities that converted their HOV systems to high-occupancy toll (HOT) lanes, the carpoolers sometimes mysteriously vanished. In Atlanta there was an average loss of 2,500 carpools per day — about 20 percent of the total. Carpoolers stopped using the new HOT lane almost entirely — even though it was free to them. Many shifted to the general lanes. Nobody knows why.

“Overall, we see a pattern of substantial decreases in carpools on many of the HOT lanes,” [concluded researchers](#) at Texas A&M who looked at projects in eight cities, including the one in Atlanta.

In Los Angeles, when they converted HOV lanes on Interstate 110 to HOT lanes, carpooling plunged by 20,000 cars per day, a 37 percent decrease. A transportation group there [blamed the drop](#) on the fact that the new lanes required carpoolers to go through the hassle of getting a digital-transponder pass in their cars (as do the lanes here).

The Texas A&M researchers also suggested that the siren call of the HOT lanes may cause some carpool groups to “break up” (that’s actually the term they used). Suddenly you can go in the fast lanes without enduring all the relationship and logistical hassles of carpooling.

The state says it will take time for carpoolers to adapt. Also, the premium on keeping the lanes moving fast should be a big boon to buses, which are just supersized carpools.

In any case, old-fashioned carpooling was already on the decline because of low gas prices and all sorts of changes in how we live and work. These toll lanes may speed it along.

“I absolutely think this is the beginning of the end of carpooling around here,” says Hablewitz, who is involved in the petition group “[Stop 405 Tolls](#),” which has more than 26,000 signatures. He said his motivation for the petition is environmentalism. Watching what were formally HOV lanes fill with solo cars, here in the Emerald City, was galling.

“We’re Seattle, we’re supposed to love carpooling,” he said. “Now we’re going to be ones to kill it off?”

Information in this article, originally published Dec. 18, 2015, was corrected Dec. 19, 2019. A previous version of this story incorrectly said 75 percent of November weekday drivers in the express lanes drove alone. But the state says that figure could include cars with one or two people because at peak times carpool status requires at least three people.

Danny Westneat’s column appears Wednesday and Sunday. Reach him at 206-464-2086 or dwestneat@seattletimes.com

Here's How to Fix Northwest Highway

by *Wick Allison* · December 21, 2015

The Preston Center task force is right to want to make Northwest Highway more like a parkway than the regional thoroughfare it has become.

Nobody — particularly Councilwoman Jennifer Gates — should be distracted from that mission by the inner-loop highway idea being floated recently by Michael Morris, transportation director of the North Central Texas Council of Governments. That is the same inner-loop highway he once wanted to jam through Oak Lawn to East Dallas. If that had been built, we would not have a Turtle Creek or Uptown. Nothing about the idea improves by moving it five miles north to Preston Hollow.

Morris says that the new highway could be tunneled or cantilevered. At \$1 billion a mile, neither option is likely. Moreover, neither option can be built now or in the near future. Morris says it cannot be included in NCTCOG's regional 2040 plan. So why waste time talking about it?

There is a solution that can be implemented now to transform Northwest Highway into the neighborhood Main Street it should be. That solution is to redesign the roadway to reduce the out-of-neighborhood traffic that now uses it.

That solution is easy because it is already happening. In 2014, Northwest Highway carried 48,303 vehicles through Preston Hollow. The historical average has been 56,535. In 2002, TxDOT measured 62,353 vehicles, which may have been its peak.

Contrary to perception, traffic on Northwest Highway is down more than 14 percent in the last 12 years. From its peak, traffic is down 22 percent. To quote Yogi Berra, "Nobody goes there anymore. It's too crowded."

The way to reduce traffic even more is to reduce the lanes available for drivers to use. Take Northwest Highway from six lanes to four. Build sidewalks. (Astonishingly, there are no sidewalks.) Create a beautiful median. Put in a bike lane. Make walking along the road pleasant. Make crossing the boulevard easy and safe.

Gates worries that a redesign would send congestion somewhere else or increase traffic on other streets. But traffic is not a constant. A temporary barrier does divert traffic to nearby roads, but a permanent barrier, like the reduction of lanes, alters commuter behavior entirely. And that's what the task force should want to accomplish.

Congestion is not reduced on a road by inviting more drivers to use it, which is what an inner loop would do. The opposite is true. The more difficult it is for out-of-neighborhood drivers to use, the less they will use it.

The history of the last two decades provides the answer to Northwest Highway congestion. Traffic is going down. We can force it to go down even more. And we can do it now — if we have leaders willing to force the issue rather than dodging it.

F.A.A. Drone Laws Start to Clash With Stricter Local Rules

By CECILIA KANG
DEC. 27, 2015

MIAMI — Frank Carollo, a longtime member of the City Council here, had worked for several weeks fine-tuning a proposal to limit the use of [recreational drones](#), the increasingly popular remote-controlled flying devices. Minutes before the start of the vote on the rules this month, lawyers from the [Federal Aviation Administration](#) called him.

The lawyers said the Miami ordinance needed to make clear that the federal agency had ultimate control over airspace. Not wanting to delay the vote, Mr. Carollo complied, deleting requirements about permitting that would have duplicated those by the [F.A.A.](#), before getting the new law approved unanimously by the City Council.

“People we had not spoken to at the F.A.A. and at companies suddenly called for amendments,” Mr. Carollo said after the vote. “But there had been a void on public safety and the use of [drones](#). We understand the F.A.A. regulates [drones](#), but the F.A.A. doesn’t have bodies on the ground to enforce their rules. That is why I believed Miami had to have its own rules.”

The interjection by the federal lawyers — the first substantive conversation Mr. Carollo had with federal officials about his proposal — foreshadowed a message that the agency would send more widely just days later. The F.A.A. said it was in charge of anything in the air. The agency took the position as part of an introduction of new recreational drone rules, which included [requiring users to register in a national database](#) starting this month.

The F.A.A.’s new stance sets up potential clashes across the country. Local and state lawmakers, concerned about the safety and privacy risks that drones pose, have been passing rules about the machines at a rapid pace.

More than 20 states approved drone laws this year, as have major cities like Chicago, Los Angeles and Miami, with many of the regulations placing tough restrictions on areas to fly and clamping down on the use of drones to snoop on neighbors.

The intervention of the F.A.A. is now frustrating local lawmakers, who complain that the agency wants them to back off their own rules — even as it is seen as too lenient on drone users. Lawmakers said the agency’s drone rules did not go as far as many states and municipalities that are explicitly banning flights within cities and over homes, strengthening privacy protections and imposing steep criminal and financial penalties on violators.

As a result, some state and city officials are digging in to defend their own drone regulations. Ted Gaines, a Republican state senator in California who recently announced he would reintroduce drone bills that had been vetoed by the governor in September, said he took issue with the F.A.A.’s message of control.

“We are a nation under the threat of terrorism, and the risks to our citizens and to our children are only greater with hundreds of thousands of these drones expected to be sold during the holidays,” Mr. Gaines said.

Federal rules on recreational drone registration, he added, were too weak. Vowing to stick with plans to introduce his bills early next year, Mr. Gaines said: “Tell me how [a registration system](#) resolves the illegal use of drones? There is such a vacuum on practical ways to address safety.”

The F.A.A. said that as the top regulator of airspace, it should handle any bans on flights or permits for drone pilots. The agency released a [fact sheet](#) on Dec. 17 on federal laws that would pre-empt local rules. Because the F.A.A. was given that authority by Congress, the agency said, many local or state drone rules would not stand up to a legal challenge.

“We believe the state and local government decision makers will benefit from this information, no matter what approach they take,” the F.A.A. said in a statement.

Any rollback by the F.A.A. of local drone regulations would benefit one group: tech companies.

Companies such as Amazon and Google have hired dozens of lobbyists over the last year to visit aviation committees on Capitol Hill, explaining their plans to deliver packages and create entirely new segments of entertainment and sports. The companies want a light touch by regulators to help give their drone efforts the widest possible latitude.

“The F.A.A. is saying it has jurisdiction over all airspace — that means from the top of blades of grass to infinity — so I think and I hope you will start to see some rollback in these local regulations,” said Tom McMahon, a vice president for the Association for Unmanned Vehicle Systems International, a lobbying group that represents drone makers.

There was not supposed to be such a divide between local and federal drone regulations. Congress instructed the F.A.A. three years ago to write laws for drones, a nascent technology at the time. Yet the agency struggled to create first-time rules for the category that would balance a public outcry over safety concerns with the economic benefits drone makers promised from the machines.

So local and state lawmakers stepped in. Many local legislators have since called for broader no-fly zones and strict privacy rules around drones. New rules also give local police officers permission to explore ways to take down errant drones without having to ask for permission from the federal authorities.

In Chicago, drones are now prohibited above schools, libraries, churches and private property without permission. In Miami, drones are banned within a half-mile radius of a “large public event,” and the police are able to use jamming technologies to take them down. In Los Angeles, drone users who operate near airports can face up to six months in jail.

Now, the [F.A.A. has ramped up its rule making](#) around drones. With the fact sheet it released this month, the agency said 45 states had pursued drone laws in the last year, and it warned that the creation of a “patchwork quilt” of regulations around the nation would make the skies more dangerous.

“Substantial air-safety issues are raised when state or local governments attempt to regulate the operation or flight of aircraft,” the agency said.

An official at the agency said the guidelines were released in response to questions its lawyers were getting, including from local and state lawmakers.

Drone makers and hobbyists said they had been asking the agency to put out that message to stem the tide of new laws, which they regard as overblown.

“The sharp rise in local regulations are a response by lawmakers to address concerns by their constituents who are seeing these reports,” said Brendan Schulman, head of government affairs for DJI, the giant manufacturer of recreational drones, referring to widespread news accounts of incidents involving drones. “But the vast majority of operators are operating them safely.”

In November, Mr. Schulman spoke at a hearing in New York City on proposed municipal rules around drones that would ban most flights in the city, require users to get licenses and insurance, and attach criminal misdemeanor penalties to violations. Mr. Schulman said the legislation would hurt businesses and prevent the city from using drones to survey buildings and power lines.

Daniel R. Garodnick, one of the City Council members who proposed the rules, said he would not back down. No blanket federal rule about the machines would address the unique concerns of New York, a target of terrorist attacks, he said.

“New York City is different from the cornfields of Iowa,” Mr. Garodnick said. “That should be obvious to everyone, but that isn’t reflected in F.A.A. rules.”

<http://www.nytimes.com/2015/12/28/technology/faa-drone-laws-start-to-clash-with-strict-local-rules.html?module=WatchingPortal®ion=c-column-middle-span-region&pgType=Homepage&action=click&mediaId=wide&state=standard&contentPlacement=8&version=internal&contentCollection=www.nytimes.com&contentId=http%3A%2F%2Fwww.nytimes.com%2F2015%2F12%2F28%2Ftechnology%2Ffaa-drone-laws-start-to-clash-with-strict-local-rules.html&eventName=Watching-article-click&r=0>

Focus shifts to stretching bullet train to downtown

Local officials seek ways to connect riders with downtown

Houston Chronicle
12/19/15 11:26pm
By Dug Begley

Leaders of area transportation agencies are reviewing strategies to bring passengers from northwest Houston, where a proposed high-speed train is expected to stop, into the central business district.

Officials with the Gulf Coast Rail District, Houston-Galveston Area Council, Texas Department of Transportation and Metropolitan Transit Authority are involved in a comprehensive planning study of rail, generally in the Washington Avenue and Interstate 10 area.

The study, building off numerous previous reports and research by the agencies, is intended to provide a template for how to develop rail between a site at or near Northwest Mall and the former downtown post office.

The study could be persuasive should local officials want to encourage the Federal Railroad Administration or Texas Central Partners, the sponsor of the Dallas-to-Houston rail project, to rethink extending high-speed rail service to downtown, said Maureen Crocker, the rail district's executive director.

"Really, time is of the essence at this point," Crocker told rail district officials about changing the high-speed rail plans.

Options unclear

Last month, based on Texas Central's research and analysis, federal officials removed a downtown link from further study of a planned Houston-to-Dallas bullet train. The privately funded, \$10 billion project still must pass various hurdles, secure all its financing and acquire land. The company has said it expects to start construction in 2017 and begin operating in 2021.

In Houston, interest in the 240-mile rail link has refocused onto its last few miles. Stopping at U.S. 290 and Loop 610, while advantageous for travelers to and from the city's west side, would eliminate what some say is a critical link to downtown.

