

AGENDA

**Regional Transportation Council
Thursday, August 13, 2015
North Central Texas Council of Governments**

- 1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:05** 1. **Approval of July 9, 2015, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Mark Riley, RTC Chair
Item Summary: Approval of the July 9, 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. **2015 Federal Transit Administration Programs Call for Projects: Project Recommendations**
Presenter: Jamie Patel, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of the 2015 Federal Transit Administration (FTA) Programs Call for Projects funding recommendations will be requested.
Background: Last month, staff presented the projects received through the 2015 FTA Programs Call for Projects, which closed on April 10, 2015. The projects and recommended funding levels were presented at three public meetings held July 13-16, 2015. Staff is requesting approval to award five projects for approximately \$4.4 million in federal funding from the Enhanced Mobility of Seniors and Individuals with Disabilities Program (§5310) and Urbanized Area Formula Program (§5307) for Job Access/Reverse Commute (JA/RC) projects. [Electronic Item 2.1.1](#) contains additional summary information. The Surface Transportation Technical Committee has recommended RTC approval of the project recommendations contained in [Reference Item 2.1.2](#). Staff presented recommendations to the RTC for information at its July 9, 2015, meeting.
- 1:05 – 1:20** 3. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG
1. Option to Receive Regional Transportation Council (RTC) Meeting Packets by E-mail Only (Request to aleger@nctcog.org)
 2. Texoma Area Paratransit System Status (possible action)
 3. Status on Federal Transportation Legislation

4. Proposition 1 Allocations
 - Dallas District Fort Worth District
 - FY2015-\$238.59M FY2015-\$129.04M
 - FY2016-\$175.98M FY2016-\$92.12M
 - FY2017-\$173.24M FY2017-\$90.67M
5. RTC New Member Orientation Schedule Options (Handout)
 - August 21, 9:30 am-11:30 am
 - September 4, 9:30 am-11:30 am
 - September 10, 10:30 am-12:30 pm (RTC Meeting Day)
 Open to all RTC Members (Reply to vpruitt-jenkins@nctcog.org)
6. Livestreaming of Metropolitan Planning Organization Policy Meetings, September 1, 2015
7. July Public Meeting Minutes ([Electronic Item 3.1](#))
8. Mobility Matters (Handout)
9. Ozone Season Update ([Electronic Item 3.2](#))
10. National Drive Electric Week, September 19 ([Electronic Item 3.3](#))
11. City of Irving's 2015 Transportation and Water Summit, August 18-19
12. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.4](#))
13. Recent Correspondence ([Electronic Item 3.5](#))
14. Recent News Articles ([Electronic Item 3.6](#))
15. Recent Press Releases ([Electronic Item 3.7](#))
16. Transportation Partners Progress Reports

1:20 – 1:30

4. **Proposed Regional Transportation Council Air Quality and Management/Operations Programs and Projects: Response to New Air Quality Conformity Initiatives**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will seek Council approval for the following: 1) extending existing and developing new Regional Transportation Council (RTC) Air Quality and Management/ Operations projects and programs, and 2) a partnership with Denton County to identify Regional Toll Revenue (RTR) funds for regional projects.

Background: As development of the 2017-2020 Transportation Improvement Program (TIP) begins, staff is reviewing the RTC's ongoing air quality and management/operations programs and projects. A determination is needed regarding which projects should be continued and any new programs/projects of this nature that should be considered for inclusion in the new TIP. North Central Texas Council of Governments (NCTCOG) staff has evaluated the list of existing management and operations, NCTCOG-implemented, and regional air quality programs, and is recommending the extension of many of these programs into the fiscal years 2015-2018 timeframe. [Reference Item 4.1](#) contains a recommended project list for consideration. Staff will also request Council approval of a partnership involving Denton County RTR and Proposition 1 funds that will provide an additional funding source for these projects. NCTCOG staff welcomes discussion with Collin and Dallas Counties regarding the development of a possible RTR/Proposition 1 partnership in those areas as well. Details regarding the overall program are available in [Electronic Item 4.2](#).

1:30 – 1:40

5. **Formalization of the Regional Transit Vehicle Loaner Program**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of the proposed Regional Transit Vehicle Loaner Program and request Regional Transportation Council approval to formalize the program.

Background: The North Central Texas Council of Governments (NCTCOG) has served as a designated recipient for Federal Transit Administration (FTA) funds since 2003. NCTCOG is responsible for applying for and managing FTA funds on behalf of small transit providers throughout the region. Since 2009, NCTCOG has competitively procured transit vehicles on behalf of these transit providers in order to reduce the administrative burden and lower costs via economies of scale. As the first group of vehicles procured by NCTCOG are replaced and no longer needed for service, there is an opportunity to loan the old vehicles out to other agencies that have a need. Staff has been working to develop a Regional Transit Vehicle Loaner Program and will request Regional Transportation Council approval in order to formalize the program. A presentation is provided in [Reference Item 5.1](#) and correspondence to the Federal Transit Administration is included as [Electronic Item 5.2](#).

1:40 – 1:50

6. **Recognition of Federal Loan for IH 35E and Inclusion in the Transportation Improvement Program**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be asked to recognize the Texas Department of Transportation's (TxDOT) anticipated receipt of the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program loan that has been pending since 2012 and approve the incorporation of the \$285 million in TIFIA funds into the Transportation Improvement Program (TIP).

Background: In 2013, TxDOT executed a design-build contract for the IH 35E project from US 380 to IH 635. The RTC approved funding for the baseline project, as well as for several optional improvements. The funding plan for the project assumed that TxDOT would receive a TIFIA Program loan from the Federal Highway Administration (FHWA). Over the last few years, TxDOT and FHWA have negotiated terms of the loan culminating in a pending approval by the federal government. In order to finalize the TIFIA Program loan, FHWA has requested that the TIP listings for the subject project be amended to reflect TIFIA participation. Due to the timing associated with the approval of the TIFIA Program loan (i.e., after the project has begun construction) FHWA has requested RTC acknowledgement and incorporation of the funds into the TIP. [Reference Item 6.1](#) includes a draft resolution for RTC consideration. [Electronic Item 6.2](#) provides additional details about the project. Two previously approved RTC resolutions are provided for historical reference as [Electronic Item 6.3](#) and [Electronic Item 6.4](#).

- 1:50 – 2:10** 7. **Reconfirm Support of IH 635 High Occupancy Vehicle Express Project**
 Action Possible Action Information Minutes: 20
 Presenter: Michael Morris, NCTCOG
 Item Summary: The Texas Department of Transportation Administration has requested the Regional Transportation Council to review its position on permitting single occupancy users to gain access to the interim high occupancy vehicle (HOV) lanes on IH 635E from US 75 to IH 30. The reason for the item is the possible request from State legislators.
- Background: State representatives and senators from the IH 635E corridor may request TxDOT and/or the RTC to reassess the interim tolling position east of US 75. The project has been cleared by the Federal Highway Administration, a TxDOT contractor has been hired, and construction is underway. [Electronic Item 7.1](#) contains a copy of a presentation the Transportation Department director presented at the request of State elected officials on July 28, 2015. [Electronic Item 7.2](#) contains a copy of the request from TxDOT to assist in funding proposed noise walls. [Electronic Item 7.3](#) contains a copy of the resolution previously approved by the RTC, and [Reference Item 7.4](#) is the proposed RTC resolution.
- 2:10 – 2:20** 8. **Clean Fleets North Texas Call for Projects**
 Action Possible Action Information Minutes: 10
 Presenter: Chris Klaus, NCTCOG
 Item Summary: Staff will request Regional Transportation Council approval to open the Clean Fleets North Texas 2015 Call for Projects (CFP) on August 17, 2015.
- Background: The North Central Texas Council of Governments (NCTCOG) intends to open the Clean Fleets North Texas 2015 CFP to provide approximately \$2.5 million in grant funds for fleet projects in North Central Texas. All fleets operating in the 10-county Dallas-Fort Worth (DFW) ozone nonattainment area are eligible to apply. Eligible project types include vehicle replacement, repower, retrofit, engine conversion, qualifying new purchase or installation of idle reduction technologies. Funded activities will improve air quality by addressing three of the seven air quality emphasis areas: high-emitting vehicles, idling, and energy/fuel consumption. This CFP is funded through the Congestion Mitigation and Air Quality Improvement Program and Texas Commission on Environmental Quality Supplemental Environmental Project program. This initiative is an extension of clean vehicle efforts listed as weight of evidence in the DFW recent eight-hour Attainment Demonstration document. [Reference Item 8](#) provides additional details.
- 2:20 – 2:30** 9. **Assistance to the City of Dallas and North Texas Tollway Authority Related to the Trinity Parkway Design Charrette Recommendations**
 Action Possible Action Information Minutes: 10
 Presenter: Ken Kirkpatrick, NCTCOG
 Item Summary: The City of Dallas wishes to integrate 20 design concepts into the Trinity Parkway (toll road) project. The Regional

Transportation Council (RTC) has already approved funds for the design of the project. Staff will provide a summary of the request.

Background: On April 16, 2015, the Dallas City Council authorized the City Manager to form a team of experts, including regional and State agencies and professionals from appropriate disciplines, to determine any actions that would be necessary to implement the findings of the Trinity Design Charrette. North Central Texas Council of Governments staff's recommendation is to assist the City of Dallas in this effort by using previously approved funds. RTC funds would be limited to incorporating the Charrette recommendations as part of a staged construction of the Trinity Parkway as described in Federal Highway Administration's Record of Decision. The City of Dallas, the North Texas Tollway Authority, or the North Central Texas Council of Governments, as the RTC's fiduciary agent, could procure the professional disciplines necessary to develop the multi-disciplinary team. Due to existing policy, any funds advanced for this purpose would be required to be repaid by the entity that implements the Trinity Parkway.

2:30 – 2:40 10.

House Bill 20 Implementation

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council will receive information on House Bill (HB) 20.

Background: The 84th session of the Texas Legislature adjourned on June 1, 2015, during which it approved HB 20 by Representative Ron Simmons relating to the operations of and transportation planning and expenditures by the Texas Department of Transportation and planning organizations. A summary of the bill is provided as [Electronic Item 10](#).

2:40 – 2:50 11.

Mobility 2040

Action Possible Action Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Work is underway on the region's next long-range transportation plan. Staff will present a series of questions related to different approaches to address toll, roadway, and transit projects for consideration in the Metropolitan Transportation Plan (MTP). Staff will seek policy direction from the Regional Transportation Council (RTC) on the determination of best approaches to address the needs of 10.7 million persons.

Background: One of the primary responsibilities of the Metropolitan Planning Organization is the development and maintenance of a metropolitan transportation plan. 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. Staff has initiated the development of a new MTP, Mobility 2040. This plan will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives.

Development will continue over the next 12 months with draft recommendations expected later this year. The Regional Transportation Council is expected to take action on Mobility 2040 in March of 2016.

12. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 12.1](#))
- STTC Attendance and Minutes ([Electronic Item 12.2](#))
- Local Motion ([Electronic Item 12.3](#))

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

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

15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, September 10, 2015, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
July 9, 2015**

The Regional Transportation Council (RTC) met on Thursday, July 9, 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 (representing the cities of Richardson and Addison), Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Sheri Capehart, Rudy Durham, Charles Emery, Rob Franke, Ron Jensen, Stephen Lindsey, David Magness, André McEwing (representing Scott Mahaffey), Matthew Marchant, Maher Maso, Cary Moon, Stan Pickett, Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Lissa Smith, Mike Taylor, Stephen Terrell, Tim Welch (representing Oscar Trevino), William Velasco II, Oscar Ward, Bernice J. Washington, Duncan Webb, Kathryn Wilemon, Erik Wilson, and Ann Zadeh (representing Zim Zimmerman).

Others present at the meeting were: Vickie Alexander, Nancy Amos, Melissa Baker, Berrien Barks, Carli Baylor, Bryan Beck, Ryan Belmonte, Natalie Bettger, Brandi Bird, Brandy Bissland, Alberta Blair, Dale Booth, Bryan Bradford, Tanya Brooks, Ron Brown, Chris Burkett, David Cain, Angie Carson, Lori Clark, Michael Copeland, Mike Curtis, Gordon Dickson, Kim Diederich, Jerry Dittman, Tammy Dubberke, Chris Dyser, Mike Eastland, Chad Edwards, Traci Enna, Kevin Feldt, Brian Flood, Kamal Fulani, Keineth Fuller, David Gattis, Matt Gauntt, Bob Golden, Christie Gotti, Mike Grace, Alan Greer, Michael Hegarty, Edgar Hernandez, Rebekah Hernandez, Robert Hinkle, Tracy Homfeld, Tim Juarez, Dan Kessler, Ken Kirkpatrick, Roger Kittrell, Chris Klaus, Paul Knippel, Angela Kornegay, Myth Lam, Renee Lamb, Dan Lamers, April Leger, Sonny Loper, Paul Luedtke, Ricky Mackey, Karina Maldonado, Barbara Maley, Steve McCullough, Chad McKeown, Monte Mercer, Michael Miles, Mindy Mize, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Erica Mulder, Mark Nelson, Mickey Nowell, Nick Pace, Donald Parker, Jamie Patel, Michael Peters, John Polster, James Powell, Vercie Pruitt-Jenkins, Alex Radke, Charles Reed, Chris Reed, Molly Rendon, Bill Riley, Gary Roden, Greg Royster, Moosa Saghian, Steve Salin, Russell Schaffner, Cathy Scott, Lori Shelton, Jody Short, Walter Shumac, Randy Skinner, Jim Sparks, Frankline Stephens, Rick Stopfer, Neil Strassman, Dean Stuller, Vic Suhm, Trang Thoang, Gary Thomas, Matt Thompson, Mark Titus, Lauren Trimble, Frank Turner, Dan Vedral, Lisa Walzl, Mitzi Ward, Kendall Wendling, Devin Wenske, Sandy Wesch, Elizabeth Whitaker, Cheryl Williams, Amanda Wilson, Brian Wilson, Mykol Woodruff, Jennifer Yoder, and Ralph Zaragoza.

1. **Approval June 11, 2015, Minutes:** The minutes of the June 11, 2015, meeting were provided as Reference Item 1 and approved as amended. Kathryn Wilemon (M); Sheri Capehart (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **2015-2018 Transportation Improvement Program Modifications:** A motion was made to approve August 2015 revisions to the 2015-2018 Transportation Improvement Program provided in Reference Item 2.1.