A 2012 study commissioned by the rail district found that commuter rail along the U.S. 290 corridor would carry an estimated 5,960 riders in 2035 without a direct connection to the central business district. With access to the urban core, ridership increased to 22,580 per day. The study did not examine the effect of the connection on intercity trains.

That ridership, for comparison, would be about half what Metro's Red Line carries on an average work day.

Absent a high-speed extension, options for a plausible rail connection between Loop 610 and downtown are unclear. Freight railroads have been unwilling to provide access or space for passenger rail in the area. Neighborhoods along the potential route also fought to avoid disruptions.

A possible course - as officials suggested to Texas Central - was a rail line alongside, within the median or elevated above I-10, said Chelsea St. Louis, a senior transportation planner with H-GAC.

Metro participation

Yet even an I-10 route has limits, namely heavy competition for space along the freeway. TxDOT has discussed managed lanes along I-10. The first step in developing a regional rail plan would be to sort out those various interests.

"We should get all of the partners together and talk about what the next step should be," St. Louis told rail district officials.

Though they were absent from earlier discussions, Metro officials now are engaging in the process. Metro is by far the region's largest public transit agency and the only operator of passenger rail in Houston, apart from national Amtrak service.

"For such a study to be successful, Metro has to be a full working partner," said Metro board member Jim Robinson, the transit agency's appointee to the rail district.

The various agencies, including Metro, also have different priorities. Even among those interested in a rail link, the demand and types of traveler vary. Metro must consider the needs of all transit users, not just those hopping off high-speed rail, board member Christof Spieler said.

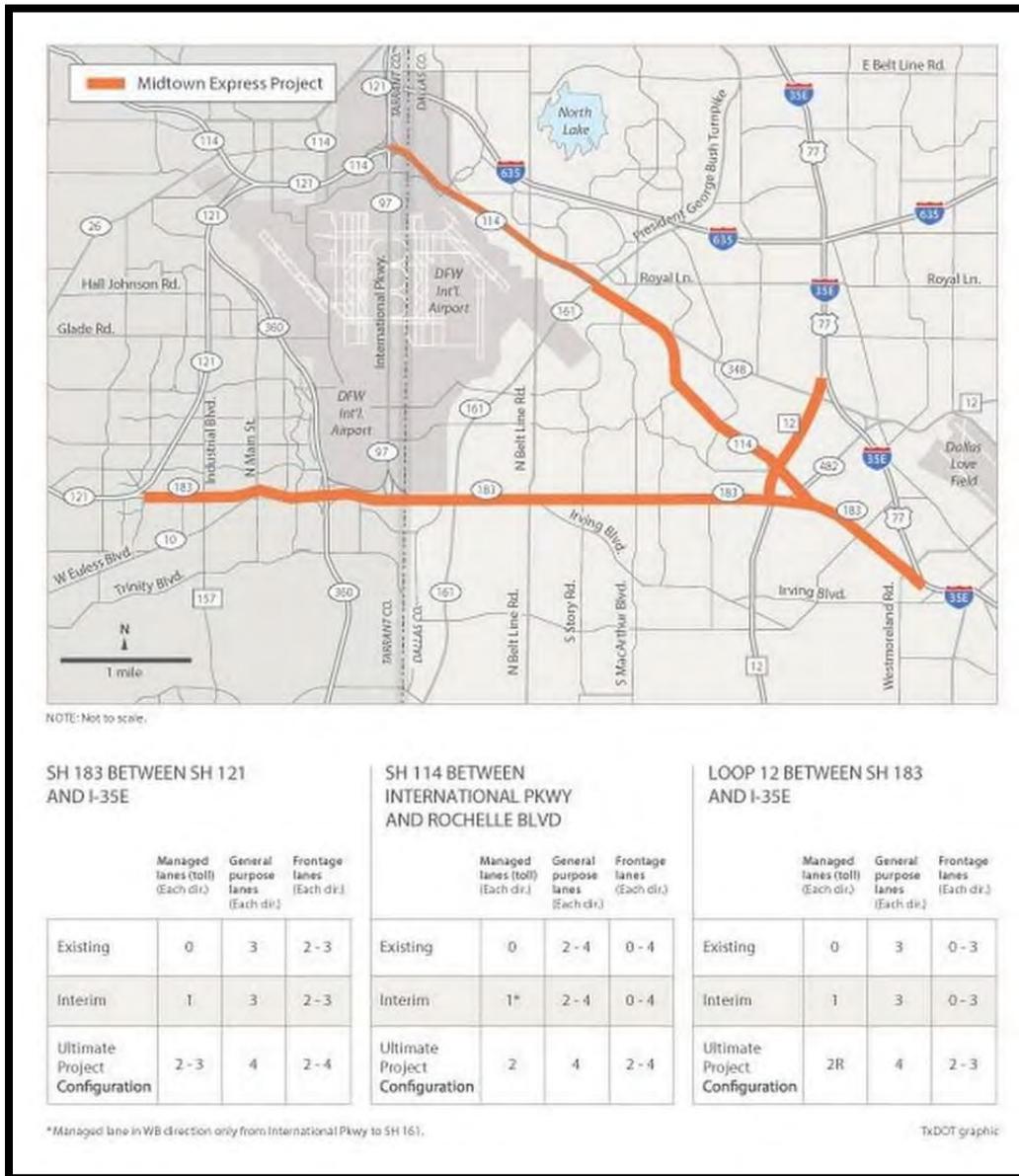
Despite the uncertainty regarding how far into the city's core a high-speed rail line would extend, officials believe it will fit nicely with future transportation options.

"High-speed rail will be a win for the region," Crocker said. "High-speed rail combined with regional rail and a direct connection to downtown will be a win-win for this region. ... This is the time to pull them all together."

<http://www.houstonchronicle.com/news/transportation/article/Focus-shifts-to-stretching-bullet-train-to-6710235.php?cmpid=gsa-chron-result>

Eules businesses preparing for Midtown Express construction

By Elizabeth Campbell
December 28, 2015



Businesses along the Airport Freeway corridor in Eules are gearing up for construction of the Midtown Express in 2016.

A start date hasn't been set, but SouthGate Constructors, the company that is handling the project, met this month with business leaders to discuss the construction and what it will mean. More meetings are planned.

Midtown Express, an extension of the North Tarrant Express, will reconstruct Texas 183 from Industrial Boulevard to Interstate 35E in Dallas. One toll lane will be added in each direction.

Matt Sanman, spokesman for SouthGate, said the company is acquiring the rights of way. There are about 30 properties, and the level of acquisition varies by location, he said. Around 10 businesses will be required to relocate, and SouthGate will provide assistance, he said.

\$850 million approximate cost of Midtown Express

“We want to make sure that the businesses are well versed and that they are well taken care of,” he said.

After the rights of way are acquired, then work can begin to move the utilities to make way for the project, he said.

The biggest change is that the Main Street bridge will be demolished and replaced. That phase of the project won't begin until 2017 and will take about a year and a half.

Midtown Express is a 28-mile long corridor.

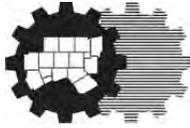
Ron Tipton, president of the Euless Small Business Association, said he has heard about the project to widen Airport Freeway for 25 years. Now that it is a reality, he wants to make sure there is good communication among the businesses, the city and SouthGate.

Tipton said some businesses are concerned about how people will get from south Euless to the northern part of the city once the bridge is gone.

“It's going to happen whether I like it or not,” he said.

Tipton said his insurance business is on Texas 10 and traffic will increase dramatically because of the Midtown Express construction.

http://www.star-telegram.com/news/local/community/hurst-euless-bedford_news/article51953135.html#storylink=cpy



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
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awilson@nctcog.org

Mobility 2040, UPWP to be Explored at Public Meetings Jan. 7-13

North Texans can provide input on transportation recommendations at public meetings, online

Jan. 5, 2016 (Arlington, Texas) – Recommendations for major roadways, transit projects and bicycle and pedestrian infrastructure between now and 2040 in North Texas will be discussed during public meetings in January. Unified Planning Work Program (UPWP) modifications will also be discussed.

NCTCOG is required to maintain a long-range plan for the region's multimodal transportation system covering a time horizon of at least 20 years. Staff are developing Mobility 2040, the next long-range plan, and will highlight draft recommendations along with the related air quality analysis and a list of near-term Transportation Improvement Program projects affected by the plan. Mobility 2040 is expected to be adopted by the RTC in March 2016.

In addition to long-range planning, staff also maintain the UPWP, which provides a summary of transportation and air quality planning tasks to be conducted by the metropolitan planning organization. Proposed changes to the Fiscal Year 2016 and Fiscal Year 2017 UPWP will be presented for review and comment.

Finally, staff will present an overview of the Look Out Texans safety campaign as well as specific tips on how bicyclists, walkers and drivers should interact together to improve safety for all people. AirCheckTexas Drive a Clean Machine Program will also be highlighted.

Following the meeting Jan. 13, a video recording of the discussion will be posted at www.nctcog.org/input.

| Public Meeting Details | | |
|--|--|---|
| <p>Thursday, Jan. 7 6:30 p.m. Center for Community Cooperation 2900 Live Oak Street Dallas, TX 75204</p> | <p>Tuesday, Jan 12. 6:30 p.m. Lewisville City Hall 151 W. Church Street Lewisville, TX 75057</p> | <p>Wednesday, Jan 13 2:30 p.m. North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011</p> |

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

#

NEW TxDOT CONGESTION RELIEF PROGRAM

REGIONAL TRANSPORTATION COUNCIL

January 14, 2016

BACKGROUND

Expedite congestion relief projects

TxDOT to allocate \$1.0 billion - \$1.3 billion statewide

Need early construction timeframes

Only available in Houston, Austin, San Antonio, and Dallas-Fort Worth

TxDOT Commission support is anticipated on January 28, 2016

FUNDING PARTNERSHIP

Create a funding partnership with the Texas Department of Transportation (TxDOT) and Texas Transportation Commission (TTC) to implement priority projects in the West and East

All projects move forward as a congestion relief package

Provide performance measures along with proposed project list

TxDOT commits funding (new Congestion Relief Program)

RTC commits funding and creates supplemental project commitments

- Surface Transportation Program – Metropolitan Mobility (STP-MM)
- Congestion Mitigation Air Quality Improvement Program (CMAQ)
- Regional Toll Revenue (RTR)

PROPOSED FUNDING ALLOCATIONS

Current discussions include a statewide allocation range of \$1.0 billion – \$1.3 billion.

| | Anticipated DFW Allocation at Upper and Lower End of Range (\$ in Millions) | |
|-----------------------|--|--|
| TxDOT District | At \$1 Billion Statewide Allocation | At \$1.3 Billion Statewide Allocation |
| Fort Worth | 126.00 | 163.80 |
| Dallas | 280.00 | 364.00 |
| Total | 406.00 | 527.80 |

PROPOSED CONGESTION RELIEF PROJECTS

Western Subregion

SH 121/SH 360 Interchange
(staged)

SH 199 (staged)

IH 820 (from SH 121 to Randol
Mill, staged)

Eastern Subregion

(Previously Presented Priorities)

IH 35E

Southern Gateway (IH 35E and US 67)

Lowest Stemmons (IH 35E)

SUPPLEMENTAL PROJECTS:

IH 635 East

Noise Walls

Skillman/Audelia

US 75 (Peak Hour Shoulder Use)

WESTERN SUBREGION

SH 121 AT SH 360 (STAGED)

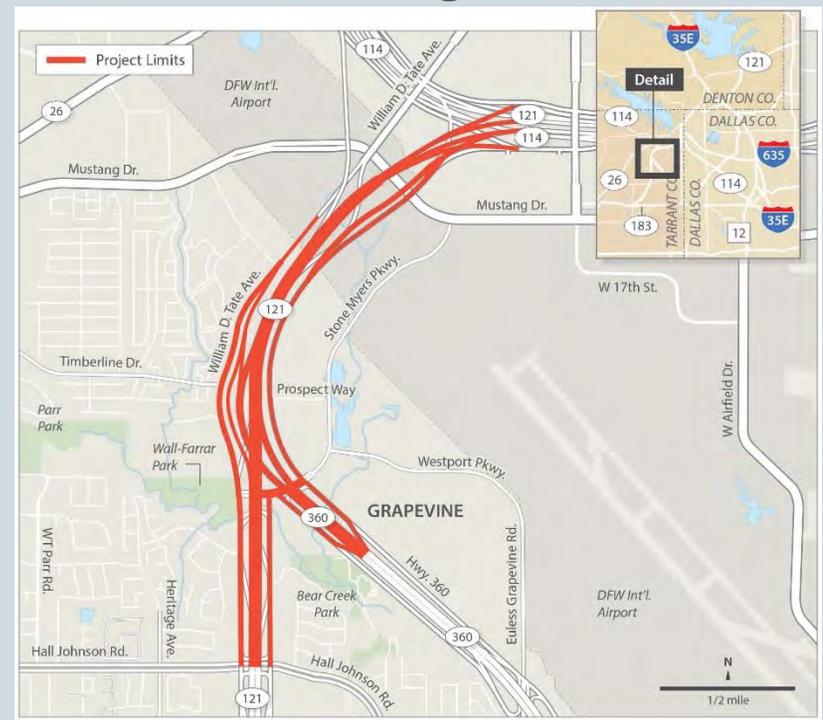
Project scope includes:

- Reconstruction of the SH 121/SH 360 interchange

Cost is \$60 million

Revenue:

- \$60 million TxDOT Congestion Relief Program



SH 199 (STAGED)

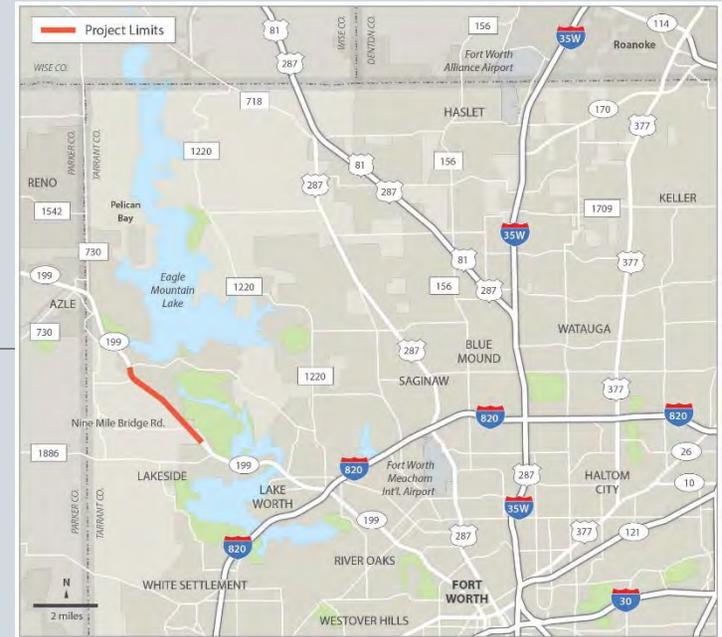
Project scope includes:

- From north of Western Center Blvd. to south of Nine Mile Road
- Widen 4 to 6 main lanes, overpasses over Nine Mile Bridge Road and Hanger Cut Off Road, underpass at Western Center Blvd., and exit/entrance ramps for SH 199

Cost is \$56.5 million

Revenue:

- \$56.5 million TxDOT Congestion Relief Program



IH 820 (STAGED)

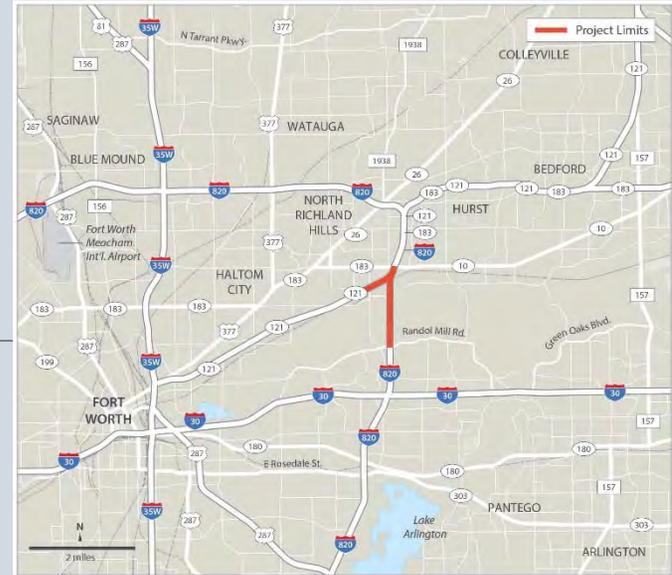
Project scope includes:

- From North of SH 121 to Randol Mill Road
- Widen 4 to 6 main lanes, replace Trinity River bridges, re-beam IH 820 bridges, add eastbound SH 121 to southbound IH 820 direct connectors, and add northbound IH 820 to westbound SH 121 direct connectors

Cost is \$111 million (\$137 million if upper range available)

Revenue:

- \$9.5 million (to \$20.5 million) TxDOT Congestion Relief Program
- \$90 million savings from IH 35W project
- \$11.5 million of TxDOT Bridge funding



EASTERN SUBREGION

IH 35E: SOUTHERN GATEWAY

Project scope includes¹:

- IH 35E from the Horseshoe to US 67, and
- US 67 from the IH 35E split to IH 20

Cost is \$655.54 million:

- Base construction and deck foundations - \$625.54 million
- Deck park - \$30 million (\$20 million RTC and \$10 million local)

Notes:

¹US 67 South of IH 20 will proceed as an independent project (\$50 million Prop 1)

²\$133 million from IH 345 savings and \$5.42 million from MPO Revolver

³IH 30 Pass-Through Finance

⁴\$23.58 million from LBJ backstop savings and \$20 million from Horseshoe savings

| Funding Source | (\$ in Millions) | | |
|----------------------------|---------------------|--------------------|--------------|
| | TxDOT | RTC | Local |
| Category 12 | 138.72 ² | 25.25 ³ | |
| Category 2 | | 50.00 | |
| CMAQ | | 54.31 | |
| STP-MM | | 54.11 | |
| RTR | | 43.58 ⁴ | |
| TxDOT Congestion Relief | 264.00 | | |
| TAP/RTC Other | | 16.00 | |
| Local/Private | | | 10.00 |
| Total | 402.72 | 243.25 | 10.00 |

IH 35E: SOUTHERN GATEWAY, CONT'D



IH 35E: LOWEST STEMMONS

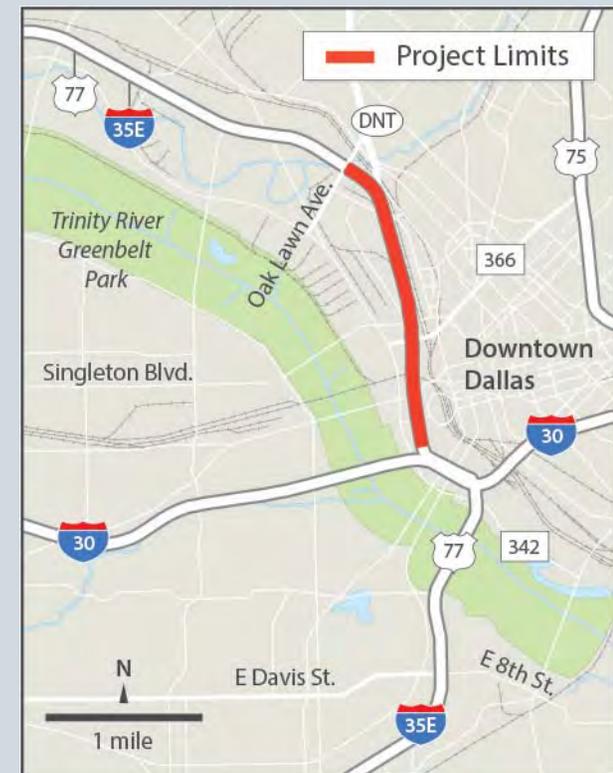
Project scope includes:

- From IH 30 to North of Oak Lawn
- Construct 4/6 collector distributor lanes and reconstruct 4/6 lane frontage roads (Lowest Stemmons operational improvements)

Cost is \$100 million

Revenue:

- \$20 million of TxDOT Congestion Relief Program (up to \$100 million if higher end of range is received)
- \$80 million of Proposition 1



SUPPLEMENTAL PROJECTS

Proposed supplemental projects will be discussed in Item 6.



The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Chad McKeown, AICP

January 14, 2016

Mobility 2040 Guiding Principles

- Conduct comprehensive corridor evaluations
- Reevaluate toll facility recommendations
- Review needed arterial improvements
- Reassess regional rail recommendations
- Update the Regional Veloweb
- Maintain and enhance existing infrastructure
- Consider the role of new technology

Mobility 2040 Prioritization and Expenditures

| | | |
|-------------------------------------|---|-----------------|
| Maximize Existing System | Infrastructure Maintenance <ul style="list-style-type: none"> Maintain & Operate Existing Facilities Bridge Replacements | \$37.4 |
| | Management and Operations <ul style="list-style-type: none"> Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements | \$7.2 |
| | Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance | \$3.6 |
| Strategic Infrastructure Investment | Rail and Bus Induce Switch to Transit | \$34.9 |
| | HOV/Managed Lanes Increase Auto Occupancy | \$43.4 |
| | Freeways/Tollways and Arterials Additional Vehicle Capacity | |
| Mobility 2040 Expenditures | | \$126.6* |

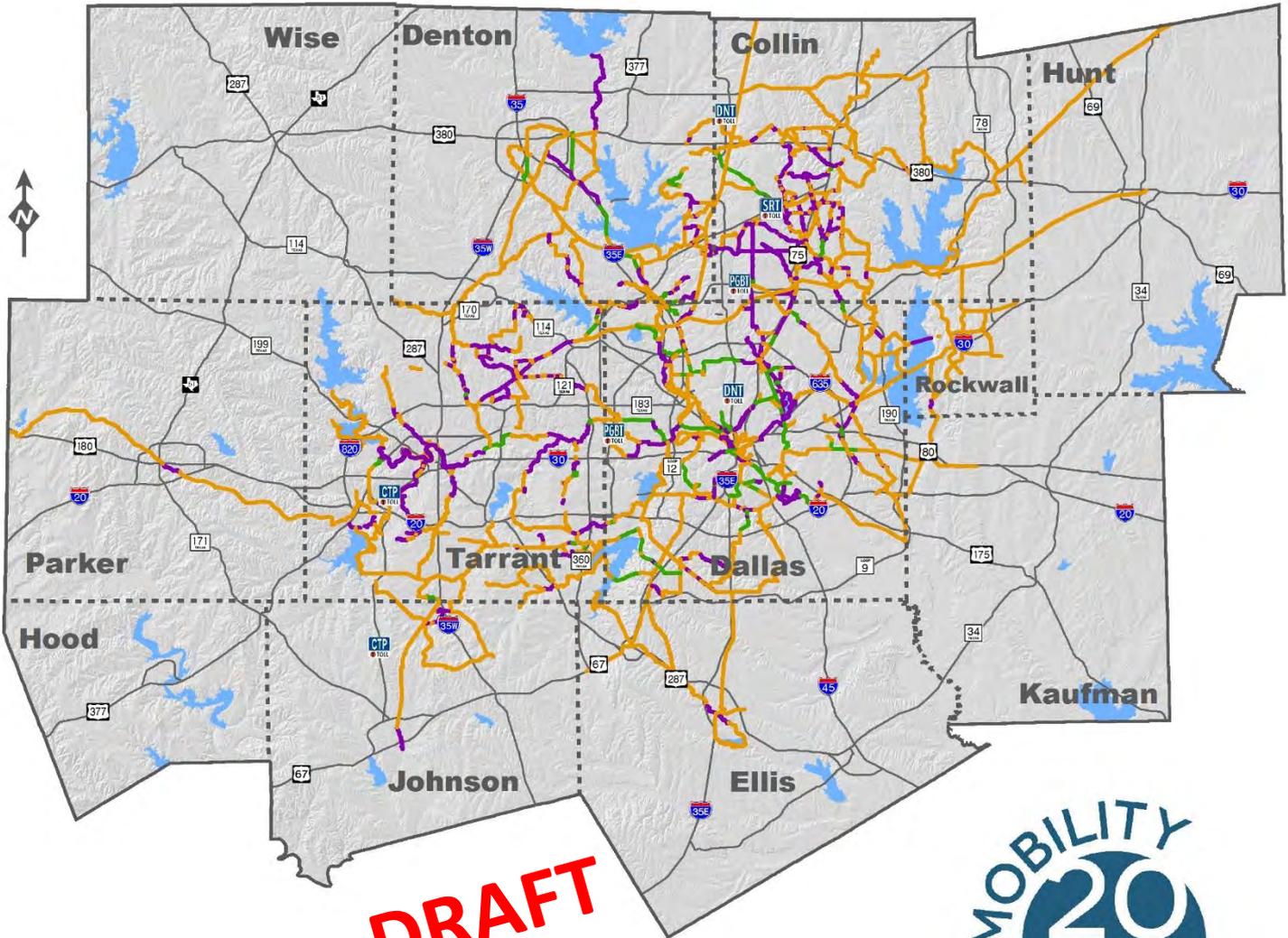
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*Actual dollars, in billions. Values may not sum due to independent rounding.

Regional Veloweb

Facility Status

- Existing 432 Miles
- Funded 132 Miles
- Planned 1,291 Miles
- Total 1,855 Miles
- Major Roads



Dallas CBD



Fort Worth CBD



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REGION OF CHOICE

Major Transit Corridor Recommendations

-  Rail Corridor
-  High-Intensity Bus Corridor
-  Existing Rail
-  Year 2040 Major Roadways



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REGION OF CHOICE

Cotton Belt Corridor Public Input

At the December 10 meeting, the RTC requested that NCTCOG staff solicit public input regarding bus or rail options on the Cotton Belt corridor east of DFW Airport.

The RTC requested public input on:

- Bus or rail options on the Cotton Belt corridor including interim or long-term implementation

- The need for seamless connections (e.g. one-seat ride) between TEX Rail west of the airport and the Cotton Belt corridor east of the airport

Cotton Belt Corridor Public Input

Public feedback to date from December public meetings is provided as Electronic Item 3.4.

Support was expressed for seamless connections policy.

Comments showed local support for pursuing a rail solution in the Cotton Belt Corridor. Feedback in support of rail included:

- Attracting more riders than bus service
- Reducing emissions
- Strengthening economic development potential
- Improving DFW Airport's international competitiveness
- Enhancing ridership on TEX Rail

Cotton Belt Corridor Proposed Recommendations

Mobility 2040 will include the “RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (16-01)”

Regional Rail line from DFW Airport to Plano with one-seat ride connectivity with TEX Rail

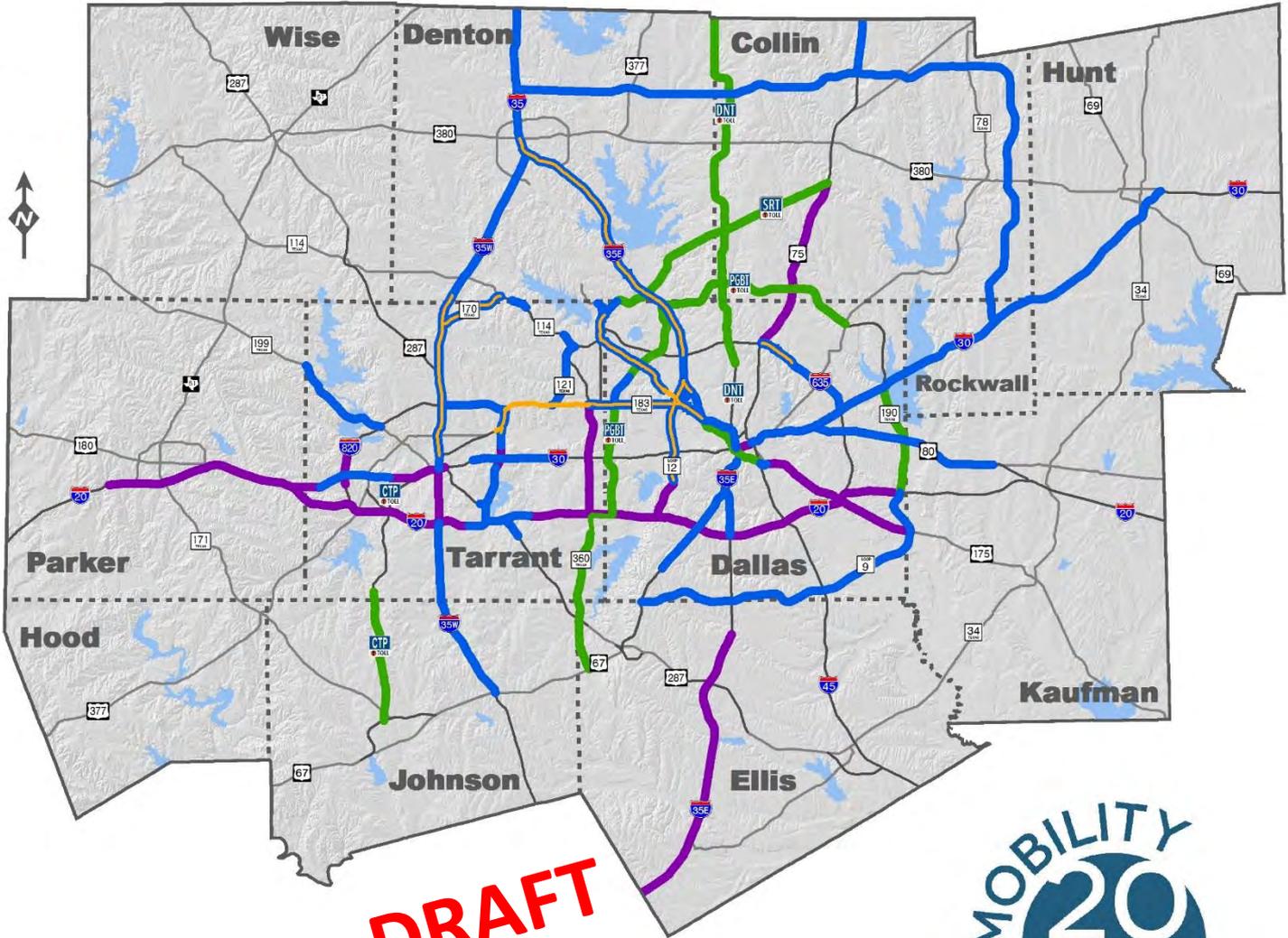
Expedite project delivery to include in “Ten-Year Plan”

If rail service cannot be expedited, review potential for High Intensity Bus service as an early implementation phase



Major Roadway Recommendations

-  New or Additional Freeway Capacity
-  Additional Freeway Capacity and New Tolloed Managed Lanes
-  New or Additional Tolloed Managed Capacity
-  New or Additional Toll Road Capacity
-  Capacity Maintenance
-  Freeways/Tollways
-  Other Major Roadways



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Southern Gateway General Consensus (Near Term)

- Make improvements on US 67 to aid Southwest Center redevelopment
- Need for a 5-2Reversible-5 lane configuration north of US 67
- Reconfigure and widen US 67 north of IH 20 to 3-1Reversible-3
- Widen US 67 south of IH 20 to 3-3
- No toll components
- Stage construct at \$650 million
- Build pedestrian cap north of Dallas Zoo
- Importance of connectivity to Lowest Stemmons

LBJ East General Consensus

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

US 75 General Consensus

- Complete construction in Allen area
- Complete bottleneck improvement at PGBT/15th Street and remove pylons to allow for general traffic to use the HOV lane as part of immediate construction project

Phase 1

- Close current HOV lane and remove pylons to convert back to shoulder
- Implement peak period shoulder use similar to SH 161
- Utilize shoulder for off-peak non-recurring congestion events managed through multi-agency task force including first responders

Phase 2

Continue to review options for ultimate US 75 improvements

Funded Major Arterial Improvements

-  Capacity Improvement
-  Freeways/Tollways
-  Other Major Roadways



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REGION OF CHOICE

Illustrative Major Roadway Corridors for Future Evaluation

-  Corridors for Future Evaluation
-  Mobility 2040 Corridor Recommendation
-  Freeways/Tollways
-  Other Major Roadways



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REGION OF CHOICE

Dallas Corridors for Further Study

DRAFT



2016 Transportation Conformity

Purpose: Federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval

Analysis Area: Ten-County Ozone Nonattainment Area

Latest Planning Assumptions

Motor Vehicle Emission Budgets*:

Nitrogen Oxides (NO_x) = 148.36 tons/day

Volatile Organic Compounds (VOC) = 77.18 tons/day

Analysis Years: 2017, 2027, 2037, and 2040

Preliminary Results for 2017:

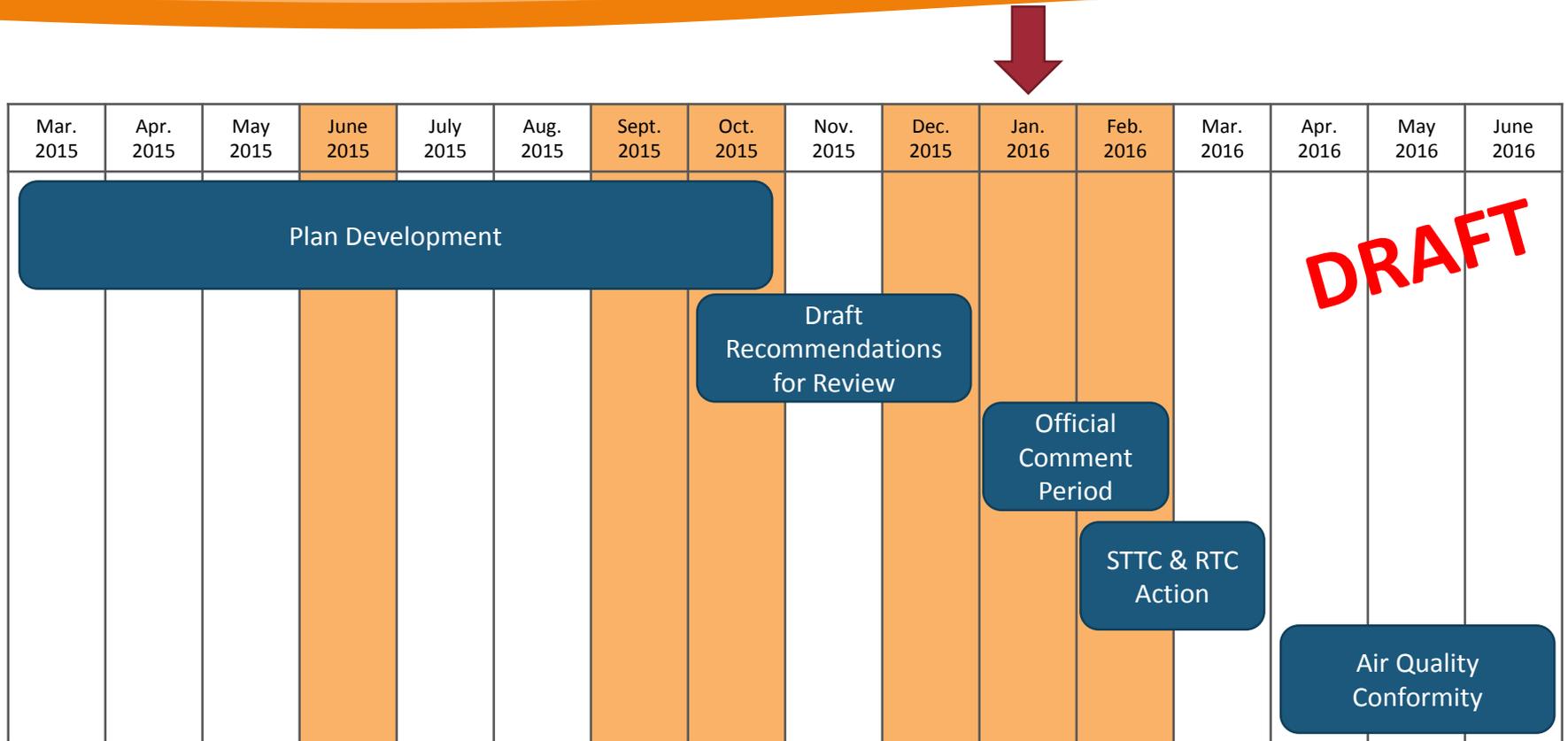
NO_x: 122.02 tons/day

VOC: 62.38 tons/day

Results not including RTC initiatives

* Contained in the Dallas-Fort Worth 2008 8-Hour Ozone Reasonable Further Progress State Implementation Plan. Adequacy of the MVEBs for Transportation Conformity anticipated in coming months.

Schedule



Public meetings held during highlighted months.

Regional Transportation Council plan adoption scheduled for March, 2016.