Rob Franke (M); Mike Cantrell (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Sheffie Kadane for his service on the Regional Transportation Council (RTC). Sheffie Kadane thanked RTC members and staff for the opportunity to serve. Lori Clark noted that earlier in the year, the North Central Texas Council of Governments was one of seven affiliates recognized in the Environmental Protection Agency SmartWay Affiliate Challenge for exceptional promotion and education of the mission, goals, and program requirements for the SmartWay Transport Partnership. Details were provided in Electronic Item 3.1. Mr. Morris recognized Brian Wilson and Kristy Keener for their work on the 2014 edition of Progress North Texas. The publication was an award recipient in the Hermes Creative Awards 2015 competition for the cover and layout of the publication. Additional details were available in Electronic Item 3.2. Mr. Morris specifically highlighted the first six items in the Director of Transportation Report. He noted that RTC New Member Orientation would be scheduled in the near future and available for both RTC primary and alternate members. Regional success pins created by Fort Worth Councilmember Jungus Jordan were also distributed at the meeting. He noted that RTC meetings would begin being livestreamed as a result of recent legislative action by September 1, 2015. In addition, he noted that Stadler was considering three locations in the United States for a potential vehicle manufacturing facility location. A final decision on the location has not been made, but is expected before the August 13, 2015, RTC meeting. Bernice J. Washington asked about the cost of livestreaming future RTC meetings. Mr. Morris noted that the Legislature contacted several Metropolitan Planning Organizations to determine the cost implications of livestreaming. He indicated that the costs are a small investment that provides a significant benefit to citizens. East/west equity updates were provided in Electronic Item 3.3.1 and Electronic Item 3.3.2, and American Recovery and Reinvestment Act updates were provided in Electronic Item 3.4.1 and Electronic Item 3.4.2. Current air quality funding opportunities for vehicles were provided in Electronic Item 3.5. Information regarding the July 30 Workplace Charging Challenge Roadshow event were provided in Electronic Item 3.6, a 2015 ozone season update was provided in Electronic Item 3.7, Clean Air Action Day results were provided in Electronic Item 3.8, June public meeting minutes were provided in Electronic Item 3.9, and a July public meeting notice was provided in Electronic Item 3.10. In addition, a Clean Fleet Policy fact sheet was provided in Electronic Item 3.11. Electronic Item 3.12 included a summary of transportation and air quality approved legislation from the 84th Texas Legislature. Recent correspondence was provided in Electronic Item 3.13, recent news articles in Electronic Item 3.14, and recent press releases in Electronic Item 3.15. Current transportation partner progress reports were provided at the meeting.
4. **FY2016 and FY2017 Unified Planning Work Program:** Dan Kessler presented the draft FY2016 and FY2017 Unified Planning Work Program (UPWP) that identifies North Central Texas Council of Governments (NCTCOG) staff work activities to be performed between October 1, 2015, and September 30, 2017. This documents is required by federal transportation legislation in order to receive federal transportation planning funds. In addition, NCTCOG summarizes in the UPWP all work activities performed and the associated funding for the activities in the specified timeframe. The document covers the 12-county metropolitan area and is divided into five major tasks that include 29 subtasks, 150 programs/projects, and is funded through 15 revenue sources and over 100 grants. Some of the major planning initiatives in the document were highlighted such as the University Partnership Program, Mobility 2040, the 2017-2020 Transportation Improvement Program, high-speed rail, asset management, SH 183/SH 199, and the 2015 Regional Joint Land Use Study. The document is developed in cooperation with local governments and transportation agencies and includes signatures that acknowledge this partnership. Staff anticipates having approximately \$5.4 million in Federal Transit Administration (FTA) 5303

funds, \$13 million in Federal Highway Administration PL funds, and \$6.2 million in FY2015 carry-over funds for a total of approximately \$24.6 million in available transportation planning funds based on current estimates. Approximately \$20.2 million in expenditures is expected leaving approximately \$4 million to carry over to FY2018. He noted that the Transportation Planning Funds represent approximately 13 percent of the total budget allocated in the UPWP, which also includes funding from sources such as the Texas Commission on Environmental Quality, Department of Energy, Environmental Protection Agency, Federal Transit Administration, Regional Toll Revenue, Surface Transportation Program-Metropolitan Mobility, and Congestion Mitigation and Air Quality Improvement program. The majority of these are pass-through funds allocated to transit partners and consultants to implement the projects and programs. Mr. Kessler also reviewed the schedule, noting that the draft UPWP was been provided online for public review, approved by the Surface Transportation Technical Committee, and will be submitted to federal partners following RTC and Executive Board approvals. Electronic Item 4.1 contained a draft of the document for consideration, and additional information on the draft FY2016 and FY2017 UPWP was provided in Electronic Item 4.2. Copies of the draft document were made available to members at the meeting upon request. A draft RTC resolution for approval was provided in Reference Item 4.3. A motion was made to approve the FY2016 and FY2017 UPWP provided in Electronic Item 4.1 and the Resolution Approving the FY2016 and FY2017 Unified Planning Work Program for Regional Transportation Planning in Reference Item 4.3. Ron Jensen (M); Kathryn Wilemon (S). The motion passed unanimously.

5. **SH 360 Interchange Partnership:** Michael Morris presented information regarding the SH 360 interchange partnership. He discussed the \$300 million Regional Transportation Council (RTC) loan to the Texas Department of Transportation (TxDOT) for the SH 360 project to be constructed as a toll road. The baseline bid included nine minimum thoroughfare cross sections, and TxDOT received bid options to construct different configurations of the intersections. TxDOT began meeting with cities regarding the baseline bids for each intersection, as well as full configurations. Cities were given the option to stay with the baseline bid or contribute funds to build the ultimate configuration at the current bid estimates. Mr. Morris noted that four interchanges are located in Arlington and Grand Prairie, and four interchanges are located in Mansfield. He noted that a ninth intersection (at Matlock) would probably not be constructed because of its proximity to US 287. Details were provided in Reference Item 5. During deliberations, the impacted local governments struggled with how to finance the \$28 million needed to build the full configurations for the intersections. Mr. Morris noted that the bid prices were low and the ability to build the intersections at their full configurations would prevent the RTC from taking on additional risk that may occur on an opened toll road that was under construction. Local governments agreed to contribute the following funds to build the ultimate configurations now: The cost share was highlighted for each entity, with Arlington contributing approximately \$1.1 million, Grand Prairie contributing approximately \$7 million, Mansfield contributing approximately \$10 million, and Tarrant County contributing approximately \$3 million. Staff proposed that the RTC contribute approximately \$7 million, which is approximately 25 percent of the total costs for the interchanges to prevent construction disruptions in the future. He noted that the source of funds for the RTC's contribution would be presented in the following item. As a reminder, he highlighted the revenue and cost analysis for the SH 360 project, areas where RTC risk is a possibility, and how this partnership will help reduce the introduction of risk to the RTC. A motion was made approve the SH 360 interchange partnership detailed in Reference Item 5 to build the ultimate configurations for the SH 360 interchanges. Kathryn Wilemon (M); Ron Jensen (S). The motion passed unanimously.

6. **Texas Department of Transportation-Related \$30 Million Loan Repayment and Accounting of SH 360 Interchange Partnership:** Christie Gotti presented information regarding the Texas Department of Transportation (TxDOT) \$30 million loan repayment. In June 2012, the Regional Transportation Council (RTC) approved a \$30 million contingency loan from the eastern subregion to the western subregion for improvements on IH 35W at IH 820 as part of the North Tarrant Express project. The loan was comprised of two separate projects including \$20 million from the SH 183/Midtown Express project and \$10 million from the Loop 9 project. Subsequent to that action, the Texas Transportation Commission (TTC) awarded \$600 million in strategic priority funds to cover the remaining balance of the funding needed for the SH 183/Midtown Express project. The funds were split according to the actual cost of the project within each side part of the region. Staff proposed that the \$600 million allocation be recognized as repayment for the \$20 million that was loaned to the SH 183/Midtown Express project. In addition, staff proposed to repay \$10 million to the Loop 9 project using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for eligible improvements along the corridor using western funds to help balance the east/west equity percentages in the region. Because the equity percentages remain out of balance, staff also proposed to send \$7 million in Regional Toll Revenue funds for the SH 360 interchange partnership to the west from the east. Ms. Gotti highlighted the targeted east/west equity percentages of 32 percent in the west and 68 percent in the east. She noted that the current distribution was 29 percent in the west and 71 percent in the east, translating to approximately \$28 million over the target in the east. Ms. Gotti noted that the tracking tables included in the Director's Report would be updated to reflect this action, if approved. Other east/west equity considerations were discussed including anticipated funding from the TTC for the Southern Gateway project. If the Southern Gateway funds are not formula allocated, the western subregion allocation will be further out of balance so staff will continue to monitor the equity split. She noted that staff originally proposed CMAQ funds for the SH 360 interchange partnership, but since federal funds are not eligible, Regional Toll Revenue funds are proposed instead. A motion was made to approve the \$30 million loan repayment, including 1) recognition of the TTC's \$600 million investment on the SH 183/Midtown Express project as repayment of the previous \$20 million loan (adjusting \$20 million to come from the western share of projects versus the eastern share), 2) approval of \$10 million in CMAQ funds for the Loop 9 corridor from the western subregion allocation, and 3) approval of \$7 million in RTR funds for the SH 360 interchange partnership from the eastern subregion allocation. In addition, approval includes allowing staff to administratively amend the 2015-2018 Transportation Improvement Program/Statewide Transportation Improvement Program to reflect the changes, if needed. Mike Cantrell (M); Sheri Capehart (S). The motion passed unanimously.

7. **Proposed Air Quality and Management/Operations Programs and Projects: Response to New Air Quality Conformity Initiatives:** Christie Gotti presented efforts to extend existing and fund new Air Quality Management/Operations programs and projects. As part of the development of the 2017-2020 Transportation Improvement Program (TIP), staff has reviewed regional projects/programs such as the vanpool program, regional traffic signal retiming program, and planning and coordination efforts to ensure that these programs and projects can continue without interruption. These projects/programs enable staff to respond to request for planning and implementation assistance in the region. Potential project types include management and operations projects such as the Mobility Assistance Patrol program, regional air quality projects such as the vanpool program and clean air programs, and North Central Texas Council of Governments (NCTCOG)-implemented regional projects such as aviation and Freeway Incident Management. A recommended project list was included in Reference Item 7.1. New programs/projects or those with new elements were

highlighted including: land use/transportation and bike/pedestrian initiatives (school siting); corridor studies and capital asset management; regional Intelligent Transportation Systems quality implementation; regional minor intersection equipment program; metropolitan planning organization planning, support, technical expertise, innovative legal and financial mechanisms; revenue and project tracking and fiscal management/information systems; solar panel demonstration; emission strategies for ozone precursors; and air quality energy efficiency initiatives. Project funding totaled approximately \$63 million. Ms. Gotti noted that approximately two-thirds of the funding is passed through to local agencies in the region to implement the programs. Staff's recommendation entails a reduction or consolidation of effort for many projects and programs, identifies pools of funding for smaller air quality projects, and assigns resources for RTC priorities. Ms. Gotti also briefed the Committee on a proposed partnership with Denton County regarding Regional Toll Revenue (RTR) and Proposition 1 funds. This item is not directly related, but gives a funding source to cover some of these programs. Staff proposed to increase the Proposition 1 allocation to projects with Denton County RTR funds through the upcoming Proposition 1 project selection. There are many projects already proposed to receive Proposition 1 funds that have existing RTR funds in order to free up RTR funds for off-system facilities or regional programs. Staff has worked with Denton County and proposed to split the RTR funds with 50 percent to remain in the Denton County RTR accounts and 50 percent to be allocated regional accounts for use on the projects presented. Staff anticipates approximately \$45 million from this effort and proposed to allocate \$22.5 million to the Denton County RTR account and \$22.5 million to the regional account to cover items such as the \$7 million approved for the SH 360 interchange partnership. Details were provided in Electronic Item 7.2. Ms. Gotti noted that staff recommended action on one project, the Air Quality Marketing and Education program, because the project will run out of funds if early action is not taken. The full list of projects will be presented for action at the August meeting. Michael Morris discussed the partnership with Denton County, and noted that staff would also like to have a conversation with Dallas and Collin counties regarding a similar partnership. Sheri Capehart discussed school siting, specifically addressing the unique needs of charter schools whose boundaries are undefined in comparison with standard independent school districts. A motion was made to approve funding for the Air Quality Marketing and Education program and to allow staff to administratively amend the Transportation Improvement program to include the proposed funding. Sheri Capehart (M); Mike Cantrell (S). The motion passed unanimously.

8. **Mobility 2040:** Dan Lamers discussed the development of the region's next long-range transportation plan, Mobility 2040. In addition, an overview of discussions from the Mobility Plan Workshop held prior to the Regional Transportation Council (RTC) meeting was presented, and a copy of the workshop presentation was provided at www.nctcog.org/trans/mtp/2040. One of the primary responsibilities of the Metropolitan Planning Organization is the development of a metropolitan transportation plan (MTP). Since the last MTP was developed in 2011, a lot of activity has occurred that will impact the next plan, including legislative action, new demographics, and new technologies. In preparation, workshops and public involvement activities are occurring to receive input and guidance from citizens and local entities in the region. Mr. Lamers highlighted discussions from the workshop, including various considerations that must be reviewed while developing Mobility 2040. Significant discussion occurred regarding roadway considerations to be included, available revenue from the Legislature, and associated restrictions. The ability to leverage funds to deliver both tolled and non-tolled capacity will be impacted, and discussions will be necessary regarding mega projects and asset management as options for corridor improvements. Planned funding for transit was also discussed. Efforts for additional transit funding have not been successful, and as a result the region will have to

look at long-term rail recommendations to determine if a reliable source of funding can be secured for unfunded projects. Technical analysis on potential rail lines will continue, options will be evaluated, and staff will work with local governments to determine what level of support exists to move forward with specific corridors. In addition, the role of technology was discussed. Evolving technology can improve safety, increase the capacity of the existing transportation system, and reduce demand. Mr. Lamers highlighted Mobility 2040 financial assumptions, noting four different strategies. Mobility 2035 included approximately \$94.5 billion in revenue based on the current revenue sources that exist today and reasonable assumptions of additional funding such as increasing gasoline taxes and vehicle registration fees that may be available within the planning cycle. In comparison, a financial scenario based only on existing resources for Mobility 2035 were discussed, totaling approximately \$75 million. For Mobility 2040, a baseline has been established by removing all assumptions and adding the new revenues from the 84th Legislature totaling approximately \$30 billion to the region over the course of 2040 and approximately \$105 billion for Mobility 2040. It must be determined whether the RTC would like to use the Mobility 2040 baseline funding or advocate for additional transportation revenues in future legislative sessions. The top eight focus items were also discussed at the workshop including goods movement, transportation choice, momentum toward "pay-as-you-go", technology, and the idea of setting RTC policies in a way that ties those policies in the transportation plan to actual projects and funding decisions. Michael Morris specifically discussed the role of RTC policies and interest in using policies as incentives for local match funds that may have a tremendous impact at the regional level. Staff will work to develop potential policies to be presented at the August 13 RTC meeting, and noted that the slide listing the eight focus areas will be e-mailed to members following the meeting. Mr. Lamers noted that Mobility 2040 discussions will continue and that another workshop is anticipated in the future. RTC Secretary Rob Franke asked if staff would be comparing Mobility 2040 with the ten-year plan now required by the Legislature. Mr. Lamers noted that House Bill 20 requires that metropolitan planning organizations adopt a ten-year component to their long-range transportation plan, and that staff will bring this information back to the Council. This process, to some degree, currently exists due to being in a nonattainment area for ozone. The region is required to show in no more than 10-year increments that the progression towards implementing the MTP helps to improve air quality. However, it will be necessary to ensure that it is included in the MTP itself.

9. **2015 Federal Transit Administration Programs Call for Project: Project Recommendations:** Jamie Patel presented draft recommendations for the 2015 Federal Transit Administration (FTA) Programs Call for Projects which included funding for two programs. Urbanized Area Formula Program funds are for projects that provide assistance to get low-income individuals to and from employment. Enhanced Mobility of Seniors and Individuals with Disabilities Program funds are for projects serving seniors and individuals with disabilities when public transportation is unavailable, insufficient, or inappropriate. Ms. Patel highlighted the funding and distribution process for the FTA programs. Most of the Urbanized Area Formula Program funds are provided to transit providers with existing projects, but 2 percent is set aside to award competitively. Enhanced Mobility funds are provided to transit providers with existing projects, with the remainder then awarded competitively. Funding is formula based and apportioned to urbanized areas. Approximately \$4.9 million was available for projects in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. The programs are reimbursement grant programs, entities may be reimbursed for the eligible portion of capital, operating or planning expenses. Federal funds can be used for up to 85 percent of a project, but some local matching funds are required. Applicants could request Transportation Development Credits to leverage some or

all of the local match requirement on capital expenses only. Approximately \$2.9 million was available for JA/RC projects in the Dallas-Fort Worth-Arlington urbanized area and approximately \$216,000 in the Denton-Lewisville urbanized area for capital, operating and planning projects. Approximately \$1.5 million was available for Enhanced Mobility projects in the Dallas-Fort Worth-Arlington urbanized area and approximately \$213,000 in the Denton-Lewisville urbanized area for capital and operating projects only. A total of eight projects were evaluated requesting approximately \$6.2 million. Staff recommended award to five projects utilizing \$4.4 million. Recommendations for funding included awarding as many of the highest scoring projects as funding permitted, and prioritizing funding the most critical expenses associated with providing on the ground service. The full list of projects was provided in Electronic Item 9. Staff recommended two JA/RC projects for award through the Urbanized Area Formula Program: 1) a Dallas/Fort Worth International Airport project to provide shuttle service from the TRE Centreport station to the south parking lot and 2) a Catholic Charities of Fort Worth project to provide service in targeted areas across Tarrant County. For the Enhanced Mobility for Seniors and Individuals with Disabilities Program staff recommended three projects: 1) a Kaufman County Senior Citizen Services project to purchase service for medical trips for seniors to Dallas from Ellis, Rockwall and Kaufman counties, 2) a Community Council of Greater Dallas and MHMR of Tarrant County project to hire staff to provide navigation assistance and resource management activities in Dallas and Tarrant Counties only, and 3) a Senior Center Resources and Public Transit project to pilot one direct connection from Hunt County to Dallas County. There were no projects submitted in the Denton-Lewisville urbanized area. Available JA/RC funding will be returned to the Denton County Transit Authority, and the balance from the Enhanced Mobility program will be carried over to the next call for projects. Proposed projects are anticipated to serve at least 6,000 people annual, with nearly 311,000 trips provided across six counties. RTC approval of the recommended projects will be requested at the August 13, 2015, meeting. Monica R. Alonzo asked about details of how projects were selected. Ms. Patel highlighted the scoring criteria, which was e-mailed to members following the meeting.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 10.2, and the current Local Motion was provided in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, August 13, 2015, 1:00 pm, at the North Central Texas Council of Governments.

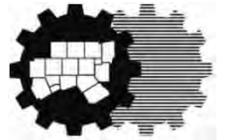
The meeting adjourned at 2:45 pm.

2015 Federal Transit Administration (FTA) Call for Projects

**Regional Transportation Council
July 9, 2015**

ACTION: PROJECT RECOMMENDATIONS

**Jamie Patel
North Central Texas Council of Governments**



FTA Programs

§5307: Urbanized Area Formula Program – Job Access and Reverse Commute (JARC) Projects

Projects transport low-income individuals to and from employment

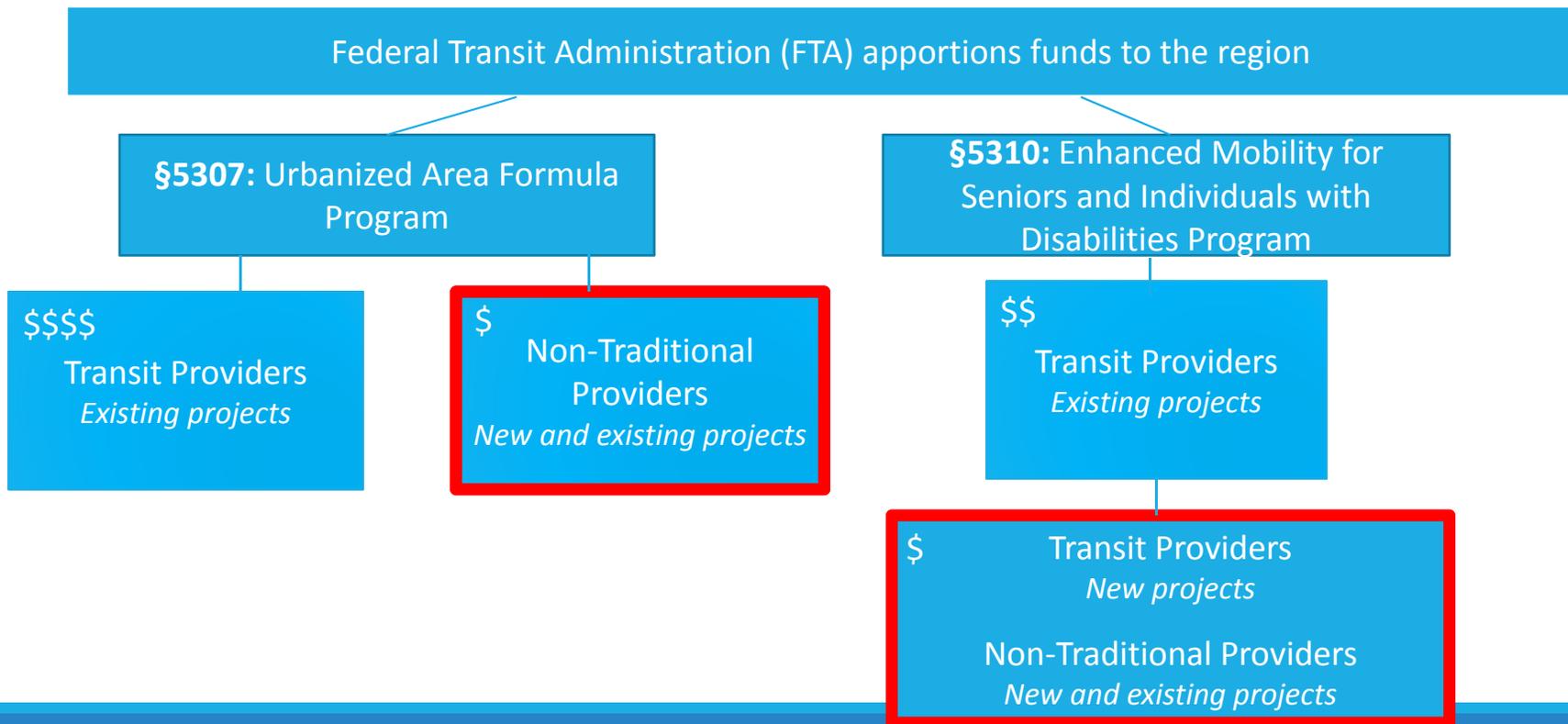
2% is set aside to award competitively; remaining funds returned to transit authorities

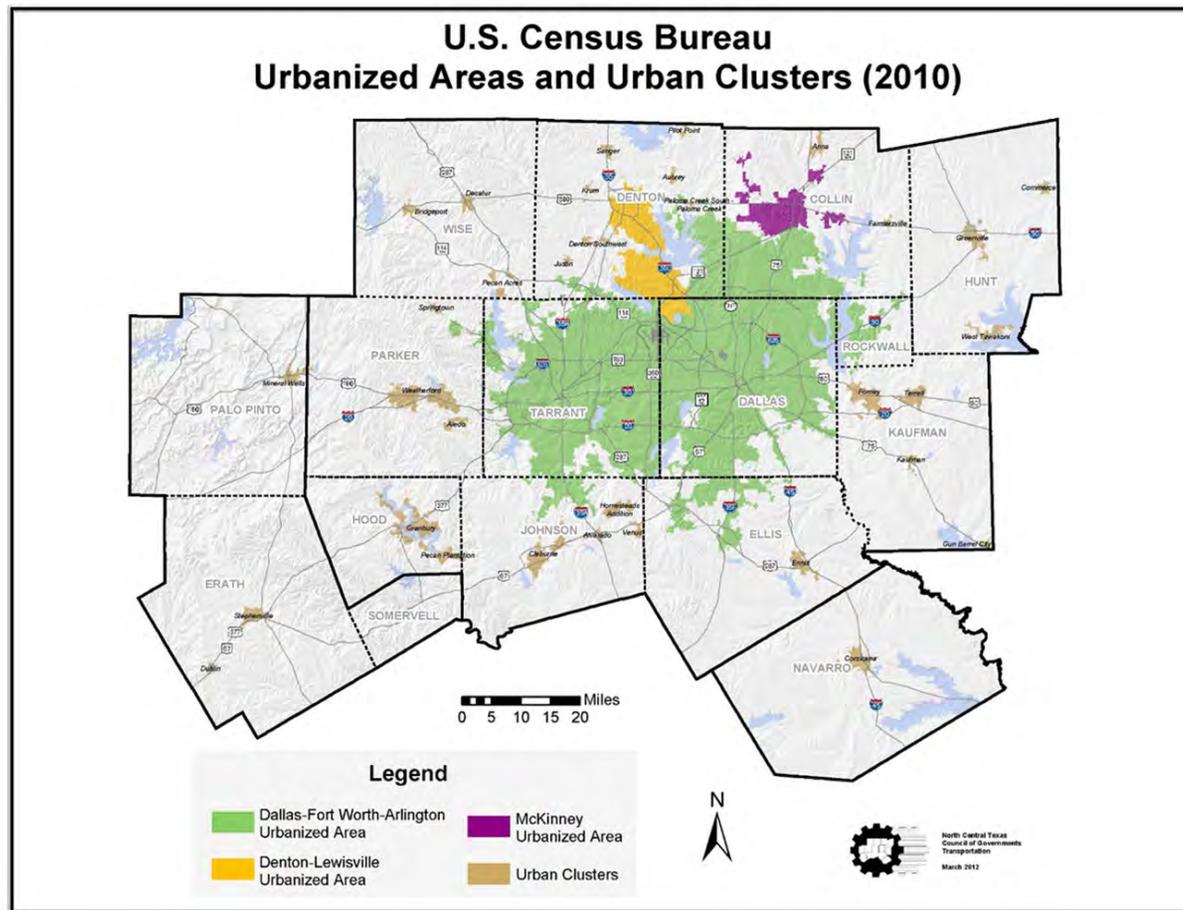
§5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program (Enhanced Mobility)

Projects designed to serve the needs of seniors and persons with disabilities when public transportation is insufficient, inappropriate, or unavailable

Remaining funds after fulfilling existing transit agency needs is set aside to award competitively

NCTCOG Funding Process





Approximately \$4.9M is available for the Dallas-Fort Worth-Arlington (DFWA) and Denton-Lewisville (DL) Urbanized Areas (UZAs)

Federal Funding Available

Reimbursement grant programs

Federal share is between 50-85% depending on the project type

Local matching funds required for operating expenses

Transportation Development Credits (TDCs) may be requested to leverage federal funds on capital expenses

Projects	Dallas-Fort Worth-Arlington UZA	Denton-Lewisville UZA
JARC	\$2.9 M	\$216K
Enhanced Mobility	\$1.5 M	\$213K

Call for Projects Summary

Funding Available: \$4.9M

Submittals

Projects	8
Federal Funding Requested	\$6.2M

Recommended for Award

Projects	5
Federal Share of Projects	\$4.4M

Details outlined in Reference Item 5.2

Evaluation Criteria

Needs Assessment	25 points
Implementation, Operations, Sustainability	40 points
Coordination, Collaboration, Partnership	20 points
Overall Strategic Value	15 points

Draft Project Recommendations

Dallas-Fort Worth-Arlington UZA

Job Access Reverse Commute Projects (\$2.9M)

Dallas Fort Worth International Airport

Catholic Charities of Fort Worth

Enhanced Mobility Projects (\$1.5M)

Kaufman County Senior Citizens Services

Community Council of Greater Dallas and MHMR of Tarrant County

Senior Center Resources and Public Transit

Draft Project Recommendations

Denton-Lewisville UZA

Job Access Reverse Commute Projects (\$216k)

No projects received

Remaining funds returned to transit authority (DCTA)

Enhanced Mobility Projects (\$213k)

No projects received

Balance to be carried over to next call

Estimated Impacts

Coordination Efforts

6,000 persons served annually

Service Continuation/Expansion

310,600 trips provided annually

6 counties

Schedule

February 27, 2015

Call for Projects Opened

April 10, 2015

Call for Projects Closed

June 26, 2015

STTC: Information Item

July 9, 2015

RTC: Information Item

July 13-15, 2015

Public Meetings

July 24, 2015

STTC: Action Item

August 13, 2015

RTC: Action Item

August 27, 2015

Executive Board: Agreements

September 2015

Submit FTA Grant Applications

October-November 2015

Enter into Agreements

Requested Action

Approve the Job Access/Reverse Commute and Enhanced Mobility projects as shown in Reference Item 2.1.2

Questions or Comments

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817-608-2377

Karina Maldonado
Transportation Planner II
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817-704-5641

**DALLAS - FORT WORTH - ARLINGTON URBANIZED AREA
2015 CALL FOR PROJECTS: DRAFT FUNDING RECOMMENDATIONS**

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (\$5310 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD				NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	
80.8	Kaufman County Senior Citizen Services	Seniors Out of County Medical Transportation	Capital funds to purchase service for non-Medicaid medical trips for seniors to Dallas from Ellis, Rockwall and Kaufman Counties (3 years)	\$ 204,960	\$ 204,960	\$ -	40,992	\$ 204,960	\$ 204,960	\$ -	40,992	
77.2	Community Council of Greater Dallas and MHMR of Tarrant County	Rider Support	Capital funds to hire staff to provide navigation assistance, manage and centralize resource databases, and conduct travel training activities in 16 county region (3 years)	\$ 1,161,452	\$ 1,161,452	\$ -	232,291	\$ 905,860	\$ 905,860	\$ -	181,172	Recommend a continuation of navigation and resource management activities in Dallas and Tarrant Counties only. Not recommending region-wide expansion and travel training activities.
74.6	Senior Center Resources and Public Transit	Increasing Growth in Transit Services	Capital (4 vehicles, preventive maintenance, hardware and mobility management) and operating funds to provide service from Hunt County to destinations within Rockwall, Dallas and Collin County (3 years)	\$ 635,000	\$ 560,000	\$ 75,000	83,500	\$ 539,180	\$ 389,180	\$ 150,000	40,336	Recommend award of 2 vehicles, reduction in hardware and mobility management, and additional operating funds to pilot one direct connection from Hunt County to Dallas County.
67.6	Dallas County HHS Older Adult Services Program	Dallas County HHS Older Adult Services Program	Capital (3 vehicles) to provide service to 11 senior centers located throughout Dallas County (1 year)	\$ 195,000	\$ 195,000		29,250	\$ -	\$ -	\$ -	-	
47	Catholic Charities of Dallas	Transportation to the Brady Senior Center	Capital (preventive maintenance) and operating funds to provide service to 1 senior center in Dallas County (3 years)	\$ 187,666	\$ 123,833	\$ 63,833	12,000	\$ -	\$ -	\$ -	-	
				\$ 2,245,245				\$ 1,500,000				

Total Federal Funding Available (approx.)	\$1,500,000
Recommended for Award	\$1,500,000
Balance to be carried forward **	\$0

URBANIZED AREA FORMULA PROGRAM - JARC PROJECTS (\$5307 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD				NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	
88.6	Dallas Fort Worth International Airport	DFW TRE Shuttle Service	Capital (4 vehicles and preventive maintenance) and operating funds for shuttle service from TRE Station to DFW Airport Remote South parking lot (3 years)	\$ 4,272,114	\$ 2,724,787	\$ 1,547,327	-	\$ 3,861,365	\$ 2,375,650	\$ 1,485,715	-	Recommend a continuation of project at existing service levels utilizing 3 vehicles. Review Rental Car Center as service alternative.
84	Catholic Charities of Fort Worth	Employment Access	Capital (4 vehicles, preventive maintenance, hardware/software and mobility management), operating and planning funds to provide service in Tarrant County (3 years)	\$ 1,026,916	\$ 699,177	\$ 327,739	10,000	\$ 820,883	\$ 524,350	\$ 296,533	-	Recommend reduction in hardware/software, mobility management and planning funds. Targeted area(s) for service development in Tarrant County should be considered.
72.4	MHMR of Tarrant County	MyRide, MyJob Tarrant	Capital funds to hire staff to provide navigation assistance, coordination support, and conduct travel training activities in Tarrant County (3 years)	\$ 739,649	\$ 591,719	\$ 147,930		\$ -	\$ -	\$ -	-	
				\$ 4,015,683				\$ 2,900,000				

Total Federal Funding Available (approx.)	\$2,900,000
Recommended for Award	\$2,900,000
Balance to be returned to DART and The T***	\$0

* Transportation Development Credits (TDCs) for "Strategic Awards to Small Transit Providers" are recommended for award. TDCs are credits (not dollars) used to leverage federal funds in lieu of local cash match. The result is the capital portion of the project will be 100% federally funded.