Contact Information

To find out more about Mobility 2040:

www.nctcog.org/mobility2040

email questions or comments to:

mobilityplan@nctcog.org

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[Español](#)

[Metropolitan Transportation Plan Home](#)

[Metropolitan Transportation Plan: Mobility 2040](#)

[Metropolitan Transportation Plan: Mobility 2035 - 2014 Amendment](#)

[Previous Metropolitan Transportation Plans](#)

[Regional Managed Lane System](#)

[Texas Metropolitan Mobility Plan \(TMMP\)](#)

[Transportation Resource Agency Consultation and Environmental Streamlining \(TRACES\)](#)

[Other Plan-Related Information](#)

[Transportation Home](#)

Mobility 2040

The North Central Texas Council of Governments coordinates with cities, counties and transportation partners to plan road, transit, bicycle and pedestrian transportation for North Texas.

As the metropolitan planning organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) is required to maintain a long-term transportation plan that defines a vision for the region's multimodal transportation system and guides expenditures of state and federal transportation funds during the the next 20 plus years.

Staff are in the process of developing Mobility 2040, the next long-term transportation plan. Input received during the spring and summer from the public, cities, counties and transportation partners is especially beneficial. Draft recommendations are expected to be available in late 2015, and the Regional Transportation Council is expected to approve the new long-term plan in spring 2016.



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DRAFT [Mobility 2040 Document](#) | [Mobility 2040 Appendix A-D](#) **DRAFT**
DRAFT [Mobility 2040 Appendix E-G](#)

Regional Transportation Council

December 10, 2015

[Proposed Freeway/Tollway Recommendations](#)

Regional Transportation Council Mobility Plan Workshop

November 12, 2015

[Agenda](#)

[Presentation 1](#)

[Presentation 2](#)

Regional Transportation Council Mobility Plan Workshop

July 9, 2015 | 11:30 am

[Agenda](#)

[Presentaton](#)

LBJ East Legislative Meetings

[Presentation 1](#)

[Presentation 2](#)

Please [sign up](#) to stay involved in developing Mobility 2040, and [submit questions and comments](#). Additionally, please feel free to share this information with your friends, family and colleagues.

Public Input

Results from two Mobility 2040 surveys, distributed online and at NCTCOG outreach events and meetings, are now available.

[Fall 2015 Survey Results >>>](#) [PDF]

[Spring/Summer 2015 Survey Results >>>](#) [PDF]

Partner Coordination

Local Government Review

Infographic: Transportation Choices for Our Future

Take a look at how the region is growing, funding transportation improvements, meeting traffic challenges and finding a way forward in the [Mobility 2040 infographic](#). [PDF]

MY COMMUNITY NEEDS BETTER...

A. Places to walk or bike
B. Train service
C. Bus service
D. Roads
E. Options for living near work

TELL US at nctcog.org/survey2040.
TAKE our 6-question survey for a chance to win prizes!

The North Central Texas Council of Governments coordinates with other counties and partner agencies to plan transportation improvements for the 12-county Dallas-Fort Worth area. NCTCOG is pleased to be a part of the long-term transportation plan for North Texas.

MOBILITY 2040 TRANSPORTATION CHOICES FOR OUR FUTURE

A GROWING Region
Regional Growth, 2014 - 2040

North Texas adds about 3 million people every decade. By 2040, 23.8 million people will live in the MSA in North Texas.

More people mean more jobs. North Texas will create an additional 11 million jobs by 2040.

Population: 2014-2040
New jobs: 23.8-2040-000000

MEETING THE Challenge

As new people have moved here, we've built more roads and pavement miles. But, more people keep making it's harder to get where you're going.

Regional Rail & Highway Miles, 1990 - 2035

2014: 1,000 miles
2035: 1,500 miles

Roadway Congestion Levels

2014: 22% (Severe), 47% (Moderate), 31% (Minor)
2040: 54% (Severe), 28% (Moderate), 18% (Minor)

FUNDING ROAD Improvements

The gas tax is the biggest source of transportation funding. It's stayed the same since the 1990s, even though it's a key part of your fuel cost.

But, you can't fund new roads, fix potholes, or build more transit without more money. That's why we need to raise the gas tax.

20 CENTS current gas tax rate
18.3 CENTS additional gas tax rate to pay for it

FINDING A WAY Forward

There's a lot of traffic in the region, but we have ideas on how to get around it better and to solve our biggest road needs.

How would new ways affect your family's daily life?

- Maintain & improve existing roads
- Carpool & vanpool
- Work at home
- Car sharing
- Better connected neighborhoods

- Leaving for work before or after rush hour
- Ride buses
- Ride trains
- Bike & walk
- Improve traffic operations

Español

1/8/2016 4/01/09 MW

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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

DRAFT

RTC Policy Position on Transit Implementation in the Cotton Belt Corridor
(P16-01)

Background

Mobility 2035 proposes regional rail service in the Cotton Belt Corridor from southwest Fort Worth to Plano. The Fort Worth Transportation Authority (the T) is constructing rail service from downtown Fort Worth to the A/B station at the DFW International Airport. It is anticipated that the T will have a full funding grant agreement with the Federal Transit Administration in early 2016. In addition, the Fort Worth Transportation Authority has ordered rail vehicles that have been agreed to by Dallas Area Rapid Transit to operate in the eastern portion of the corridor (east of DFW International Airport). Mobility 2035 calls for a seamless connection of transit service between the two transportation authorities. It is anticipated that rail service will be operating in the western portion of the corridor in 2018. Dallas Area Rapid Transit has approved rail funding in their 2035 financial plan. This would provide full funding for rail by 2035.

Policy Direction/Context

The Regional Transportation Council requests in this policy that Dallas Area Rapid Transit explore possibilities in expediting rail service in the eastern side of the corridor. Dallas Area Rapid Transit may wish to consider public and public/private partnerships to advance rail service in a timeframe that closer matches the investment in the western side of the corridor. The Regional Transportation Council stands ready to assist Dallas Area Rapid Transit in any areas that may accomplish this objective. The reason for both a seamless rail connection and an expedited delivery is related to three factors:

- 1) The movement of a greater share of travel in the region by rail transportation aiding in reliability, safety and air quality.
- 2) The significant demand between the two sub-regions that wish to travel between Tarrant and Dallas County. A seamless connection that includes interlining rail service between the sub-systems without forcing a transfer will maximize transit benefits. Expediting service will aid in the meeting of this regional need. In addition to cross-regional transit movements is the desire to go to and from DFW International Airport and to transfer between the Cotton Belt and the Orange Line at the A/B station.
- 3) Investment in the rail component of the Regional Transportation System is essential and needs special focus to offset the magnitude and innovation of roadway investments within the region. Greater and special attention to innovative rail funding and financing is critical to deliver the appropriate balance of transportation investments to a region of 10.7 million person by 2040.

If rail service cannot be expedited, some form of DART selected premium transit service should be implemented to accomplish these policy objectives. Although a rail to bus transfer will reduce the demand for service between the regions (eliminating a one-seat ride) some attention to near term transit investment remains critical. Rail is preferred but some connection by premium bus transit is better than no service.

Definitions

Regional Rail - Rail service provided by commuter rail-type vehicles. In the Cotton Belt Corridor, these vehicles will be identical or similar to the FLIRT vehicles purchased by the Fort Worth Transportation Authority.

DRAFT

Seamless Connection – In this policy, seamless connection refers to the coordination of service between the Fort Worth Transportation Authority and DART. This policy anticipates the same technology between the two sub-regions, therefore, rail vehicles will need to have continuous interline scheduling between the areas resulting in no transfers for passengers. This is often referred to as a One Seat Ride. If rail service is delayed and premium transit service is implemented, sensitivity to the customer resulting in efficient transfers will need to be addressed.

Premium Transit Service – This level of service is referred to in Mobility 2040 as High Intensity Bus. This service could include such transit attributes as guaranteed travel times, additional passenger amenities and increased technology.

Mobility 2040 Recommendation

Rail service along the entire corridor. The western sub-region will explore bus service on the Chisholm Trail as an interim measure south of Fort Worth. In the eastern sub-region, rail should be in place by 2035. Rail service may be possible before this timeframe. If rail service cannot be expedited within the next four years, Dallas Area Rapid Transit should explore the introduction of premium transit service in the corridor.

“Ten Year Plan” (Consistency with HB 20)

Rail service along the entire corridor. The western sub-region will explore bus service on the Chisholm Trail as an interim measure south of Fort Worth. In the eastern sub-region, rail should be in place by 2027. Rail service may be possible before this timeframe. If rail service cannot be expedited within the next four years, Dallas Area Rapid Transit should explore the introduction of premium transit service in the corridor.

Quarterly Monitoring/Expedited Service

Dallas Area Rapid Transit and the RTC Staff will present quarterly updates on the status of expediting rail service in the eastern corridor. If rail service cannot be expedited within four years, efforts will transition to premium transit service.

Expediting Bus Transit Improvements

If premium bus transit service in the form of bus rapid transit is advanced, DART will provide additional information on the following questions.

How will bus rapid transit access DFW International Airport?

Where will bus rapid transit meet the western side regional rail line?

How will DART and the T minimize the impact of passenger transfers?

How will bus rapid transit be built in the Cotton Belt Corridor that has active freight service?

Will bus rapid transit cross conflicting north/south thoroughfare streets at-grade? If so, what traffic controls will be used?

How will bus rapid transit be built in the Cotton Belt Corridor that has no freight service?

Will bus rapid transit cross conflicting north/south thoroughfares at-grade in this section? If so, what traffic controls will be used?

DRAFT

If there are going to be arterial grade separations, would those structures be built for bus transit or regional Rail?

Would DART place all of the bus transit within the Cotton Belt right-of-way, or other parallel facilities?

EASTERN SUBREGION SUPPLEMENTAL PROJECTS

REGIONAL TRANSPORTATION COUNCIL

January 14, 2016

PROPOSED CONGESTION RELIEF PROJECTS

Western Subregion

SH 121/SH 360 Interchange
(staged)

SH 199 (staged)

IH 820 (from SH 121 to Randol
Mill, staged)

Eastern Subregion

(Previously Presented Priorities)

IH 35E

Southern Gateway (IH 35E and US 67)
Lowest Stemmons (IH 35E)

SUPPLEMENTAL PROJECTS:

IH 635 East

Noise Walls
Skillman/Audelia

US 75 (Peak Hour Shoulder Use)

IH 635 EAST

Project scope includes:

- Tolled Managed Lanes from US 75 to Miller
- Gas tax supported lanes from Miller to IH 30
- Split out LBJ Noise Walls for implementation now (see next slide)
- IH 30 at IH 635 Interchange may be split out as a separate project depending on Proposition 7 funding levels

Cost is \$1.300 billion (including interchange at IH 30)

Revenue:

- \$500 million of toll bonds
- \$500 million - \$800 million Proposition 7

LBJ NOISE WALLS

Project scope includes:

- Noise walls from east of Greenville Avenue to IH 30
- Project to be implemented in 2016

Cost is \$31 million

Revenue:

- \$31 million RTR
- Source of RTR funds is savings from the LBJ backstop on the LBJ Express project

IH 635 AT SKILLMAN/AUDELIA

Project scope includes:

- Interchange improvements

Cost is \$65 million

Revenue:

- \$60.623 million of Proposition 1
- \$4.377 million of Category 12 funds (as a result of the MPO Revolver Swap)

US 75, PHASE 1

Project scope includes:

- Use of shoulders during peak hours only
- From IH 635 to the north

Cost is \$40 million

Revenue:

- \$40 million of Surface Transportation Program – Metropolitan Mobility (STP-MM) funding

TIMELINE

| | |
|------------------------|---------------|
| RTC Initial Action | January 2016 |
| TxDOT Public Hearing | January 2016 |
| NCTCOG Public Meetings | January 2016 |
| STTC Action | January 2016 |
| RTC Action | February 2016 |

DRAFT

Regional Transportation Council Policy Position to
Assist Local Governments in Attracting Large Employers to the Region
(P16-02)

This policy only applies if the Regional Transportation Council (RTC) is being asked to help fund infrastructure improvements to attract a large employer. This policy only applies to attracting large employers to the region and does not apply to retaining employers or moving employers within the region.

The entity requesting funding assistance from the RTC needs to be aware that RTC assistance is not possible without communication to the full RTC of the request. If funding is requested, this policy would place an item on the RTC agenda for approval, creating an opportunity for the local governments to participate in the selection process.