** Congress has yet to finalize Fiscal Year 2015 appropriations for Federal Transit Administration funding programs. If the final amount of funding is more than staff estimated, then the difference between the awarded amounts will be carried over to the next Call for Projects. If the final amount is less than staff estimated, then the lowest awarded project will be reduced.

*** Congress has yet to finalize Fiscal Year 2015 appropriations for Federal Transit Administration funding programs. If the final amount of funding is more than staff estimated, then the difference between the awarded amounts will be returned to Dallas Area Rapid Transit and the Fort Worth Transportation Authority. If the final amount is less than staff estimated, then the lowest awarded project will be reduced.

MINUTES

**Regional Transportation Council
PUBLIC MEETINGS**

Call for Projects Recommendations: Federal Transit Administration Funding Programs

Regional Air Quality and Management & Operations Program

Review of Legacy Transportation Projects Funded, But Not Yet Implemented

Meeting Dates and Locations

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

1. Monday, July 13, 2015 – 6:30 pm – Josey Ranch Lake Library (Carrollton); attendance: 15; moderated by Dan Lamers
2. Wednesday, July 15, 2015 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 10; moderated by Christie Gotti
3. Thursday, July 16, 2015 – 6:30 pm – Fort Worth Intermodal Transportation Center (Fort Worth); attendance: 8; moderated by Christie Gotti

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. Call for Projects Recommendations: Federal Transit Administration Funding Programs – presented by Karina Maldonado
2. Regional Air Quality and Management & Operations Program – presented by Christie Gotti
3. Review of Legacy Transportation Projects Funded, But Not Yet Implemented – presented by Michael Overton

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/meetings, and a video recording of the public meeting held in Arlington on July 15, 2015, was posted at www.nctcog.org/video.

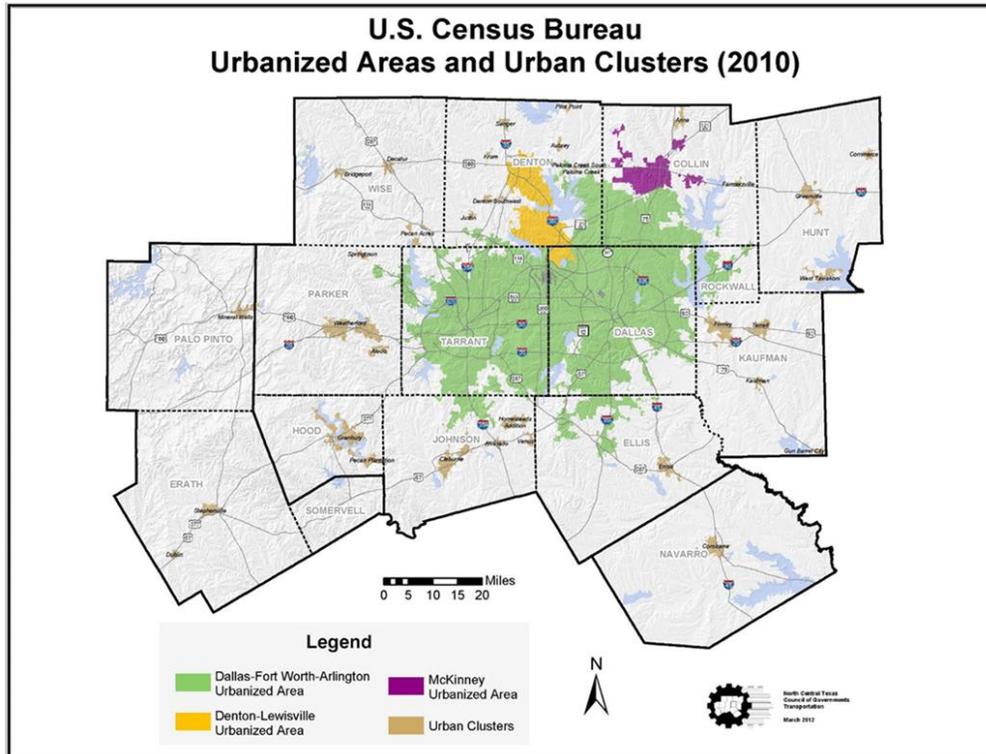
Each person who attended the public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

Summary of Presentations

- A. **2015 Federal Transit Administration (FTA) Call for Projects**
 - FTA Programs

- Urbanized Area Formula Program – Job Access and Reverse Commute (JARC) Projects
 - Projects transport low-income individuals to and from employment
- Enhanced Mobility of Seniors and Individuals with Disabilities Program (Enhanced Mobility)
 - Projects designed to serve the needs of seniors and persons with disabilities when public transportation is insufficient, inappropriate or unavailable

- **Geographic Areas Where Funding Made Available**



- Approximately \$4.9M was available for the Dallas-Fort Worth-Arlington (DFW-A) and Denton-Lewisville (DL) Urbanized Areas (UZAs)

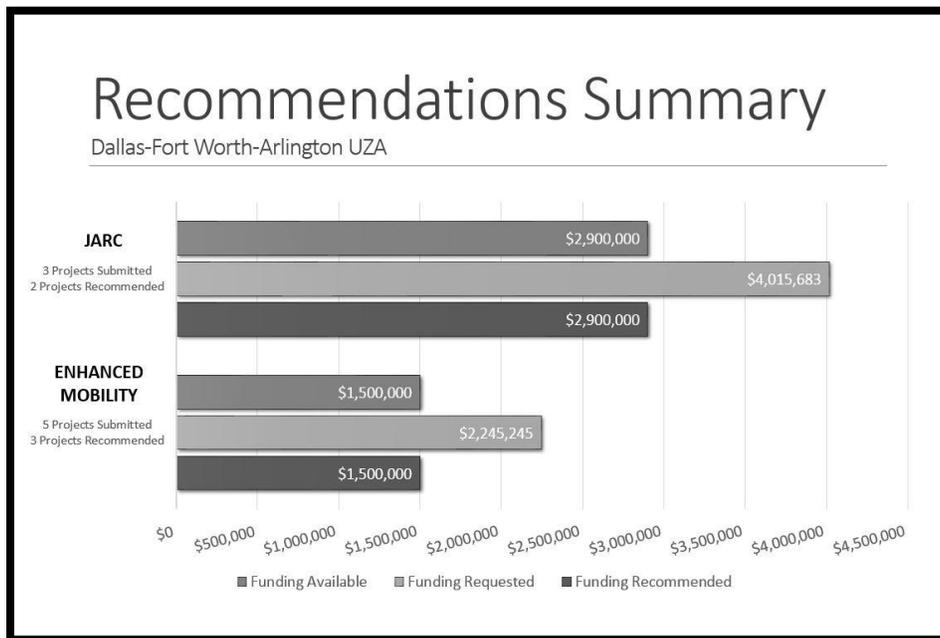
- **Overview of Program**

- Formula allocation to the UZA's:
 - Urbanized Area Formula Program – 2% set aside to award competitively for JARC-type projects
 - Enhanced Mobility – After existing transit providers needs are met, the remainder is set aside to award competitively
- Reimbursement grant programs
- Federal share is between 50-85% depending on the project type, and local share is between 15-50%
- Transportation Development Credits (TDCs) may be requested to leverage federal funds on capital and planning expenses only

- **Federal Funding Available & Eligibility**

- JARC

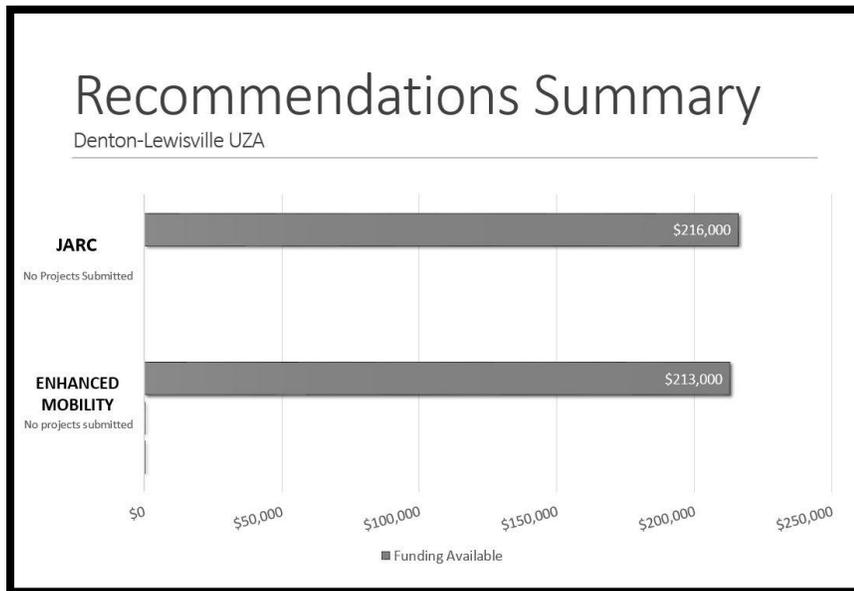
- \$2.9M was available in DFW-A UZA
 - \$216K was available in DL UZA
 - Eligible Agencies: non-traditional providers
- Enhanced Mobility
 - \$1.5M was available in DFW-A UZA
 - \$213K was available in DL UZA
 - Eligible Agencies: non-traditional providers and public transit providers
- **Examples Of Eligible Expenses**
 - Capital expense: vehicle purchase, purchase of service
 - Operating expense: addition of late-night and weekend service
 - Planning: transit related studies (JARC projects only)
- **Project Evaluation**
 - Needs Assessment 25 Points
 - Implementation, Operations, Sustainability 40 Points
 - Coordination, Collaboration, Partnership 20 Points
 - Overall Strategic Value 15 Points
- **Recommendations Summary for Dallas-Fort Worth-Arlington UZA**



- **Project Recommendations for Dallas-Fort Worth-Arlington UZA**
 - Job Access Reverse Commute Projects - \$2.9M Recommended for Award
 - Dallas Fort Worth International Airport (\$2,375,650)
 - ❖ Capital (purchase of 3 vehicles, preventive maintenance) and operating funds for continuation of existing shuttle service from the TRE Station to the DFW Airport Remote South Parking lot for a period of 3 years.
 - Catholic Charities of Fort Worth (\$524,350)
 - ❖ Capital (purchase of 4 vehicles, preventive maintenance, mobility management) and operating funds to develop non-duplicative service in targeted area(s) across Tarrant County for a period of 3 years.

- Enhanced Mobility Projects - \$1.5M Recommended for Award
 - Kaufman County Senior Citizens Services (\$204,960)
 - ❖ Capital funds to purchase service for non-Medicaid medical trips for seniors to Dallas from Ellis, Rockwall, and Kaufman Counties for a period of 3 years.
 - Community Council of Greater Dallas and MHMR of Tarrant County (\$905,860)
 - ❖ Capital funds to hire staff to provide navigation assistance and resource management activities in Dallas and Tarrant counties for a period of 3 years.
 - Senior Center Resources and Public Transit (\$389,180)
 - ❖ Capital (purchase of 2 vehicles, preventive maintenance, mobility management) and operating funds to pilot one direct connection from Hunt County to Dallas County for a period of 3 years.

- **Recommendations Summary for Denton-Lewisville UZA**



- **Project Recommendations for Denton-Lewisville UZA**

- Job Access Reverse Commute Projects
 - No projects received
 - ❖ Remaining funds of \$216K to be returned to transit authority (DCTA)
- Enhanced Mobility Projects
 - No projects received
 - ❖ Balance of \$213K to be carried over to next call

- **Project Schedule**

Schedule	
April 10, 2015	Call for Projects Closed
June – August 2015	NCTCOG Committees
July 13-16, 2015	Public Meetings
September 2015	Submit FTA Grant Applications
October-November 2015	Enter into Agreements
January 2016	Projects Start

B. Regional Air Quality and Management and Operations Program

- **Previous Management and Operations (M&O) Program Efforts**

- The Regional Transportation Council (RTC) considers continued funding and funding for new regional air quality and management operations programs every few years.
- In 2012, the last review occurred in conjunction with the development of the 2013-2016 Transportation Improvement Program (TIP).
- As development of 2017-2020 TIP starts, the RTC is reviewing the need to continue, conclude, or add new projects and programs

- **Purpose and Need**

- Covers major programs like the vanpool program, regional traffic signal retiming program, as well as planning and coordination efforts
- Ensures that programs and projects are continued without interruption
- Enables transportation staff to respond to requests for planning and implementation assistance (e.g., environmental justice for toll roads, and data collection efforts)

- **Project Types**

- Management & Operations (Mobility Assistance Patrol)
- Regional Air Quality (Vanpool Program, Clean Air Programs/Projects)
- NCTCOG-Implemented Regional Projects/ Programs (Aviation, Freeway Incident Management, and Data Collection)

- **New Programs and Projects**

- Land Use/Transportation and Bike/Pedestrian Initiatives (School Siting)
- Corridor Studies and Capital Asset Management
- Regional Intelligent Transportation Systems Quality Implementation
- Regional Minor Intersection Equipment Program

- MPO Planning, Support, Technical Expertise, and Assistance, including Innovative Legal and Financial Mechanisms
- Revenue and Project Tracking and Fiscal Management/Information Systems
- Solar Panel Demonstration (to Save \$10K Per Year on Electricity)
- Emission Strategies for Ozone Precursors (VOC Controls)
- Air Quality Energy Efficiency Initiatives

- **Funding Summary (\$ in Millions)**

Funding Category	Total Funding
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$18.83
Surface Transportation Program – Metropolitan Mobility (STP-MM)	35.81
Regional Toll Revenue (RTR)	7.45
RTC/Local	0.74
Texas Department of Transportation (TxDOT) [to be requested]	0.60
Total of All Categories	\$63.43

- **Summary of Staff Recommendation**

- Entails a reduction or consolidation of effort for many projects and programs
- Identifies pools of funding for smaller, air quality projects
- Assigns resources for RTC priorities

- **Additional Air Quality Effort**

- SH 360 Interchange Partnership
- Loop 9 Intersection Improvements

- **SH 360 Interchange Partnership**

- Propose to allocate \$7 million for intersection improvements along SH 360 south of IH 20 to US 287
- Intend to build the ultimate project now to avoid roadway closings for construction in future years
- Proposed RTC partnership to fund intersections with Arlington, Grand Prairie, and Mansfield

- **SH 360 Thoroughfares (8 Total)**

	Arlington	Grand Prairie	Mansfield
Camp Wisdom/Sublett	✓	✓	
Lynn Creek/Webb Lynn	✓	✓	
New York	✓	✓	
Ragland/Debbie Lane	✓	✓	
Holland			✓
Broad			✓
Heritage			✓
Lone Star			✓

- **Cost Share (\$ in Millions)**

Arlington	\$ 1.18
Mansfield	9.96
Grand Prairie	6.98
Tarrant County	3.00
RTC	7.00
Total Costs for Intersections	\$28.12

- **Air Quality Improvements: Loop 9**

- In 2012, the region loaned \$10 million in Loop 9 funds to IH 35W
- Staff proposes to repay the \$10 million Loop 9 loan by funding \$10 million in CMAQ-eligible improvements along the Loop 9 corridor

C. Review of Legacy Transportation Projects: Ten-Year Project List

- **Background**
 - Staff identified several projects that were selected as far back as 1992 that have not progressed to construction
 - The Regional Transportation Council (RTC) directed staff to coordinate with implementing agencies to review the current need and priority for each project
 - **Proposed Project Milestone Policy**
 - Projects funded 10 or more years ago in which construction has not started need to be reapproved or cancelled
 - Affects projects funded between 1992 and 2005
 - Intended outcomes of 10-year project policy include:
 - Increasing the amount of available funds for priority, “ready-to-go” projects
 - Providing a realistic assessment of project status
 - Balancing project construction schedule capacity within the current financial constraints
 - **Summary of 10-Year Project List**
 - Projects with an undetermined status
 - Unknown or uncertain project implementation dates
 - Projects generally reflect several delays in start date
 - ≈\$118.15M in total funds, 41 projects
 - Projects with a known status
 - Construction has not started, but implementation is imminent or project status is well documented
 - Projects may reflect several delays in start date
 - ≈\$108.36M in total funds, 14 projects
 - **Reapproval Process**
 - Agencies with projects on the 10-year project list will be notified about the listed projects
 - Agencies can justify keeping projects by:
 - Providing a realistic, achievable schedule
 - ❖ Schedule must receive NCTCOG & TxDOT concurrence
 - Providing documentation of policy board support
 - ❖ If projects are advancing imminently or have policy board approval within the last six months, new action is not needed (just submit latest approval documentation)
 - ❖ If policy support documentation is greater than six months old, new action is requested
 - Documenting the availability of local matching funds
- **Next Steps**
 - NCTCOG staff will send out letters to all affected agencies requesting justification for each project
 - Agencies will then have time to review projects and provide a formal response to keep the project funded or to confirm cancellation
 - Any RTC actions that are needed as a result of this effort will be requested at the April 2016 RTC meeting as part of the 2017-2020 TIP/STIP* action

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

2015 Federal Transit Administration (FTA) Call for Projects

Scott Sanford, State Representative (Carrollton)

A. Origin of 2015 FTA Call for Projects recommendations

Question: You mentioned project recommendations, and you probably said this at the beginning of your presentation, but are these recommendations from COG staff?

Summary of response by Karina Maldonado: The recommendations are from the committee that evaluated the projects, and the committee was composed of COG staff and outside stakeholders. Recommendations are from that evaluation committee, and COG staff will recommend approval to RTC.

Comment: So recommendations are coming from the committee to RTC. In the urbanized areas, I happen to represent one of those, the McKinney area, and it's the smallest. That's probably the reason why it has no call for projects. Would you mind addressing that?

Summary of response by Jamie Patel: For the McKinney UZA, the funding for that area is done by TxDOT, and they go through a similar process with a call for projects. In the McKinney area there is only one transit provider, and the money is usually less than \$100,000.

Star Taylor, Trailwood Estates Homeowners Association Board of Directors (Fort Worth)

A. Public transportation access for senior citizens in northwest Fort Worth

Comment: My name is Star Taylor, and I am the Board President for Trailwood Estates HOA. We are located right at the Old Decatur Road and IH 820 intersection in northwest Fort Worth, which is kind of in between Saginaw and Lake Worth by Marine Creek. What might be the scope for that area? The area has grown exponentially. There is absolutely no public transportation out there. I went to a construction meeting with the city where they discussed road improvements between IH 820 and Angle Avenue there on Old Decatur. There's a very large senior community there. I was listening at the meeting, and that population is just so underserved. They have very little transportation, they don't have a car, they don't have groceries and they can't walk anywhere.

Summary of response by Christie Gotti: We're glad that you're here. We actually have resources available, especially for communities such as the one you're describing.

Summary of response by Jamie Patel: We have the Enhanced Mobility Funding, which is specifically for seniors and people with disabilities. We usually fund small projects around the region where public transit is not available. Outside of a transit agency it is usually going to be a city, a senior center or a nonprofit. I'm not quite familiar with your area. Can you give me a little bit of an idea of where you're located?

Comment: Do you know where Tarrant County College Marine Creek Division is off of northwest IH 820 and US 287? We're definitely Fort Worth.

Summary of response by Christie Gotti: Jamie Patel, who you just met, she's in our transit funding program as well. She can help steer you in the right direction. Maybe we can coordinate with The T to see if we can do some pilot programs or see what we can do up in that specific area. You're in the right place. If you're looking for roadway infrastructure questions, that same website we talked about a moment ago would be where you look for that. But with public transit, there's not enough room in the TIP to fully describe them. It would be better if we sit down and talk to you about that.

Summary of response by Jamie Patel: There's a resource called MyRide Tarrant. They actually have a phone number and a website, and they can point you to what is available.

Transportation Improvement Program (TIP)

Chuck Dart, City of Ferris (Carrollton)

A. Approving a rural transportation project for the TIP

Question: You talked a little bit about the committee that created the list of projects. As a member of a small community, how do I get a project on that list? What steps do I need to go through? How does COG go about proactively planning in rural or less populated areas where a sudden population increase could cause a major problem because the infrastructure is so fragile in a small community?

Summary of response by Christie Gotti: On the funding side, there's not really a hard and fast rule about how to do that. Sometimes we have calls for projects where we will literally send a letter out to all of our local agencies in the region and say we have funding from the federal or state government please send us your project ideas. It's a very formal process and there's a lot of project scoring and that sort of thing. Other times we have more strategic planning initiatives and this comes to us when the state says we have some money, and we need to know your projects. That's more of a round table discussion where we don't have a year to go through this formal process. We have a lot of stakeholder prioritization discussions, and we're more into that realm lately just because of the nature of the funding we're getting and how quickly we're asked to spend it. For example, Proposition 1 is the most likely source we'll have in the next couple of years. I believe we'll be voting on Proposition 7, which came out of the last legislative session. Last November was the Proposition 1 vote, and we were asked to have projects ready to go to construction this year. In the transportation world it takes a long time to engineer a project, buy land for the project and move the utilities out of the way. Having projects ready to go quickly can be quite challenging. The biggest thing is really to get with us at the staff level. You can also get with the elected officials of the RTC who represent your area. You can meet with Rob Franke. Once I know a need in an area, we get notifications of different funding sources from all across the country. So whether or not we have a funding program that you could qualify for, there may be something the federal government offers. If we know about it, we can point you in the right direction and then have it on the radar with TxDOT when their funding becomes available.

Question: It sounds like it has to be pretty planned out. So you do grants for engineering and there's a call for projects specifically for that?

Summary of response by Christie Gotti: You can request engineering if you're not necessarily sure what should be done but you know something is needed. It's usually pretty inexpensive, at least transportation wise. If we can give you \$200,000 to go through and figure out the cost

estimate, you're that much closer when funding becomes available. A lot of times we ask people to watch our agendas as they go out every month so you know what's coming up. You're always welcome to schedule meetings with us so we can get to know more about your project and identify ways to help you.

Summary of response by Dan Lamers: Don't sit back and wait until funding becomes available. If you have a good project, come talk to somebody about it. Even if we don't have the funding right now, Christie is right, we can at least put it on our radar and continue to work with you on planning, project development and engineering so if funding becomes available for construction, the project is ready to go. We start working on the projects early. On the planning side, we try to avoid the situations where things go wrong and all of a sudden traffic is at a standstill. We try to have programs in place to deal with that as needed. From a planning standpoint, we look 10, 15 or 20 years ahead of the game. The Southern Gateway is an example. It's the I-35E and US 67 area coming out of downtown Dallas and there are major plans to reconstruct that corridor. We've been working with the folks in the southern part of Dallas County on the proper interchange and access locations in order to make that project worthwhile. With advanced planning, we can try and avoid the situations you're describing. The best way to get a project in our plans would be to talk to us, talk to TxDOT or talk to your RTC representative. Mayor Franke would be a great person. Some of those Regional Air Quality and Management & Operations dollars Christie talked about earlier are for staff to help you or local governments with advance planning efforts.

Summary of response by Christie Gotti: If you have specialized planning needs where you're asking our staff to work with you to do things, every other spring we request the entities in the region to tell us if they have any efforts they'd like us to work on. We evaluate those and put them in our work plan for the next two-year cycle.

Citizen (Carrollton)

- A. Projects on hold in the TIP

Question: Are a lot of projects on hold because they just aren't ready?

Summary of response by Christie Gotti: In 2005, we were just entering our economic recession. Cities were losing staff to even work on projects. Right of way acquisition and utility relocations take a long time. Those sorts of things cause projects to be delayed.

Nick Martin, Michigan Texas Corporation (Fort Worth)

- A. Obtaining a full copy of the TIP

Question: Where would be the best location to find that full list of current projects?

Summary of response by Christie Gotti: If you go to our website, which is nctcog.org/trans/tip, we have a lot of resources about current funding initiatives. We actually have the TIP document itself, which currently covers fiscal years 2015 through 2018. It is a PDF document, but you can search it. From that same website there's actually a project search engine so you can see all of our past completed projects and future projects. That one is truly an interactive search engine so you can search by geography or you can say show me all the projects on Belt Line Road that are bicycle and pedestrian or show me all the projects in Addison.

Review of Legacy Transportation Projects

Anthony Wilder, Carrollton Mayor Pro Tem (Carrollton)

A. Legacy transportation projects in Carrollton

Comment: On the Review of Legacy Transportation Project Presentation, there were four items from Carrollton. On the first page there's two of them. One of the reasons they are still around is because we cannot find qualified signal technicians. Since you all help ISDs and others, if you have any signal technicians that may want to come to Carrollton, we would love your help with that.

Summary of response by Christie Gotti: That's good feedback. These two projects, which are really one project, have been around since 2002 so getting feedback like that helps because we can go talk to our signal side, the people at our agency who work with signals all day, and they can coordinate more effectively.

Leigh Collins, Senator Konni Burton's Office (Fort Worth)

A. Transportation projects from 1992

Question: This list of the 10-year projects is really fascinating. Why are projects from 1992 on this list?

Summary of response by Christie Gotti: The RTC has been selecting projects since 1992. What happens over the years is any time we try to take funding away from a project we hear that project is still important. In fact, last time we developed the TIP, I had a city contact me and say that project isn't ready, and we really don't have the local match available can you push it out to 2021? I told them no and said if you don't have money until 2021, maybe we need to put the funds back in the pool. Essentially, that's what we're doing. Now we're saying it's either going to happen soon in a very defined schedule or your elected officials need to tell us it's still a priority or it needs to be deleted.

Question: Is this the first time you've done something like this?

Summary of response by Christie Gotti: We've done some other programs like this. In the 2005-2006 time frame we did what we called the "Come Clean Policy." Staff may have received funding for a project in 1992 when that project was important. Elected officials change over time, and a project may still be important to them, but it's just not as important as other things that have come up. In 2005, we said let's do the "Come Clean Policy" where you get to keep funding for your city, but we're going to go through and remove funding for projects that are not going to happen. Some of the projects made it through the process and others came out of that process when we selected new ones. It was pretty successful then, and we're trying to clean up everything that's really old.

Michael McMicken, Citizen (Fort Worth)

A. Timeline and process

Comment: With respect to this 10-year list, basically this is a documentation and financing schedule?

Summary of response by Christie Gotti: By the schedule, we're asking them to tell us how long it takes to go through and implement the phases of a project. We want to know when they'll start and when they'll be finished. We will then go through a review process at our staff level based on our experience and how long it takes projects to go through the implementation process. We'll coordinate with TxDOT as well because they often manage the projects with these cities or funding of the projects. It will be a joint concurrence that we agree, TxDOT agrees and the city agrees on a schedule, and we'll hold them to it. If they can't meet it, they'll be in danger of losing those funds. I think RTC will also require some reporting for those projects that made it through and were still able to keep their funding. They may ask to hear back from them the following year. It's more of an accountability requirement for these agencies who have held on to projects for so long. And we want to hear from you to see if you think these projects are worth holding on to as well.

Question: When you transfer the money, does the project get removed from the list? What is the process like to get projects back on the list?

Summary of response from Christie Gotti: No, we will still continue to track projects until they are completed. It's a lot harder to get projects back on the list. We go through a project selection effort like the one I presented earlier, the Management and Operations. We do project selection as a group. In order to receive funding again in the future if the project is canceled now, it would have to come back through a future call for projects or funding initiative and go through an analysis. If a project has been funded since 1992 and it never got implemented, we're thinking it's not the best project. But it could technically come back in the future.

B. Transferring funds to DART

Comment: What does it mean when it says "funds previously transferred to DART" on page four of the 10-year project list?

Summary of response from Christie Gotti: "Transferred" is a formal term. We're highlighting that we gave transit agencies the money, they've had it for a while and we need to see that they've actually built something with it.

Star Taylor, Trailwood Estates Homeowners Association Board of Directors (Fort Worth)

A. Eliminating legacy projects

Question: Is it more or less a "do or die" with this 10-year process?

Summary of response by Christie Gotti: One of the complications we do have is implementing projects with federal dollars. You have to go through a pretty intensive environmental review process, which can take years with bigger projects. Now, a lot of these are smaller projects so they wouldn't have that, but they do have to go through environmental review. The land acquisition phase can be problematic because you may have an unwilling land owner and have to work through those issues. That's one of the reasons it's hard for us to draw a line in the sand because if it's a good project and just complicated, you don't want to unnecessarily remove the funding. I think what you're seeing is us forcing the cities to either implement them or let the funds go so we can implement something else.

Transportation Funding

Anthony Wilder, Carrollton Mayor Pro Tem (Carrollton)

A. Funding method for transportation conduits in Carrollton

Comment: The City of Carrollton's situation is gravely different in terms of our major transportation conduits and how they're funded. I share this with you in hopes that as we get future projects, we can fund them a little bit differently because I feel it's an unfair approach for Carrollton citizens and other neighboring cities like Lewisville, Farmers Branch and others. We have seven major transportation conduits. We have LBJ just to the south of us, which doesn't touch our borders but most of our residents are going to go that route because they go to Dallas. We also have George Bush, which goes through the city. LBJ is partially tolled now. PGBT is fully tolled. We have SH 121 on the north side, which is fully tolled. We have Dallas North Tollway on the east side, which is fully tolled. On the west side we have IH 35E, which will be partially tolled two to three years from now, if not sooner. That's five of them, and then there are two others, DART and DCTA. We have these seven transportation conduits that our citizens pay a sales or a gas tax for and also are paying a fee to use. I've looked around the state and the closest I can find in terms of comparison to Carrollton is the north side of Houston, but it's not really close. I think we are unfairly targeted with these double taxations for the conduits. I would really like in the future for RTC and staff to consider providing full funding so we don't have a fee for use. It is just something I wanted to share with you.

Summary of response by Christie Gotti: I'd say we're hearing this from across the region, and our elected officials are hearing it across the state. We have had a transportation funding backlog for decades. I saw a slide TxDOT presented not too long ago that showed the last time we had a transportation gas tax increase was back when the show *Dallas* was still on the air. It's been a long time, and with the lack of resources comes other tools in the tool box. I would say back in the 2004-2005 time frame the legislature was not willing to consider additional funding, but they gave us additional tools related to tolling, which I believe is what you're referencing. It was the only mechanism we had to bring projects to fruition. Now we're seeing the pendulum slide back the other way. People are saying this is too much tolling. Fortunately, this legislative session we were able to get some funding given to us by the legislature, although some of it still has to go to a vote before citizens. It will enable us to fund projects, but most of those new funds will not be able to be spent on toll roads, which is good because we can build non-toll roads. However, it will restrict us from using any of those new funds on roads we actually have tolls on already. It'll be interesting to see how that works out. We do have some opportunities in the future that we have not had for quite some time. We hope to see not as much need to turn to tolling because we have other resources available.

B. Distribution of funds in North Texas

Question: Do you think those funds are going to come to North Texas? There was concern it would go to West Texas because of the need for better infrastructure for oil and gas.

Summary of response by Dan Lamers: The money will be distributed by formula. They already have the formula in place. Our Director of Transportation at COG was on the statewide committee that helped determine what the formula would be, but it doesn't all come at once. As Christie said, it is contingent on voter approval in November and then some of it gets phased in over the next three, four or five years. At some point it will be about \$5 billion statewide, which if you look at our historic allocations, we would get about \$1 to \$1.2 billion per year for the Dallas-

Fort Worth area, which is significant. Our previous long-term transportation plans relied heavily on the leveraging impacts of what little bit of tax funded revenue we got as well as toll funding. That's why we've been so successful getting projects built. In the last five years we've had either under construction or completed over \$20 billion worth of roadway improvements. That is more by far than any other urban area in the country, but as you said, it comes at a price. That price is tolling. With LBJ and IH 35E we're talking about management so the idea there wasn't just financing a facility. The pricing component of IH 35E and LBJ serves a very important traffic management function. In those instances when you need reliability to get to the airport or pick up your child from daycare, you can choose to pay to get on those managed lanes. By restricting the use of funding to not being able to do those kinds of projects, it's more than just a monetary impact. It also has a very big traffic management impact we need to evaluate. We're going through with our elected officials on the RTC over the next six to nine months and reevaluating what is that proper balance between free facilities and priced facilities because they're not all going to look like NTTA toll roads. Some of them may look like the LBJs of the world.