Regional Transportation Council Attendance Roster
January 2015 - December 2015

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

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
January 2015 - December 2015**

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|---------------------------|---------------|---------------|----------------|----------------|---------------|----------------|----------------|---------------|----------------|----------------|----------------|-----------------|-----------------|
| Bernice Washington (4/09) | DFW Airport | P | P | E(R) | P | P | E(R) | P | P | P | P | P | P |
| Duncan Webb (6/11) | Collin Cnty | P | P | P | P | P | E(R) | P | P | P | E(R) | P | P |
| B. Glen Whitley (2/97) | Tarrant Cnty | P | P | P | E | P | P | E | P | E | P | E(R) | P |
| Kathryn Wilemon (6/03) | Arlington | P | P | P | P | P | P | P | P | P | P | P | P |
| Jeff Williams (10/15) | Arlington | -- | -- | -- | -- | -- | -- | -- | -- | -- | P | P | A |
| Erik Wilson (07/15) | Dallas | -- | -- | -- | -- | -- | -- | P | P | P | P | P | P |
| Zim Zimmerman (9/12) | Fort Worth | P | P | P | P | P | P | E(R) | A(R) | P | A(R) | P | P |

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present

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R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
September 2014-October 2015

| STTC MEMBERS | Entity | 9/26/14 | 10/24/14 | 12/5/14 | 1/23/15 | 3/27/15 | 4/24/15 | 5/22/15 | 6/26/15 | 7/24/15 | 8/28/15 | 9/25/15 | 10/23/15 |
|--------------------|--------------------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|
| Antoinette Bacchus | Dallas Cnty | A | A | A | A | A | P | P | A | P | P | P | P |
| Bryan Beck | Fort Worth | P | A | A | P | A | P | A | P | A | P | P | P |
| Marc Bentley | Farmers Branch | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | A | A |
| Kristina Brevard | DCTA | -- | -- | -- | P | P | P | P | P | P | P | P | P |
| Keith Brooks | Arlington | P | A | P | P | P | P | P | P | P | P | P | P |
| John Brunk | Dallas | P | P | P | A | P | P | P | A | P | A | P | P |
| Mohammed Bur | TxDOT, Dallas | -- | P | P | P | P | P | A | P | P | P | A | A |
| Chris Burkett | Mansfield | P | R | P | P | R | R | R | P | P | P | R | P |
| Loyl Bussell | TxDOT, FW | P | P | P | P | P | P | P | P | P | P | P | A |
| Jack Carr | Plano | P | P | P | P | A | P | P | A | P | P | P | P |
| Dave Carter | Richardson | A | P | P | A | P | P | P | P | P | P | P | P |
| John Cordary, Jr. | TxDOT, FW | -- | -- | -- | -- | P | P | P | P | P | P | P | P |
| Hal Cranor | Eules | A | P | P | P | P | R | P | P | P | P | P | P |
| Clarence Daugherty | Collin County | A | P | P | P | P | A | P | A | R | P | P | P |
| Chad Davis | Wise Cnty | P | P | A | A | P | P | P | P | P | P | P | A |
| Greg Dickens | Hurst | R | R | R | R | P | A | A | R | R | R | R | R |
| David Disheroon | Johnson County | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | P | P |
| Massoud Ebrahim | Greenville | P | A | R | P | A | A | P | P | P | P | R | R |
| Chad Edwards | DART | P | P | P | P | P | P | P | P | P | P | A | P |
| Claud Elsom | Rockwall Cnty | P | A | P | P | P | P | P | P | A | P | P | P |
| Keith Fisher | Keller | P | P | R | P | P | P | P | A | R | P | R | A |
| Eric Fladager | Fort Worth | A | A | P | P | P | P | P | P | P | A | P | A |
| Chris Flanigan | City of Allen | P | R | P | P | A | R | P | P | P | P | P | P |
| Gary Graham | McKinney | P | R | R | R | P | R | P | A | P | P | P | P |
| Tom Hammons | City of Carrollton | A | A | A | A | A | P | A | P | A | A | A | A |
| Michael Hasler | Duncanville | -- | -- | -- | -- | -- | -- | -- | -- | -- | A | P | P |
| Curvie Hawkins | FWTA | P | P | A | A | A | P | P | P | A | P | P | P |
| Chris Holsted | Wylie | P | P | P | P | A | P | A | P | A | P | A | A |
| Thomas Hoover | Bedford | P | A | A | A | P | A | A | P | P | R | P | P |
| Matthew Hotelling | Flower Mound | A | P | P | P | P | P | P | P | P | P | P | A |
| Kirk Houser | City of Dallas | A | P | P | P | P | A | A | P | P | P | P | P |
| Terry Hughes | Parker County | P | P | P | P | P | P | P | P | P | P | P | P |
| Jeremy Hutt | Colleyville | P | R | P | P | P | R | P | P | P | A | P | A |
| Paul Iwuchukwu | Arlington | P | P | P | P | P | P | P | A | P | P | P | A |
| Joseph Jackson | Ellis County | -- | -- | -- | -- | -- | -- | -- | -- | -- | P | P | P |
| Tim James | Mesquite | A | P | P | A | P | P | P | A | P | A | A | P |
| David Jodray | Fort Worth | P | P | P | P | P | P | P | P | P | P | P | A |
| Kelly Johnson | NTTA | A | P | A | A | A | A | A | A | A | A | P | P |
| Tom Johnson | DeSoto | A | P | A | P | P | P | A | A | P | P | P | P |
| Sholeh Karimi | Grand Prairie | P | P | P | P | P | P | P | P | P | P | A | P |
| Chiamin Korngiebel | Dallas | A | P | A | P | P | A | A | P | A | A | P | P |

P =Present A= Absent
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Surface Transportation Technical Committee Attendance Roster
September 2014-October 2015

| STTC MEMBERS | Entity | 9/26/14 | 10/24/14 | 12/5/14 | 1/23/15 | 3/27/15 | 4/24/15 | 5/22/15 | 6/26/15 | 7/24/15 | 8/28/15 | 9/25/15 | 10/23/15 |
|--------------------------|----------------------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|
| Richard Larkins | Grapevine | -- | -- | -- | -- | P | A | P | P | P | A | A | P |
| Paul Luedtke | Garland | A | P | A | P | A | A | P | P | P | A | P | P |
| Stanford Lynch | Hunt Cnty | P | P | A | P | R | R | A | P | P | P | P | P |
| Rick Mackey | TxDOT Paris | P | P | P | P | P | A | P | P | P | P | P | A |
| Srini Mandayam | Mesquite | P | P | P | P | P | A | R | P | P | P | R | R |
| Geroge Marshall | Coppell | A | A | P | P | R | R | P | P | P | P | A | P |
| Clyde Melick | Waxahachie | P | P | P | P | P | P | P | P | R | R | P | A |
| Laura Melton | Burleson | A | A | A | A | A | A | A | A | A | A | A | A |
| Brian Moen | Frisco | A | A | A | A | A | P | A | A | P | A | A | A |
| Cesar Molina, Jr. | Carrollton | P | P | P | P | A | A | P | A | P | P | A | P |
| Lloyd Neal | Plano | A | P | P | P | A | P | P | A | A | P | P | A |
| Mark Nelson | Denton | P | P | P | P | P | P | A | P | P | P | R | P |
| Jim O'Connor | Irving | P | P | P | P | P | P | P | A | P | P | P | P |
| Kevin Overton | Dallas | -- | A | P | A | P | P | P | A | P | P | P | P |
| Dipak Patel | Lancaster | P | P | P | P | P | P | P | P | P | A | P | P |
| Todd Plesko | DART | P | A | P | P | P | P | P | A | P | P | A | P |
| John Polster | Denton Cnty | P | P | P | P | P | P | A | P | P | P | P | P |
| Lisa Pyles | Town of Addison | A | A | A | A | A | P | P | P | A | P | A | P |
| William Riley | Tarrant Cnty | P | P | P | P | P | A | P | A | P | P | P | P |
| Greg Royster | DFW Int. Airport | A | P | P | P | P | P | P | A | P | A | P | A |
| Moosa Saghian | Kaufman County | -- | -- | -- | -- | -- | -- | P | P | P | P | A | P |
| David Salmon | Lewisville | R | P | P | R | P | R | A | P | P | P | P | R |
| Elias Sassoon | Cedar Hill | R | P | P | P | P | P | R | P | P | R | P | P |
| Gordon Scruggs | The Colony | P | A | P | R | P | P | P | P | P | P | P | P |
| Lori Shelton | NTTA | P | P | P | P | P | P | P | P | P | P | P | A |
| Walter Shumac, III | Grand Prairie | -- | -- | -- | P | A | P | P | A | P | P | P | P |
| Randy Skinner | Tarrant Cnty | P | P | P | P | A | P | A | P | A | P | P | P |
| Angela Smith | FWTA | -- | -- | -- | -- | -- | -- | -- | -- | P | P | A | P |
| Caleb Thornhill | Plano | P | P | A | P | P | A | P | P | A | P | P | A |
| Mark Titus | Richardson | P | P | P | P | P | P | P | P | P | P | P | R |
| Jonathan Toffer | Dallas Cnty | A | A | A | P | P | A | A | P | A | A | A | A |
| Timothy Tumulty | Rockwall | A | A | R | P | P | A | P | A | P | P | A | A |
| Gregory Van Nieuwenhuize | Haltom City | P | P | P | P | P | P | P | P | P | P | P | P |
| Daniel Vedral | Irving | P | P | P | P | A | P | A | P | P | A | A | A |
| Caroline Waggoner | North Richland Hills | A | P | P | P | P | P | P | P | P | R | P | P |
| Jared White | Dallas | A | P | P | P | P | P | P | A | P | P | P | P |
| Bill Wimberley | Hood County | P | P | P | P | P | R | P | A | P | P | P | P |
| Alicia Winkelblech | Arlington | P | A | P | P | R | R | P | P | A | P | P | P |
| Mykol Woodruff | TxDOT, Dallas | -- | -- | -- | -- | P | P | P | P | A | P | P | P |
| Jamie Zech | TCEQ | -- | -- | -- | -- | -- | -- | -- | -- | A | A | A | A |

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 23, 2015

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 23, 2015, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Kristina Brevard, Keith Brooks, John Brunk, Chris Burkett, Jack Carr, Dave Carter, John Cordary Jr., Hal Cranor, Clarence Daugherty, Jim Juneau (representing Greg Dickens), David Disheroon, Alan Hendrix (representing Massoud Ebrahim), Chad Edwards, Claud Elsom, Chris Flanigan, Gary Graham, Michael Hasler, Curvie Hawkins, Thomas Hoover, Kirk Houser, Terry Hughes, Joseph Jackson, Tim James, Kelly Johnson, Tom Johnson, Sholeh Karimi, Chiamin Korngiebel, Richard Larkins, Paul Luedtke, Stanford Lynch, Yang Jin (representing Srin Mandayam), George Marshall, Cesar Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, John Polster, Lisa Pyles, William Riley, Moosa Saghian, Jeff Kelly (representing David Salmon), Elias Sassoon, Gordon Scruggs, Walter Shumac III, Randy Skinner, Angela Smith, Steve Smith (representing Mark Titus), Gregory Van Nieuwenhuize, Caroline Waggoner, Jared White, Bill Wimberley, Alicia Winkelblech, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Michael Alvarez, Carli Baylor, Natalie Bettger, Chris Bosco, David Boski, Lori Clark, Courtney Coates, Bryan Copeland, Heather Davis, Brian Flood, Jill Hall, Heather Haney, Tommy Henderson, Edgar Hernandez, Rebekah Hernandez, Jesse Herrera, Chris Hoff, Jessie Huddleston, Mike Johnson, Nandita Kaundinya, Dan Kessler, Chris Klaus, Rachel Knapp, Paul Knippel, Kevin Kokes, Dan Lamers, April Leger, Sonny Loper, Jody Loza, Patrick Mandapaka, Tyler Martin, Edith Marvin, Chad McKeown, Michael Morris, Michael Overton, Chris Reed, Milton Richter, Kyle Roy, Jahnae Stout, Neil Strassman, Marian Thompson, Matt Thompson, Mitzi Ward, Amy Wasielewski, Sandy Wesch, Brian Wilson, and Ralph Zaragoza.