C. Air Quality Emissions Budget

Question: We have huge population growth in Denton County, which is half of the City of Carrollton. You mentioned the point about emission strategies and that there's a budget. Does that budget increase as the population increases?

Summary of response by Christie Gotti: Our budget over the years has been decreasing. We have had three standards: a one hour standard, an eight hour standard and a revised eight hour standard that is lower. We actually achieved the one hour standard, but the goal got a little tighter. Now I think we're pretty close to achieving the next standard, but it's already gotten lower again. The Environmental Protection Agency is trying to make our air quality cleaner, which is a good endeavor, but it's definitely getting more and more difficult for us to achieve those tighter emission budgets.

Summary of response by Dan Lamers: We fail the ozone standard. There are two precursors: one is volatile organic compounds, which Christie says we're targeting, and the other is nitrogen oxides. We've been so focused for the last decade on nitrogen oxides because that's where the EPA told us we needed to focus. The decade before that we were focused on the VOCs. Then the EPA said you've kind of got that under control why don't you work on the nitrogen oxides. So we did that. Now the nitrogen oxides are under control for the most part, and we're shifting back to VOCs. It's a challenge we have in this region to try to meet those two precursors. It's a good thing we're trying to clean up our air, but it's very difficult. We're getting to the point now where we have literally squeezed every last benefit out of the transportation system. At some point you can't make cars much cleaner other than not driving them.

Summary of response by Christie Gotti: If we actually exceed our budget, the federal government will freeze our transportation dollars, and we will no longer be able to implement other projects. Obviously we want to avoid that restriction. That's why you see us getting more and more creative in our air quality projects to, as Dan said, try to squeeze as much benefit out of there as possible, so at least from a transportation perspective, we've done everything. There are two or three parts of the pie. We're one part of it. We're trying to do as much as we can for our part.

Comment: If we were to get very close to going over budget, would we look at projects and say this one isn't as important as that one?

Summary of response by Dan Lamers: We don't like to look at individual projects in terms of this. We look at collections of projects. When we develop the long-range transportation plan, looking out 25 years from now, we outline projects for the long-haul and show how that plan will help us reach the air quality standards. Then it comes down to how we stage those projects. That's the process we're going through. We're in the beginning of developing a new long-range transportation plan, and we're at the beginning of developing a new short-range funding program to implement. We hope we never get to the point where we have to not fund projects. If we do our due diligence now, it saves us from having to do it in the future. The Regional Transportation Council has been very aggressive over the last 20 years in doing that. We wouldn't have been as successful as we have in meeting our air quality goals had the RTC not put as much money as they have into these kinds of programs so this is just a continuation of what we've always been doing.

Question: Does the Air Quality Emissions Budget cover the whole region or is it divided up into quadrants?

Summary of response by Christie Gotti: That's across the whole region.

Summary of response by Dan Lamers: It's not a monetary budget. There's ozone monitors throughout the region, and they measure the ozone at those particular monitors. Every monitor has to essentially be clean in order for the region to pass. If one monitor fails, the entire region fails.

Citizen (Carrollton)

A. Tolling distribution throughout Dallas-Fort Worth region

Comment: Certain cities have their citizens paying a lot more, like Plano, for instance. There are toll roads everywhere you look. It seems really unfair. If somebody is using these over and over again, why isn't there a discount? Because they're paying a larger percentage of the fees. All you're seeing is more toll roads. I don't think the way it's positioned right now is fair. It's not equal. I think what this gentleman is saying is if you have a gas tax increase you haven't had since the 80s or 90s, it will be more evenly spread out across the region.

Summary of response by Dan Lamers: You won't hear an argument from COG staff. Not having adequate transportation facilities hasn't, for the most part, stopped the growth and the fast growing parts of this region like North Dallas, Collin County and Denton County. Congestion has gotten worse. We had city representatives come to us 15 or 20 years ago begging to make George Bush a toll road because it was going to be 20 years before there would be gas tax funding to build SH 190.

Comment: IH 30 going to Fort Worth used to be a toll road, right? They decided once we build this and fund it, then we'll stop the tolling. That doesn't seem to be in the plan at all for any of these other toll roads.

Summary of response by Dan Lamers: What wasn't taken into account at that point was the restriction on funding going to them over the next three or four decades. In the 70s when the tolls were taken off IH 30, the state was flushed with transportation dollars. There were expectations both at the state and federal level that gasoline taxes would keep up with inflation to allow us to maintain and construct facilities. Nobody anticipated that for more than two

decades we would get no increases in transportation funding. That has severely hurt what we've been able to do. A lot of the reason tolls can be beneficial is you have a guaranteed source of revenue to maintain the roads.

Comment: But there's cost associated with all the tolling. If you have a gas tax, you'll save revenue because you're not spending tax payer dollars on the management of that system.

Summary of response by Dan Lamers: Take IH 30 as an example. When it was a toll road, the interchanges were designed a certain way. We are just now reconstructing the interchange between SH 360 and IH 30 to more of a traditional interchange because for the last 40 years there hasn't been money to convert it. If any of you have been to that part of Arlington, you know how horrible that interchange is. It's the same thing with Loop 12 and IH 30. It is just in the last few years that interchange has gone under construction, and it's still not complete. Yes, IH 30 became free but it delayed for 40 years improvements to that corridor that needed to be done. We hear you loud and clear. Representative, we hear the legislature loud and clear. We are going to do the best we can to try to live up to the ideals, but with a request that we have a partnership, like we always have in this region, for moving ahead major transportation projects. In fact, the legislature is requiring TxDOT to go through an exercise to determine how much it would cost to make every roadway in the state free. A lot of people think the RTC and MPO staff woke up and said let's build toll roads everywhere. We were more or less forced into that situation by the economics of transportation at the time, and again, local governments came and said please build a toll road because we'd rather have a toll road than no road.

Citizen (Carrollton)

A. Tolling on the Dallas-Fort Worth Turnpike

Comment: When the toll was supposed to be dropped from the Dallas-Fort Worth Turnpike, they had not done any repair work on the road, and they wanted to extend the toll until they could get that work done, but the people in Irving, Arlington and Grand Prairie didn't want it that way. They wanted a free ride right away. When that happened, that was quite a blow to TxDOT's finances.

Summary of response by Christie Gotti: Yes, that facility was rebuilt in the early 2000s, and it cost about \$500 million. The problem with transportation is it's very expensive. Concrete and steel cost a lot of money.

Summary of response by Dan Lamers: Over a 50-year period you're essentially building the road twice because the concrete and pavement don't last that long. The pavement at that time was 20 years old, and it was in need of some repair.

Scott Sanford, State Representative (Carrollton)

A. Increasing gas tax for funding

Comment: I'll address the gas tax quickly. The legislature does see the gas tax as a flawed mechanism for today because of the growing efficiency of cars. The best example of that would be a Tesla. As a whole we have automobiles becoming more and more efficient, making the gas tax less and less effective.

Public Transportation

Craig Owen, Citizen (Carrollton)

A. Inclusion of bus transit in long-range transportation planning

Question: Why are there no busways identified in the long-range transportation plan? I've used a lot of transit in several different cities, including Seattle, Los Angeles and San Diego for the better part of four decades. One thing they do have in L.A., which is a really good alternative to rail, is called a dedicated busway. The reason I'm bringing this up is we're talking about raising taxes here. I look on page three of this Executive Summary, and I see we're thinking about \$400 billion worth of spending. Building a busway to cover the same length a rail line would be about a quarter of the cost and does the same function. There's a ton of planned rail all over the region, which is really great and helps out someone like myself who uses mass transit, but I just wanted to sound a note on that.

Summary of response by Dan Lamers: The Executive Summary of the long-range transportation plan is a very short version of the transportation plan. The full document is available online in the public transportation section. You'll see a discussion of the rail we not only approved in the Executive Summary but the bus component as well and this notion of a continuum of public transportation options, including everything from light rail to high speed rail to commuter rail to express buses. Most of the bus planning is done by the transit authorities in the region. We are a relatively young region when it comes to transportation. We don't have the congestion levels of L.A. For a lot of people in L.A., their second choice is to take public transportation. Now, I'm not saying that's a reason why we shouldn't be building any. I personally believe public transportation should be a community benefit of any large urban area. We have a certain proportion of our population who have no other way to get around other than public transportation. A lot of Karina's presentation was about serving those particular individuals. But you're asking about major capital busways, dedicated right of way where the buses run similar to a rail line.

Comment: Just to clarify that, I'm talking within the scope of the long-term plan.

Summary of response by Dan Lamers: We're very blessed to have an abundance of rail lines. You can't drive very far without crossing a railroad track. Because of our inland proximity and our reliance on ground transportation, we have a huge network of rail lines. The reason you see a lot of rail in our transportation plan is because we want to implement even cheaper commuter rail options on many of those existing rail lines so we don't even have to build too much of anything. We would just have to do a little track refurbishing, buy some vehicles and we can run a commuter rail line much like the DCTA is running today with their A-train. We've got those opportunities that are available to us. We've got historic research that tells us people really like the traveling experience on trains relative to buses. But again, that's not a reason why we can't pursue what I would call premium bus service. You can make a bus operate just like a train. But that type of system only works if you can provide a dedicated type of service. In our case, you would have to use new right-of-way or put it where we already have an existing roadway, which is where we have a network of managed lanes where we are guaranteed a speed of 50 mph: LBJ, IH 35E, SH 183, IH 35W, DFW Connector and I could name a few more. Once that network is in place, we fully would anticipate that DART or The T would run buses along those corridors that would simulate the reliability you would have on a rail line. In fact, Karina, Jamie and their team are working with a university in Houston on helping us develop a potential for using our managed lane system for the type of service you're talking about.

Comment: That's great. The only reason I'm bringing this up is I did a little personal study on DART's rail expansion over the last 10 years, which cost about \$117 million a mile. I'm not complaining. I use it. It's great, but it is a lot of money. To make a comparison, labor costs are not cheaper in L.A., and they did build the Orange Line on the rail right of way. It cost \$27 million a mile.

Summary of response by Dan Lamers: The cost you're talking about, the \$27 million a mile, is the approximate cost of us building the commuter rail. There already is an existing rail right of way and most of our existing rail rights of way still have active freight trains on them. We can't simply convert those to busways. We have to work out ways to share the track. The other thing I'll point out is rail is great to get you from station to station. The biggest challenge we have in this region is we don't have the densities of development that the L.A.s of the world have. The problem we have is what we term the "last mile". Once you get off the busway, you've got to get those people sometimes two, three or five miles from the end of that line, and we don't yet have the public transit infrastructure in place to support that type of development.

Comment: I agree with you. It would be silly to build a busway out to McKinney right now because there isn't enough in between to fill it out. Eventually when that all fills in with the population, it will happen.

Summary of response by Dan Lamers: Again, one of the things I've asked Jamie and Karina's team to look at in terms of our new long-range plan is this "last mile" connection and how all of these public transportation systems can work together to provide options for every person. One of the themes in this new plan is option. We want everybody to have at least one option other than driving to be able to do what they need to do. It's a tough challenge, but that's what we're starting with as our basis.

Comment: That's a great thing. As the region expands, especially Collin County where it's projected to grow the fastest, I think we're going to get a lot more people willing to ride it.

Summary of response by Dan Lamers: I don't mean to dismiss what you're saying. You're absolutely correct. We're trying to find the appropriate solution in the appropriate corridors. In the priority of things, we would rather get people out of their vehicles as opposed to building more roadways which then creates more maintenance.

Summary of response by Christie Gotti: We did actually fund a bus rapid transit pilot corridor with the Fort Worth Transportation Authority along Lancaster Avenue. We funded, I think, the first three years of it and after that it's been self-sufficient for several years. It's not a whole busway but it's at least a pilot effort within our region to try and implement something like bus rapid transit.

Summary of response by Dan Lamers: I think the market is getting to the point where we can start having more mature discussions. The latest demographic forecast we have that goes up to the year 2040 shows more people wanting to move to the more urban part of the region as opposed to the suburban sprawl we've seen over the past few decades.

Comment: I appreciate that there are so many different levels. I understand what you're saying, and I know it's a very complicated issue.

Summary of response by Christie Gotti: It's good for our elected officials to hear that message from people who are interested because I'm not sure they get it all the time.

Summary of response by Jamie Patel: A lot of what you see every day is a lack of education on the value of transit. In my opinion, that's one of the biggest challenges we have in implementing bus service. We can't get enough ridership even on core routes to actually build a different type of service like premium BRT or express service. With projects like IH 35W and IH 30 express routes, we're hoping those can elevate the value of transit. A lot of our funding is also already capped on the taxes so the transit agencies can't really request more tax money from the cities to go to transit.

Comment: I just hope to see something in the long-term planning sense that will be cost effective. I'm sure that's something you all want to happen more than anybody. That's my whole point in this.

Other

Anthony Wilder, Carrollton Mayor Pro Tem (Carrollton)

A. House Bill 20's effects on transportation planning

Question: How will House Bill 20 impact transportation projects and planning in our region in regards to metrics and transparency?

Summary of response by Dan Lamers: HB 20 did put some guidelines in place that all MPOs and the state have to go through. Our MPO has essentially been doing that for years. There really won't be a major impact in this region. The biggest impact I think you'll see is the fact we now have to identify a formal 10-year implementation plan. Right now we have a federal requirement of doing a long-range transportation plan that covers 20 years. But because we are an air quality nonattainment area for ozone, we have to demonstrate the staging of that transportation plan anyway. We've been doing that for years. We just haven't formally documented that in the transportation plan. The state already has a requirement for a 10-year programming document where they have to identify ten years of funding and demonstrate how they're going to spend that money. All we really need to do is take the state's 10-year programming document and take our 10-year staging document as part of our plan and merge those together to make a 10-year plan we can move forward. The other part has to do with the performance monitoring. Again, we've always had planning goals where we've tried to reduce congestion, improve air quality, improve travel times and provide more reliable speeds. What we're going to have to do now is more formally document that. At some point the RTC will have to adopt guidance and direction. For example, instead of saying we want you to reduce travel time due to congestion by 25 percent, they'll say we want you to reduce it by 25 percent in 10 years or something along those lines. I think it's a more transparent planning process. If we're spending about \$3 or \$4 billion a year we should at least be able to tell you what we think the direct impact is on things that matter to you. That is where we are headed due to HB 20, and I think it's something the public deserves.

B. Building potential projects along the Cotton Belt

Comment: The BRT is the Bus Rapid Transit they're considering along the Cotton Belt. The Cotton Belt is pretty much a full right-of-way that we have. It is cargo though, and there are some municipalities who are dead set on rail only. They do not want the BRTs and that's what

causing it to not occur more than anything else. Here in Carrollton we've had the mayor, one of the city council members and other elected officials in this area go take a look to see if we can really do it. The Cotton Belt is something we all really want because it connects east and west. It would be a huge economic boom.

Summary of response by Dan Lamers: Karina reminds me we have two pilot projects where we are going to be looking at premium bus service. One is on IH 35W in Fort Worth from the downtown area up the IH 35W corridor toward the Alliance area. We just submitted a TIGER grant application to the federal government for assistance there. The other is to implement premium bus service on IH 30 from Arlington to Dallas. The managed lane on IH 30, it's under construction again and they're adding interchanges to it now. When it opens in early 2016, we plan to implement a premium bus service from the Mid-Cities area. We have two park-and-ride lots, one in Arlington and one in the Grand Prairie/Irving area, where we want to implement some sort of express bus service in those managed lanes into downtown Dallas. The other challenge you need to understand is we have three separate and distinct transit authorities: DCTA, The T and DART. They each have service boundaries. By 2025, more than 50 percent of residents in the Dallas-Fort Worth area will live outside one of those three transit authorities, making it very difficult to try to implement public transportation. Other than local sales tax right now and some small amount of federal funding, there really is no dedicated funding source for public transportation in this region. DART is in great shape. They collect 1 percent of the sales tax. The T and DCTA collect half a percent, but on the Fort Worth side, that half a percent really only pays for bus service.

Leigh Collins, Senator Konni Burton's Office (Fort Worth)

A. Regional Traffic Signal Retiming Program

Question: I love the Regional Traffic Signal Retiming Program. How often does that happen?

Summary of response from Christie Gotti: We give it funding every two or three years, and it's implemented continually. Within that time period, our traffic signal group coordinates with a consulting group, and they go out and work on different corridors throughout the region and each year they do a certain number of corridors. We do try to especially focus on areas where signal corridors cross jurisdictional boundaries. This allows us to help facilitate regional improvements so signals aren't only timed within the cities.

Michael McMicken, Citizen (Fort Worth)

A. Time frame for environmental approvals

Question: What's the time frame on environmental approvals? Can you get environmental approval without having construction funds? There is a timeframe for when the approval becomes null and void, correct?

Summary of response by Christie Gotti: It really depends. The FHWA has an environmental streamlining program called "Every Day Counts", where every day you work toward a solution. They've recently delegated reviewing environmental documents down to the state, which reduces a layer of government. Then the state has what are called categorical exclusions. For example, if you're retiming a traffic signal, do you really need to go through an environmental impact study? Probably not. There are lot of mechanisms in place to try to streamline it, but it does take a while. On the short end, it's a couple of months. On the long end, for instance, LBJ

was on the books from the 80s and just went to construction a few years ago in 2008 and 2009. Those kinds of projects take a long time. If there are lot of environmental questions or community issues, they tend to take longer. There's not a hard and fast rule. When conducting an approval, there are several competing factors. The federal government asks that you clear a whole corridor. You're not clearing individual pieces because you want to evaluate the full impact on the environment. But if it is a billion dollar corridor and you only have funding for part of it, you can only build that part. You can also keep environmental documents fresh by redoing them every two to three years. It keeps it viable so if you do have funding that comes available, such as the Proposition 1 funding that voters approved last November, you have projects ready for that money.

Citizen (Carrollton)

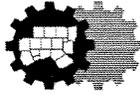
A. Texas' transportation rank

Comment: I appreciate what the state has done. I think Texas probably has some of the finest roads in the country. What does it rank?

Summary of response by Dan Lamers: It's the 4th largest metropolitan area in the country. Last year we dropped out of the top 10 worst congestion levels in the country. Our construction of roadways and rail and our development and aviation systems means we are one of the top metropolitan areas in the country, but we have one of the lowest levels of congestion. We should all be thankful and grateful for that. We know it's rough sometimes. We wish we had the money to build all those roadways without them being tolls. I do think there is a proper place for prices, and managed lanes is one area we need to have a conversation.

WRITTEN COMMENTS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Anthony Wilder, Mayor Pro Tem	City of Carrollton	Overview of Carrollton transportation, House Bill 20 and BRT	Attachment 1
Chuck Dart	City of Ferris	Including transportation projects in rural areas in planning process	Attachment 2
Craig Owen	Citizen	Inclusion of bus improvements in future transportation plans	Attachment 3
Mireya Varela	TAMU	Funding the SH 360 Interchange Partnership	Attachment 4



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 Chuck Dart
 Organization City of Ferris
 Date 7/13/15
 Meeting Location Carrollton

Please provide written comments below:

How does the NCTCOG Transportation group proactively include projects in RURAL / LESS POPULATED AREAS which could ^{have} be major issues if work ~~was~~ residential or commuter traffic expands quickly?

FM 664 in northern Ellis County.
 Loop 9 in southern Dallas County.
 A connector between the ~~two~~ on the west side of Ferris.

We support the Kaufman County Senior Citizens Services project for enhanced mobility

How does one get a project on the list "How to" ^{quite} ?

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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- 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 Mireya Vazela
 Organization TAMU - Urban Planning undergrad / Grand prairie resident
 Date 7/13/15
 Meeting Location Josey Ranch Lake Library

Please provide written comments below:

Today's presentation was very insightful. I am entering my senior year at TAMU and I have been thinking about what to do in grad school, and after today I am definitely considering transportation planning.

My only concern dealt with the St 360 Interchange Partnership. I noticed that Arlington and Grand prairie share the same thoroughfares, yet Grand prairie's cost share is significantly higher, almost \$6M. What is the reasoning behind this? Shouldn't the ~~cost~~ funds be equal since they are sharing the thoroughfares? Maybe that is determined by the amount of funds the city can provide.

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Peter G. McDermott, June 8, 2015

What are the incentives for driving an electric vehicle in DFW? I feel like every other state in the country offers some sort of benefit, such as access to HOV lanes or reduced/free tolls. However here there is no distinction. What can we do to get early adopters rewards for their investment in this technology?

Response by Marissa Fewell, NCTCOG

Thank you for your interest in electric vehicles (EVs). We at the North Central Texas Council of Governments (NCTCOG) support EV technology, along with other alternative fuel technologies, through our Electric Vehicles North Texas (EVNT) Program, that works to promote the adoption of EVs and ensure adequate resources for them, and the DFW Clean Cities Coalition, which aims to reduce petroleum consumption in our region.

As of now, the only incentive currently available for EV drivers include the Texas Commission on Environmental Quality (TCEQ) Light-Duty Motor Vehicle Purchase or Lease Incentive Program, which offers a rebate of up to \$2,500 for the purchase or lease of eligible alternative fuel vehicles, including some EV models. This program started in May 2014 and applications are due July 8, 2015. Unfortunately this program expires this year and will require legislative action to be renewed in the future. Based on discussion with EVNT stakeholders, other inherent benefits that EV drivers consider as an advantage include: releasing zero or fewer emissions while driving and therefore improving air quality in the region; benefiting from the typical lower costs of charging or “filling up” the EV compared to traditional gasoline vehicles; and being in a region with an extensive public charging network. These personal incentives have been the driving force for EV adoption thus far in DFW and is expected to continue to increase.

Regarding EVs and High-Occupancy Vehicle Lanes (HOV), the Regional Transportation Council (RTC) strongly supports increasing the vehicle occupancy of HOV lanes, which is aimed at reducing the number of single-occupant vehicles. In late 2012, the RTC debated the issue of hybrid vehicle and EV inclusion in HOV lanes when they adopted the current HOV/Managed lane policy, and at that time, it was clear that the intention was to promote the higher occupancy requirements of HOV lanes to increase the overall efficiency of the roadway. As EVs and other “green vehicle” technologies become more popular and prevalent in the future, the RTC could modify current policies to include additional incentives to promote these new technologies.

By making a comment at one of our public meetings, that comment is provided to the RTC so that they have the opportunity to see what items and issues are important to the public and could go a long way toward helping to influence future policy decisions within the region. I encourage you to stay active and to participate in future public meeting opportunities. Please let me know if you have any further questions or if I can be of additional assistance.

Johnny, June 29, 2015

Can you please build HOV lanes on I-20

Cliff Martin, June 30, 2015

What is the major hold up on completing the construction work on highway 78 between Wylie, Tx and highway 6 outside of Lavon, Tx. ? The locals around here view the foot dragging as a ploy to push the "need" for the Blackland Toll Road project.

Bryan, June 30, 2015

Why do you get one green light in town, just to stop at a red at the next light and then the next light. If the lights were timed so people could get through town you would have less speeding to try and beat the light and running of red lights. Forget the speed traps/" speed control" and let people get to where they are going. Less angry drivers and smoother flow. Just a thought. Thanks from Wylie Murphy area.

Jennifer Reiner, June 30, 2015

The number 1 problem is the lack of transportation options for residents that live in the suburbs and exurbs. And, of course, the train in Cresson is also a problem for those traveling to FW from Hood County/Granbury as Hwy 377 is the only route. Also, there is rumor of a spur off of Chisholm Trail to provide another option for access to FW for those living SW of FW. If true, this project needs to occur asap.

Marie-Anne Schiffmann, June 30, 2015

I have been living in Rockwall for over 7 years, and miss the metro system we enjoyed in DC. Any chance there will be a DART extension to Rockwall, complete with parking lots?

Timothy Foster, June 30, 2015

With highway 190 completed from DFW airport to I-30, NCTCOG needs to improve the connecting roads. Roads in Rowlett, Wylie, and Sachse are two-laned asphalt roads leading to the new Highway 190. Northeast Dallas County needs new thoroughfares (four to six lanes) to connect to the new highway 190, highway 78 and I-30. The local cities do not have the funds to construct the new roads. Funding is going to require a regional effort. Toll lanes in addition to free lanes is an option. The local residents were against toll lanes because proposed plans did not include any free lanes. By using a combination, support could be obtained. Trails are needed along Lake Ray Hubbard connecting the cities of Rowlett and Wylie. Dallas County has a large park nature area; however, there are no trails. A new road is needed between Stonewall Road, crossing Lake Ray Hubbard, and connecting to FM552 in Rockwall. This new road could connect to Highway 190. This new road could relieve traffic going to Greenville. Please add the new road to the 2040 plan. A regional bus service would be nice between Rowlett Dart, downtown Sachse, downtown Wylie, and Downtown Rockwall with the service making a circle around Lake Ray Hubbard. If buses are not feasible, a trolley train similar to the McKinney trolley would add flavor to the area creating a home town feel. To fund the trolley, a new foundation could be established, i.e. Lake Cities Trolley Foundation. The Equest Center is planning their new international headquarters on Vinson Road. Currently, Vinson Road is a two lane road. Access from Highway 190 is needed to bring people into the Equest Center Headquarters. Equest stated international visitors would fly into DFW Airport and travel to Vinson Road. The Equest Center is the same operator at the City of Dallas equest center in Southern Dallas County serving therapeutic children.. Please in the 2040 plan include regional

thoroughfares. Rowlett and Wylie traffic is bumper to bumper now and will only increase by 2040.

E Alexander, June 30, 2015

I would like to take a train or bus from Dallas to Ft Worth Arts District if it took no more than an hour each way and if the cost were reasonable. I tried DART one time and was very, very disappointed. No way would I ever do that again for 3 reasons. 1. It took too long. I had to three different vehicles one way and wait between each. DART did not go to the Arts District.

Richard Weber, June 30, 2015

The main problem is high-density apartments and Agenda-21.

Amy Wyatt, July 1, 2015

Can you please build an HOV lanes on I-20

F. Funk, July 1, 2015

Your survey question "Q2. The number problem making traffic worse on North Texas roads is ___" --actually NONE of your options. It's lack of viable alternatives like convenient, frequent train service and safe transportational biking facilities. I have tried to live without a car here but it is too difficult. TxDOT is spending too much money on highways & not thinking about efficient & convenient alternatives.

Gillian Grant, July 2, 2015

We need more bike lanes and bike trails. Anything we can do to promote more bike commuting is worth every effort.

Joe Grimes, July 2, 2015

Billboard sized active displays of current traffic similar to the ones used on morning news shows would allow commuters to adjust their routes without having to slow down to read message boards.

Dormand Long, July 2, 2015

Re: Sounding Off question -- Public "transit desert"



Sounding Off

Researchers at the University of Texas at Austin named a Far North Dallas tract near the intersection of Bush Turnpike and Dallas North Tollway as [the worst "transit desert" in Dallas](#).

Miles from the nearest light-rail stop, the tract is served only by buses that run every half-hour to an hour, with no Sunday service. Part of what labels an area a transit desert, according to the study, is the expected demand for public transportation. The tract in question contains a number of apartment complexes and only a handful of neighborhood streets.

DART officials who reviewed the study said the data could be misleading, but acknowledged public transit in the area could be improved, perhaps with an East-West bus route on Frankford.

This week's question: If you're a Far North Dallas resident, do the public transportation options meet your regular needs? Are there any changes you would find beneficial? If you live somewhere else, what do you think about your local public transit options?

For the full story, [click here](#).

Deadline: noon Monday, July 6

Instructions: Please reply directly to this email. Otherwise, your response will not be filtered correctly to be considered for publication.

Please state your name and city at the beginning of your response, like this: "Daniel Houston, Far North Dallas: Awesome response."

Because you're on our list, we don't need your full address or contact information.

For transit to succeed, it is essential that these expensive services be made available in areas for which a critical mass of usage exists or can be developed. No one benefits from having empty buses crisscross an area. Given the availability of incredibly effective tools such as Survey Monkey, it is easy to gather valid information on usage and when and where to and from the mobility is needed. We could do well by studying the best practices of successful systems such as NYC and the Seattle area to see how they gain insight as to most effectively convert people from single occupancy cars to transit patrons who are able to work and read their morning paper while they commute to work.

Dormand Long, July 2, 2015

For those who travel from North Texas to South Texas via I35, the most common choke point is frequently clogged Austin traffic. The 130 toll road allows one to bypass congested Austin traffic at a reasonable cost. If multiple digital signs were in place north of Georgetown to give a heads-up to congested traffic in Austin or points south to San Antonio, it would allow drivers essential

decision support information to consider bypassing the congestion v is the 130 toll road. This, in turn, would allow emergency vehicles easier access to remove the root causes of the congestion.

Erik Smith, July 3, 2015

Some missing options on your mobility survey #2: "The number one problem making traffic worse on North Texas roads is ___" - Badly engineered and managed roads, highways, and intersections. The DFW area will seemingly never say no to an unneeded left turn lane. Every side street gets its own stoplight for inexplicable reasons. Stoplights have controllers the size of commercial refrigerators yet can't synchronize well, can't adapt to traffic, and become fancy 4-way stop signs (blinking red) at the slightest provocation. There are countless stupid highway engineering situations - the 114 / 183 "lane annihilation" merge, the south 121 / 121 business merge that stacks up every morning, the decision to build 121 through Grapevine with just 2 lanes in each direction, and the 635/35E interchange where toll exits were added but the old interchange isn't being re-engineered. The only highway expansion lately seems to be tollways, whose ever-increasing rates seem like they should be able to fund every other transportation project in the region but don't. Highway construction projects take many years, with some highways spending more time under construction of some sort or another than not. #4 "4. With the population growing and money for new roads limited, how should North Texas invest transportation funds in the future?" - Make taking mass transit easier. It's not a matter of bus or train exclusively so much as being able to get there at all in a reasonable amount of time. Buses do not seem to drive predictable routes outside of downtown. The trains don't seem to run frequently enough. Interconnecting between the two is often difficult. Trains are thus far mostly radiating out of downtown, making transit from one perimeter location to another difficult (why not follow the major highways?).

Casey Harris, July 3, 2015

I have seen plans for more safe biking routes throughout the DFW area, but I haven't seen much on plans to get us to that point. While I can't speak for everyone, I will say that if I had a safer route to work, I would bike to work WAY more often (I do now, but the route has some challenges getting from the Joe Pool Lake area up to South Irving at Rock Island and Beltline). Increasing the number of safe bike routes has proven well for other areas and communities, what can I do to help push North Texas into the same direction?

Dormand Long, July 6, 2015

Boeing's New Laser Gun Could Be a Game-Changer for U.S. Soldiers



I just set the inquiry below to Boeing's defense products unit to inquire as to whether this new technology would be a solution to our problem with car chases on freeways. Your thoughts would be appreciated:

I just read of your Advanced Tactical Laser and its very portable functionality. I am curious as to whether it might be a viable solution to one of our pressing societal needs: that of disabling a moving vehicle on a freeway in a manner in which there is no collateral damage to innocent other drivers. It appears that it might be feasible to zap a miscreant's car engine from a police helicopter. Police have two separate funding sources that might be accessed to facilitate this sort of public safety initiative. I suggest that it be shared via the Council of Governments to avoid the need for each police force to stockpile a rarely used tool. I would be happy to facilitate beta testing in the Dallas Texas area if this appears to be a fit.