1. **Approval of September 25, 2015, Minutes:** The minutes of the September 25, 2015, meeting were approved as submitted in Reference Item 1. Kristina Brevard (M); Paul Luedtke (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Unified Planning Work Program Modifications:** A motion was made to recommend Regional Transportation Council approval of modifications to the FY2016 and FY2017 Unified Planning Work Program provided in Reference Item 2.1.1. Details were provided in Electronic Item 2.1.2.

Richard Larkins (M); Chris Burkett (S). The motion passed unanimously.
3. **Look Out Texans Safety Campaign:** Kevin Kokes discussed the regional safety campaign, Look Out Texans. The Federal Highway Administration has designated the North Central Texas region as a bicycle/pedestrian focus area to address safety due to its high rate of crashes and fatalities with motor vehicles. In the past five years, over 8,000 reported crashes resulting in over 500 fatalities have occurred in North Central Texas. The Look Out Texans safety campaign is funded by a Texas Department of Transportation grant with the goal of reducing bicycle/pedestrian crashes and fatalities in the region. Efforts also focus on developing a mutual respect between modes and understanding of responsibilities, laws,

and facilities. The audience for the campaign will be multimodal and include bicyclist, pedestrians, and motorists. It will target school-aged children and university students, as well as bilingual audiences. Various forms of outreach and advertising methods were highlighted, as well as examples of efforts. Mr. Kokes discussed upcoming efforts to reach local communities and asked members to provide feedback regarding the best means of integrating this information into the tools available at the local level. In addition, he highlighted education and training opportunities in the region to design for pedestrian safety and pedestrian accessibility. Bryan Beck discussed efforts to educate motorists and noted the importance of bicyclist also being educated. Mr. Kokes noted that one of the important efforts will be to educate all modes on the rights and responsibilities of the user.

4. **Mobility 2040:** Chad McKeown discussed ongoing efforts for the development of the region's next long-range transportation plan, Mobility 2040, including the shifting balance between toll and tax-funded roadways and preliminary recommendations. He noted that the key element in the selection of projects is congestion in order to address the projected population growth to 10.7 million by the year 2040. Demographics show severe congestion spreading out from both of the core downtown areas. A map showing the status of highway corridors since adoption of the Mobility 2035 – 2014 Amendment was highlighted. In developing the new Plan, staff is focusing on existing projects that have not moved towards implementation. Projects that have been implemented are removed. Project recommendations are maintained for corridors that have not been built to the ultimate configurations. Staff then reviews all freeway/tollway corridors to identify others that need improvement. Mr. McKeown noted that a data-driven approach will be used to select new projects to be included based on financial constraint requirements. Finally, draft Mobility 2040 roadway project recommendations will be presented to the Surface Transportation Technical Committee (STTC), Regional Transportation Council (RTC), and the public for input. The data-driven approach is based on Moving Ahead for Progress in the 21st Century (MAP-21) goals and RTC direction from recent polling. MAP-21 national goals and associated performance measurement tools were noted. In addition, next steps for roadway project selection were highlighted. Staff is working on the preliminary project category types and assessing financial constraint impacts to determine how many projects can be included. Once completed, staff will identify project staging and ensure that RTC priority projects are implemented in the order determined as the region's priorities. Staff will then develop draft recommendations. In addition to roadways, staff continues to review transit recommendations. Existing rail transit, as well as proposed extensions to the system in the previous Plan were highlighted. Similar to roadway projects, staff is analyzing options through a data-driven approach and reviewing performance and implementation criteria for inclusion in Mobility 2040. Many are outside the existing service areas and staff continues to meet with local jurisdictions to understand their interest and commitment in order to determine a funding mechanism to include these projects. Mr. McKeown discussed new funding opportunities for tax-supported transportation from the past two legislative sessions, including Proposition 1, the ending of diversions of the gas tax, and Proposition 7 that is on the ballot in November 2015. These funding sources provide an opportunity for the region to move away from as many toll supported projects as it has relied upon in the past decade. As a result, by 2020 approximately \$5.5 billion will be available statewide for non-tolled roadway projects. He noted the importance of keeping a balance of funding types in the Plan to ensure that Mobility 2040 contains the best funding strategy for each corridor so that funding opportunities from both state and federal sources can be utilized. The preliminary concept for Mobility 2040 is to use new revenue to replace some toll-funded projects with tax-funded projects in the near term. Projects in later years could remain as toll-funded projects until other sources of funding are identified. The Plan could include a similar number of projects, with the balance shifting to tax-funded roadways. Preliminary proposals

for a better balance were highlighted. The first category, projects formerly planned as tolled managed lanes now recommended for consideration as freeway or high-occupancy vehicle (HOV) projects, includes : IH 35W from IH 30 to SH 121 and IH 20/US 287 from Green Oaks to IH 820 in Tarrant County; US 67 from IH 35E to FM 1382, IH 35E from IH 20 to the Horseshoe, SH 161 from SH 183 to Belt Line, and IH 635 from Miller to IH 30 in Dallas County; and IH 35E from US 380 to Loop 288 in Denton County. The next category contains a project formerly planned as a toll road now recommended for consideration as a tolled managed lane. The project recommended is SH 170 from IH 35W to SH 114 in Tarrant County, with tolled managed lanes recommended in the future if warranted. Another category is toll roads to be considered as staged freeways. These include: Loop 9 from US 67 to IH 20 in Dallas County and the outer loop from the Dallas North Tollway to IH 30 in Collin and Rockwall Counties. Finally, a new staged freeway recommended for consideration is the extension of the outer loop from Loop 288 to the Dallas North Tollway in Denton County. These projects were highlighted on a map presented at the meeting. In addition, he noted that there is no consensus on US 75 and that discussions were ongoing. Mr. McKeown noted that draft recommendations would be presented to the Committee at its December 4 meeting, as well as at the RTC Mobility Plan Workshop scheduled for November 12.

Mark Nelson noted that he had some concern about the preliminary recommendations for the outer loop connection to Loop 288 since the City of Denton has discussed a direct connection to IH 35E. Mr. Morris noted that direct connection to IH 35E is an option. If there is not enough funds to connect directly to IH 35E, the City of Denton must decide if an interim project connecting to the loop is an option. Options for the corridor were discussed. Mr. Nelson noted that the City of Denton would like to have an opportunity to provide input regarding this recommendation. Mr. Morris noted that meetings will be scheduled and requested that comments be provided to North Central Texas Council of Governments (NCTCOG) staff. John Polster noted that Denton County is in the final stages of its thoroughfare plan update, and that it will be formally requesting that the alignment extend to IH 35E to be consistent with its thoroughfare plan. Mr. Morris requested that those changes be communicated to NCTCOG staff by e-mail. Mr. Polster also discussed IH 35E from Loop 288 south to US 380, noting that he understood the intent was to make the project fundable by not having it be prohibited for Proposition 1 and Proposition 7. He discussed traffic patterns in the area where IH 35E and IH 35W meet and the managed lane concept that ties the corridors together. Mr. Morris noted that he believed the City of Denton has requested the advancement of Proposition 1 funds at this location. In order for Proposition 1 to be used, there must be no tolled component. Discussions regarding the interpretation of what is fundable continues, but the goal is to develop a Mobility Plan that is not complicated by the interpretation of funding eligibility. He noted that staff will review the options for that portion of Denton County and that viewpoints from both the city and county will be helpful. Clarence Daugherty discussed use of the term "ultimate configuration" when discussing projects. Mr. McKeown noted that in this case, the "ultimate configuration" is what has been environmentally cleared or contained in an approved document. Mr. Daugherty also discussed moving from toll facilities to more tax-supported facilities and asked if the public understands that this does not mean no more toll facilities. Mr. McKeown discussed a recent public meeting in southern Dallas during which the public did seem to understand about tolled and tax-funded projects. In addition, Mr. Morris noted that he was not aware of anyone who believes that eliminating tolls in a specific corridor means the elimination of corridors in the entire region. Mike Hasler noted that the map shows the Southern Gateway as a tolled facility, and that his understanding was that it would have no tolled components. He also noted that it seemed that some of the ramp reversals requested by Cedar Hill and Duncanville were not listed when he last contacted the Texas Department of Transportation.

Mr. Morris noted that no tolled components are included on the Southern Gateway. He asked that questions about the ramp reversals be sent to staff for review. Paul Luedtke noted that the City of Garland recently held a workshop and would like the managed lanes to continue to SH 78. He asked if preliminary recommendations would be updated to reflect the request of local agencies. Mr. Morris discussed the project, noting that the concept is for the corridor to be tolled north of Miller and non-tolled south of Miller to IH 30, with a potential new interchange at IH 30 with managed lanes that would not be tolled. This is dependent on right-of-way in the utility complex south of IH 635. He asked if this was different than the City of Garland's position. Mr. Luedtke noted that the tolled element may be different, as well as the configuration. Mr. Morris discussed options, including ramp metering. Mr. Luedtke noted that Garland was discussing options. Members were encouraged to contact NCTCOG staff regarding comments to Mobility 2040 efforts.

5. **Proposed Regional Transportation Council Policies for Mobility 2040: Is this Worth the Effort?**: Michael Morris highlighted proposed policies to be considered in the development of Mobility 2040. Details of policies were provided at the meeting in Reference Item 5 and were also highlighted. Potential policies for consideration include: the Employer Trip Reduction Program, Traffic Incident Management, reductions in wrong-way driving, securing transportation infrastructure, integrated transportation operations, parking management, urban land-use strategies, rural land-use strategies, school siting coordination, safe access to schools, complete streets, state urban thoroughfare revitalization, storm water management, Clean Fleet Policy, clean construction, idling restrictions, transit funding, rail delivery and land use, freight oriented development, railroad safety, and unmanned aircraft systems. It is proposed that an agency adopt or implement 50 percent of the eligible policies giving an opportunity to impact the overall transportation system performance and air quality. Mr. Morris noted that this proposal will be discussed in more detail and refined at the upcoming Regional Transportation Council (RTC) Mobility Plan Workshop on November 12, 2015. Stanford Lynch discussed the role of the counties that have many cities within their borders. John Polster discussed the policies and his opinion that they do not seem voluntary. He also noted Commissioner Andy Eads' comment at the most recent RTC meeting that these could be considered regulations. Mr. Morris noted that agencies would have an option to choose a subset of policies to implement, depending on their preferences, and clarified that the program was voluntary. Funding decisions are not impacted, but the local match for participating agencies would be lowered giving an incentive for agencies to adopt and providing positive impacts to the region. Currently, the RTC's only impact is through funding of projects. Policies are another option to impact the region. Discussions continued regarding the voluntary nature of the policies and the perception that the policies are mandatory. Cesar Molina noted that many cities already implement these types of strategies on their own. He discussed the voluntary nature of that approach versus the perceived mandatory nature of the option presented. He noted that it becomes difficult when those individuals involved with the discussion at a certain period in time are not the same individuals that interpret meaning of a policy in the future. Paul Luedtke noted that he believed the proposal was a good idea, but discussed how agencies should begin to investigate the impact of the policies. Todd Plesko also noted that the proposal is a good idea and he encouraged future discussions.
6. **HB20/Development of the 10-Year Plan**: Michael Morris discussed House Bill (HB) 20 and development of the 10-year plan. HB 20 requires the Texas Department of Transportation and metropolitan planning organizations (MPOs) to use a performance-based planning process to prioritize projects. In addition, MPOs will need to add a 10-year plan as a required document. The goal of the MPO 10-year plan is to bridge the gap between the four-year Transportation Improvement Program and the Metropolitan

Transportation Plan (MTP) that includes over 20 years. The process will provide transparent information on staging of the MTP. He highlighted a past 10-year staging concept showing Regional Transportation Council (RTC) priorities as of September 10, 2008. He noted that the proposal for the region is to use existing work from the staging of projects in the Metropolitan Transportation Plan as the basis for the region's 10-year plan. Mobility 2040 conformity networks will include 2017, 2027, 2037, and 2040, and staff believes that the region's 10-year plan aligns with the 2027 network.

7. **Environmental Protection Agency's New Ozone National Ambient Air Quality Standard and End of Ozone Season Update:** Jody Loza provided an update on the new ozone National Ambient Air Quality Standard (NAAQS). On October 1, 2015, the Environmental Protection Agency (EPA) Administrator signed the final rule strengthening the National Ambient Air Quality Standard for ground-level ozone from 75 parts per billion (ppb) to 70 ppb. In addition, the final rule extends the Dallas-Fort Worth region's ozone season from March to the end of November. The Regional Transportation Council (RTC) previously provided comments encouraging the EPA to not implement an extended ozone season in the Dallas Fort Worth nonattainment region through the end of November since there have been no exceedances greater than 70 ppb recorded during the month of November in the past ten years. Ms. Loza noted that final designations for nonattainment counties will occur in late 2017 or early 2018. She also noted that the State Implementation Plan (SIP) baseline to be developed for the 2015 ozone standard is set at 2012. The EPA expects to designate nonattainment areas by October 1, 2017, with the effective date of designations set in early 2018. Conformity determinations for newly designated counties are expected in early 2019 and the anticipated SIP deadline is early 2021. Ms. Loza also provided an update on the 2015 ozone season. The region experienced 28 exceedance days in 2015, with a design value of 83 ppb. This is below the 1997 standard of 85 ppb. Ozone monitors in Northern Tarrant County and Denton County experienced the highest readings. Staff was asked its opinion regarding the region's potential designation. Ms. Loza noted that it is difficult to determine since the entire 2016 ozone season will be included in calculations. If designated as moderate, the region would likely have a 2024 attainment date.
8. **Emergency Assistance to Texoma Area Paratransit System:** Jessie Huddleston discussed emergency assistance from the Regional Transportation Council (RTC) to the Texoma Area Paratransit System (TAPS). TAPS serves two counties in the North Central Texas region, Wise County and portions of Collin County outside the Dallas Area Rapid Transit service area. Approximately 380,000 trips are provided annually, including job access trips for low-income workers and service for persons with disabilities. The annual budget for TAPS is \$26 million, which includes grant funding of approximately \$9 million annually from public transit programs. In June 2015, the Federal Transit Administration (FTA) conducted a financial management oversight review during which several material weakness and significant deficiencies were cited. FTA is requiring that TAPS address all of the issues through a recovery plan. At its October 7 Board meeting, TAPS presented information about its recovery plan. The agency will be evaluating service costs and working with local governments to make service adjustments and, identify additional local sources of revenue to leverage available federal funding. RTC took action at its October 8 meeting to use up to \$100,000 in existing transit funds to secure financial consulting services for TAPS to prepare billings and rebuild records to start the reimbursement process. In addition, it approved the use of RTC Local funds to provide a financial backstop for a local TAPS loan for up to \$250,000.
9. **Fast Facts:** Heather Davis highlighted current air quality funding opportunities for vehicles, noting that the Clean Fleets North Texas 2015 Call for Projects was accepting applications

through close of business the day of the meeting. Information about additional opportunities were provided in Electronic Item 9.1.

Kenny Bergstrom noted that the Dallas- Fort Worth Clean Cities program was recently awarded Most Outreach/Media Activities by the US Department of Energy during calendar year 2014. Efforts reached approximately 3.9 million persons. Details were provided in Electronic Item 9.2.

Rebekah Hernandez discussed the Regional Transportation Council's (RTC's) recent approval of a position of support for Proposition 7. At its October 8, 2015, meeting, members also approved sending correspondence to the Texas Transportation Commission regarding Proposition 7 allocations. A copy of the correspondence was provided in Electronic Item 9.3. In addition, she provided a federal legislative update.

Brian Wilson noted that the Transportation Department's publication, Charting the Future, has been recognized as a recipient of the silver quill award from the Southern Region of the International Association of Business Communicators.

Kevin Kokes noted that funds were recently approved by the Regional Transportation Council to the City of Fort Worth for a regional trail connection to the CentrePort Trinity Railway Express station and a contingency connection to a potential large regional employer site.

Dan Lamers discussed the opening of IH 635 project.

Sandy Wesch discussed the IH 30/SH360 interchange project on which construction will begin soon near the North Central Texas Council of Governments offices.

Matt Thompson noted that the submission deadline for the current Transportation Improvement Program modification cycle was close of business the day of the meeting.

Mike Overton provided an American Recovery and Reinvestment Act (ARRA) update. Over \$885 million in ARRA funds have been expended to date, with approximately \$56,000 remaining in unexpended funds for the Dallas Streetcar project. Details were provided in Electronic item 9.4.1 and Electronic Item 9.4.2.

Dan Kessler reminded members of the November/December combined Surface Transportation Technical Committee meeting schedule as a result of the upcoming holidays and that the next Committee meeting was December 4, 2015.

The current Local Motion was provided in Electronic Item 9.5 and transportation partner progress reports were provided in Electronic Item 9.6.

10. **Other Business (Old and New):** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 4, 2015, at the North Central Texas Council of Governments.

The meeting adjourned at 3:40 pm.

local motion

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

January 2016 | nctcog.org/localmotion

Agreements clear way for TEX Rail operations

The Fort Worth Transportation Authority and four railroads signed agreements in December that will allow residents on the western side of the region access to Dallas/Fort Worth International Airport via commuter rail. The agreements among Union Pacific, Fort Worth and Western and Dallas Area Rapid Transit and the Trinity Railway Express allow TEX Rail trains to run from Fort Worth to Grapevine and on to DFW Airport. Additionally, Amtrak has moved to the TRE tracks. The T may apply for more federal funding for TEX Rail with the pacts in place. The commuter rail line is expected to open in 2018. TEXRail.com.

Meetings

January 8, 11 am

DRMC Meeting

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

January 13, 8:30 am

TRTC

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

January 14, 1 pm

Regional Transportation Council NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

January 22, 1:30 pm

Surface Transportation Technical Committee

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Congress approves 5-year transportation bill

For the first time since 2005, a long-term transportation bill has become law.

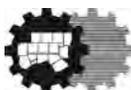
Aimed at improving the nation's surface transportation infrastructure, the Fixing America's Surface Transportation Act was signed by President Barack Obama on December 4. The five-year bill replaces the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which expired in September 2014, but continued to authorize transportation programs through multiple extensions.

The FAST Act provides \$305 billion to federal highway and transit programs with funding from both the Highway Trust Fund and the General Fund. Highway programs will receive almost \$225 billion while transit programs are provided with \$61 billion. The remaining funds are allocated to the Federal Railroad Administration and Amtrak.

Among other changes, the FAST Act emphasizes the importance of goods movement by creating two freight programs. A new competitive grant program addresses large-scale projects of national or regional significance, while a new formula program focuses on highway freight projects.

Also included in the bill, the Surface Transportation Program is renamed the Surface Transportation Block Grant Program and funding allocated to Dallas-Fort Worth and other metropolitan areas increases. The Transportation Alternatives Program, which includes bicycle-pedestrian projects, is now contained within the STBGP with set-aside funding. Metropolitan areas are given the same option as states by allowing a portion of the transportation alternatives funds to be used for STBGP projects.

The FAST Act also expands on MAP-21 provisions that aim to streamline the environmental review process and accelerate project delivery.



North Central Texas
Council of Governments

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

our region

NCTCOG celebrating 50 years of cooperation with regional members



The federal government's recently approved five-year, \$305 billion transportation bill will allow the further development of highway and transit systems across the country. Much of the money earmarked for North Texas will flow through the North Central Texas Council of Governments, which will program it to specific projects through the Regional Transportation Council. But that has not always been the case.

The Federal Aid Highway Act of 1962 required metropolitan areas with at least 50,000 people to maintain a planning program if they were to qualify for planning grants.

Today, North Texas is a single region made up of two major cities and a collection of smaller municipalities. But it has not always been easy for Dallas, Fort Worth and the cities and counties around them to cooperate. Initially, there were separate efforts to establish councils of governments in Dallas and Fort Worth. However, the federal government decided that the single region needed one organization to carry out planning for the entire region.

On January 20, 1966, the North Central Texas Council of Governments was born as a voluntary association to assist those local governments in planning for common needs.

NCTCOG is celebrating its 50th anniversary in 2016. Throughout the year, the agency will look back at significant events that helped North Texas grow into one of the most vibrant regions in the country. The NCTCOG region started with nine counties and eventually grew to include 16 it serves today. In addition to 16 counties, there are 169 cities, 22 school districts and 31 special districts among NCTCOG's 238 member governments. Although change has been constant, its focus has remained on the same common principles.

Communication. Cooperation. Coordination. These values defined NCTCOG in the early days, and they guide its work today as it seeks to help its member governments, no matter their size, to meet the needs of their residents. Stay tuned throughout the year to read about how the council of governments has helped shape the region and itself been influenced by its member governments and the people who make them work.

Each city in the region has its unique needs and interests, but a cooperative spirit persists to help meet challenges. Whether the issue is public safety, environmental stewardship or transportation, NCTCOG and its partners work with one another for the betterment of the region. This yearlong look back will be chronicled through the agency's 50th anniversary website, NCTCOG.org/50. Visit the site throughout the year for stories, historical photographs and facts that help explain the relationship between NCTCOG and its member governments.

RAIL TRAIL

DCTA receives \$2.4M grant for A-train rail trail

The Denton County Transportation Authority was recently awarded funding from the Texas Department of Transportation under the Transportation Alternatives Program to complete the last portion of the A-train rail trail project in Lewisville.

DCTA received nearly \$2.4 million in funds to complete the last portion of the Lewisville Hike and Bike Trail, which runs from the agency's Old Town Station on East Main Street to the Highland Village/Lewisville Lake Station on Garden Ridge Boulevard.

Once complete, the Lewisville Hike and Bike Trail will run from DCTA's Hebron Station all the way to the Highland Village/Lewisville Lake Station. Construction on the last portion of the trail is expected to begin in early 2016. DCTA expects to complete the entire 18.1-mile trail by 2017. It will connect each of the agency's rail stations, offering pedestrians and bicyclists a safe opportunity to travel the entire trail or take a break and ride the A-train or Connect bus. — Submitted by DCTA

public involvement

Public input sought on Mobility 2040

NCTCOG staff will seek public input on draft Mobility 2040 recommendations and Unified Planning Work Program modifications at public meetings set for 6:30 pm January 7 in Dallas, 6:30 pm January 12 in Lewisville and 2:30 pm January 13 in Arlington.

NCTCOG is required to maintain a long-range plan for the region's multimodal transportation system covering at least 20 years. Staff is developing Mobility 2040 and will highlight draft recommendations for major roadways, transit projects and bicycle-pedestrian infrastructure along with related air quality analysis and a list of near-term Transportation Improvement Program projects affected by the plan. The RTC is expected to adopt Mobility 2040 in March.

In addition to long-range planning, staff also manages the UPWP, which provides a summary of transportation and air quality planning tasks to be conducted by the metropolitan planning organization. Proposed changes to the fiscal year 2016 and fiscal year 2017 UPWP will be presented for review and comment. Finally, staff will present an overview of the Look Out Texans safety campaign. The AirCheckTexas Drive a Clean Machine Program will also be highlighted. Following the public meeting in Arlington, a video recording will be online at NCTCOG.org/input.

Fact sheet: AirCheckTexas program bolstered

The NCTCOG Transportation Department has published a fact sheet highlighting the popular AirCheckTexas Drive a Clean Machine Program. AirCheckTexas provides vouchers to qualifying motorists to repair or replace vehicles with emissions problems if those vehicles also meet certain criteria. Available at NCTCOG.org/factsheets, the fact sheet explains the program in English and Spanish.

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Transportation Authority
The-T.com

Texas Department
of Transportation
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\$305 billion

The funding provided by the recently approved five-year transportation reauthorization bill, the Fixing America's Surface Transportation Act.

policymakers — RTC

Judge Whitley earns Road Hand Award



Tarrant County Judge Glen Whitley was recently named a winner of the prestigious Road Hand Award, given annually to a select list of transportation advocates across Texas.

A longtime member of the RTC, Whitley has played a key role in the development of several projects throughout the region, including Chisholm Trail Parkway, the North Tarrant Express and the DFW Connector, which have all recently been completed and are providing relief in some of the region's most highly traveled corridors.

He has also played a significant role in the 9.7-mile extension of State Highway 360 between Sublett/Camp Wisdom roads and US Highway 287. The project went to construction late in 2015 after years of planning. Whitley is the 32nd North Texan to earn the Road Hand Award since 1973, according to the Texas Department of Transportation. This is the second consecutive year an RTC member has been recognized with the award. Fort Worth City Councilmember Jungus Jordan was recognized in 2014.

TxDOT CFO named to agency's top job

James Bass was named executive director of TxDOT last month, succeeding Lt. Gen Joe Weber, who announced his retirement in October. Weber remained with the agency through the end of 2015. Bass, who became TxDOT's 21st executive director January 1, had served as the agency's chief financial officer since 2005.

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.