Barbara Harless, July 6, 2015

I do not want any more tolled alternatives. Go back to the complete NON-TOLL EXPRESSWAY using the new money the legislature has made available to fund fully without tolls. I do not support ANY state money involved in bike paths, bike lanes, or commuter train projects. Stop building projects using federal fiat money. THIS ADDS TO OUR NATIONAL DEBT!

Michele Martinez, July 6, 2015

In Fort Worth for me to take a bus to work I would need to take a bus before they begin running in the mornings. Then all buses from the east side run downtown where I would have to catch another bus to go to the south side. When is Fort Worth going to catch up with bus systems like San Antonio or a rail system like Dallas?

James Turner, July 6, 2015

No Bridge across Lake Lavon

Elaine Laisure, July 7, 2015

We need a rail system going to Weatherford, TX, places to park overnight. Much cheaper than building roads! NO PRIVATE Rail Roads. QUIT SELLING OUT TO SPAIN! TIRED OF TOLL ROADS

Gary Cox, July 7, 2015

Why does I-20 narrow from 8 lanes to 6 at Hwy 360 in both directions? The back-ups at this location are daily and huge. Please fix the problem.
Thanks,

Barbara Harless, July 7, 2015

I SUPPORT

1. NON-Toll Roads
2. Using the new funding made available by the legislature to CONVERT TOLL projects back to FREEways.

I OPPOSE

1. Rail
2. Hike and Bike trails with public money

Gary Cox, July 7, 2015

Why does I-20 narrow from 8 lanes to 6 at Hwy 360 in both directions? The back-ups at this location are daily and huge. Please fix the problem.

Daniel Berndt, July 7, 2015

Hello NCTCOG,

I recently received an email asking input on the Mobility Plan 2040. A charging infrastructure plan for electric vehicles needs to be included in the Mobility Plan 2040. I have two electric vehicles, a 2015 Ford Fusion Energi plug-in hybrid electric vehicle (PHEV) and a 2013 Ford Focus Electric battery electric vehicle (BEV), my wife uses the PHEV and I use the BEV for commuting. Many people are turning to plug-in electric vehicles for their transportation needs. In the last four years there has been about 340,000 plug-in electric vehicles sold in the United States with about 17,000 of those sold here in Texas. Four years ago there weren't hardly any plug-in electric vehicles being sold but today one out of every one hundred cars sold is a plug-in electric vehicle and that percentage is continuing to grow year by year. The reason sales of electric vehicles has proliferated is because of all the state and federal incentives and mandates to promote zero emission vehicles. Even with all the impressive progress in adoption of plug-in electric vehicles there are still very serious obstacles to wide spread adoption. The most serious obstacle preventing many people from purchasing plug-in electric vehicles is the underdeveloped electric vehicle charging infrastructure. Speaking for myself, my BEV works pretty well for my commute because I home charge but my daily commutes is only about 25 miles. The range of modern electric vehicles is limited to around 80 miles. Anyone that has a daily commute of 60 miles or more or tries to make longer trips runs a significant risk of running out of charge. An electric vehicle consumes far less fuel and produces far less emissions than an internal combustion engine (ICE) vehicle plus power for electric vehicles can come directly from zero emission power sources such as wind turbines. Since some of the goals of Mobility Plan are to reduce fuel consumption and vehicle emissions, electric vehicles and electric vehicle charging infrastructure needs to be addressed in the 2040 Mobility Plan. There are already electric vehicles on the market with charging rates and vehicle ranges that make them comparable in performance with ICE vehicles (Tesla Model S) but these electric vehicles are very expensive for the average person and the vehicles use proprietary technology. There are other lower priced electric vehicles with longer ranges and fast charging capabilities soon to come on the market but their fast charging capabilities are dependent on competing technologies. Tesla has its' own proprietary fast charging infrastructure, the Japanese automotive manufactures' such as Nissan and Kia have adopted the CHAdeMO fast charging standard and most of the American and European automotive manufactures' have adopted the SAE J1772 Combined Charging System (SAE CCS) standard. The Tesla fast chargers are strategically placed along highways but typically are not located in cities. The CHAdeMO chargers are cluster in cities but there are typically none along highways. Although some states are developing SAE CCS infrastructure and there are vehicles sold in Texas capable of utilizing the SAE CCS fast chargers (BMW i3) there are no SAE CCS chargers in Texas. Even though the benefits of electric vehicles, including reduced air pollution, sustainable energy, lower maintenance cost, etc., are significant, the confusion surrounding fast charging and the general lack of electric vehicle charging infrastructure is keeping many prospective vehicle buyers from

considering electric vehicles. The NCTCOG needs to put together a team dedicated to promoting electric vehicles and electric vehicle charging infrastructure. The 2040 Mobility Plan needs to clearly identify what a fully developed electric vehicles fast charging infrastructure would look like, including a fast charging infrastructure along highways. The plan should also clearly identify how the NCTCOG plans to promote electric vehicles and the electric vehicle charging infrastructure. But the need for the promotion of electric vehicles is now, not 25 years from now. The NCTCOG needs to start implementing the plan for promoting electric vehicles now. North Texas dearly needs the NCTCOG to step up and help us through this transitional period towards electric and other zero emission vehicles. Please help by putting together a plan and dedicated team to promote and guide electric vehicle adoption.

Hello NCTCOG,

I don't believe I adequately emphasized the importance or potential of fast charging for electric vehicles in my email below. I believe most electric vehicle advocates would agree that the ability to fast charge is much more important than extended range for an electric vehicle. The fast charging capability of an electric vehicle is useless if there are not any fast charging stations available. My BEV charges at a rate of about 1.5 kilowatts or 6 miles per hour using a standard 120v outlet. Assuming I travel on a long trip at about 60 miles per hour, I would have to stop and charge for 10 hours for every hour I drive. So it would take me a little over 18 hours to travel 100 miles. My BEV is also capable of charging at a rate of about 6.6 kilowatts or 26 miles per hour using a 240v commercial or home charger. Again assuming I travel on a long trip at about 60 miles per hour, I would have to stop and charge for 2.3 hours for every hour I drive. So it would take me a little over 5.4 hours to travel 100 miles if I charge using 240v. My BEV is not capable of fast charging but if it did have fast charging capabilities like the BMW i3 it would be able to charge at a rate of about 50 kilowatts or 197 miles per hour using a 440v commercial DC fast charger. Again assuming I travel on a long trip at about 60 miles per hour, I would have to stop and charge for 18 minutes for every hour I drive. So it would take me a little over 2.2 hours to travel 100 miles if I charge using a 440v commercial DC fast charger. I have a lot of family up in Colorado, I travel up to Colorado Springs a couple of times a year and I really want to be able to drive my BEV up there. The shortest distance by car is about 700 miles. Assuming I could find electric vehicle chargers all the way up, it would take me about 70 hours to drive charging on 120v all the way, almost 38 hours using 240v chargers and only 15.4 hours using 440v commercial DC fast charging. It always takes at least 12 hours when I drive up using a gas power vehicle. I hope this little example illustrates the importance and potential of fast charging for electric vehicles.

Daniel Berndt, July 8, 2015

A charging infrastructure plan for electric vehicles needs to be included in the Mobility Plan 2040. I have two electric vehicles, a 2015 Ford Fusion Energi plug-in hybrid electric vehicle (PHEV) and a 2013 Ford Focus Electric battery electric vehicle (BEV). My wife uses the PHEV and I use the BEV for commuting. Many people are turning to plug-in electric vehicles for their transportation needs. In the last four years there has been about 350,000 plug-in electric vehicles sold in the United States with about 17,000 of those sold here in Texas. Four years ago there weren't hardly any plug-in electric vehicles being sold but today one out of every one hundred cars sold is a plug-in electric vehicle and that percentage is continuing to grow year by year. The reason sales of electric vehicles has proliferated is because of the all the state and federal incentives and mandates to promote zero emission vehicles. Even with all the

impressive progress in adoption of plug-in electric vehicles there are still very serious obstacles to wide spread adoption. The most serious obstacle preventing many people from purchasing plug-in electric vehicles is the underdeveloped electric vehicle charging infrastructure. Speaking for myself, my BEV works pretty well for my commute because I home charge but my daily commutes is only about 25 miles. The range of most modern electric vehicles is limited to around 80 miles. Anyone that has a daily commute of 60 miles or more or tries to make longer trips runs a significant risk of running out of charge. An electric vehicle consumes far less fuel and produces far less emissions than an internal combustion engine (ICE) vehicle plus power for electric vehicles can come directly from zero emission power sources such as wind turbines. Since some of the goals of Mobility Plan are to reduce fuel consumption and vehicle emissions. To help achieve these Mobility Plan goals, electric vehicles and electric vehicle charging infrastructure needs to be addressed and promoted in the 2040 Mobility Plan. There are already electric vehicles on the market with charging rates and vehicle ranges that make them comparable in performance with ICE vehicles (Tesla Model S) but these electric vehicles are very expensive for the average person and these vehicles use proprietary fast charging technology. There are lower priced electric vehicles with longer ranges and fast charging capabilities soon to come on the market but their fast charging capabilities are dependent on competing fast charging technologies. Tesla has its' own proprietary fast charging infrastructure, the Japanese automotive manufactures' such as Nissan and Kia have adopted the CHAdeMO fast charging standard and most of the American and European automotive manufactures' have adopted the SAE J1772 Combined Charging System (SAE CCS) standard. The Tesla fast chargers are strategically placed along highways but typically are not located in cities. The CHAdeMO chargers are cluster in cities but there are typically none along highways. Although some states are developing SAE CCS infrastructure and there are vehicles sold in Texas capable of utilizing the SAE CCS fast chargers (BMW i3) there are no SAE CCS fast charging stations in Texas. Even though the benefits of electric vehicles, including reduced air pollution, sustainable energy, lower maintenance cost, etc., are significant, the confusion surrounding fast charging and the general lack of electric vehicle charging infrastructure is keeping many prospective vehicle buyers from considering electric vehicles. The NCTCOG needs to put together a team dedicated to promoting electric vehicles and electric vehicle charging infrastructure. The 2040 Mobility Plan needs to clearly identify what a fully developed electric vehicles fast charging infrastructure would look like, including a fast charging infrastructure along highways. The plan should also clearly identify how the NCTCOG plans to promote electric vehicles and the electric vehicle charging infrastructure. But the need for the promotion of electric vehicles is now, not 25 years from now. The NCTCOG needs to start implementing the plan for promoting electric vehicles now. North Texas dearly needs the NCTCOG to step up and help us through this transitional period towards electric and other zero emission vehicles. Please help by putting together a plan and dedicated team to promote and guide electric vehicle adoption. I emphasize enough the importance and potential of fast charging for electric vehicles. I believe most electric vehicle advocates would agree that the ability to fast charge is much more important than extended range for an electric vehicle. As an example I will discuss how different charging rates affect the long distance travel times of my BEV. My BEV charges at a rate of about 1.5 kilowatts or 6 miles per hour using a standard 120v outlet. Assuming I travel on a long trip at about 60 miles per hour, I would have to stop and charge for 10 hours for every hour I drive. So it would take me a little over 18 hours to travel 100 miles if I charge using a standard 120v wall outlet. My BEV is also capable of charging at a rate of about 6.6 kilowatts or 26 miles per hour using a 240v commercial or home charger. Again assuming I travel on a long trip at about 60 miles per hour, I would have to stop and charge for 2.3 hours for every hour I drive. So it would take me a little over 5.4 hours to travel 100 miles if I charge using 240v commercial or home charger. My BEV is not capable of fast charging but if it did have fast charging capabilities like the BMW i3 it would be able to charge at a rate of about 50 kilowatts or

197 miles per hour using a 440v commercial DC fast charger. Again assuming I travel on a long trip at about 60 miles per hour, I would have to stop and charge for 18 minutes for every hour I drive. So it would take me a little over 2.2 hours to travel 100 miles if I charge using a 440v commercial DC fast charger. I have a lot of family up in Colorado, I travel up to Colorado Springs a couple of times a year and I really want to be able to drive my BEV up there. The shortest distance by car is about 700 miles. Assuming I could find wall outlets or electric vehicle charger stations all the way up, it would take me about 70 hours to drive charging on 120v wall outlets all the way, almost 38 hours using 240v chargers and only 15.4 hours using 440v commercial DC fast charging. It always takes at least 12 hours when I drive up using a gas power vehicle. I hope this little example illustrates the importance and potential of fast charging for electric vehicles. I also might point out that early adopters of electric vehicles tend to be a very adventurous and adaptive bunch. We have found that when we get outside of cities where most of the commercial 240v chargers are we can charge using 240v outlets at RV parks as long as we carry our portable 240v home chargers with us. Even though it takes a long time to travel long distance because of the charging times and we have to make lots of charging stops, there is virtually no place that can't be traveled to by electric vehicle in the United States including traveling all the way from Dallas/Fort Worth to Colorado Springs.

Gary Hogan, July 9, 2015

Your mobility 2040 survey is too limited in scope or availability of option replies to be accurate pulse of needs. Potholes really as choice of reason for traffic congestion ? Really ? Mobility of transportation is due to lack of attention to problem for years. Misapplied funding to resurface many highways that really should of never been (they were concreted) y'all asphalted over with a few inches of material which absorbs water and freezes and creates potholes and rutts and every year or so you must re do it again and again. What a waste of funding resources. I-30 West of Fort Worth will be the next grid locked area to Fort Worth with massive population growth . Yet in spite of my many appearance before NCTCOG on this issue 1.8 miles of 2 lane travel is bottle necking the area and in spite of available land to expand to at least 3 lanes each way .Seems we wait way to long for the state and NCTCOG to be visionary . These delays result in projects costing many times more than it should with early planning and good logical allocation of funding to create good solutions.

Dormand Long, July 13, 2015

Watch: Labrador rides Seattle bus to dog park all by herself

[Watch: Labrador rides Seattle bus to dog park all by herself](#)



Watch: Labrador rides Seattle bus to dog park all by her...
Black labrador called Eclipse rides a Seattle bus route to a local dog park all by herself, much to the delight of her fellow passengers

View on www.telegraph.co.uk Preview by Yahoo

Rach just went into a state of panic when Friday Charles disappeared from their back yard while Rach was in the shower and Lance was working in the yard. They could not find him on their street. They wondered if he might be at the dog park, which they frequently walk to as it is only four blocks away. That is where he was.

Ron Gafford, July 13, 2015

Please send me information on public meetings for transportation in Fort Worth. My idea is that the rail systems should be the backbone. Each stop should be a hub of frequent short routes by bus. One ticket should be good for the entire system. Thank you.

Dormand Long, July 15, 2015

http://www-wds.worldbank.org/external/default/WDSContentServer/WDSP/IB/2002/09/07/000094946_02082104033769/Rendered/PDF/multi0page.pdf

With exhaust gases from buses reaching 600 degrees F, the value of traffic light coordination systems to keep the traffic flowing becomes readily apparent.

With the neglected streets of Dallas, a repercussion of the John Ware era mandate to focus the City's resources on getting the American Airlines Center done by subordinating other municipal mundane essentials, including preventive maintenance on streets and structures, buses standing still on asphalt streets have much in common with holding blow torches to those surfaces.

Systems which allow buses and emergency vehicles to override traffic lights can achieve many societal benefits including reducing heat stress on asphalt street surfaces and encouraging commuter use of transit due to reduced cycle times from the prioritization of buses in traffic flow. Every single occupant vehicle removed from the roads during rush hour commuting time delivers societal benefits.

Dormand Long, July 15, 2015

UPDATE: A Happy Ending For Man Who Almost Had To Sell His House Due To Comcast's Incompetence



One root cause of the incredible economic domination of South Korea is that country's success in delivering high speed broadband at low cost to some 93% of residences. This is one of the key critical paths that is constraining GDP and upward mobility in the US.

This one factor which can have impact on reduction of rush hour traffic, as it facilitates allowing knowledge workers to achieve part or all of their tasks at home.

Dormand Long, July 17, 2015

Subject: kudos on a highly compelling piece that has the potential to implement changes in public policy

Jim-

The story you did tonight on the egregiously serial drunk driver whose drunken actions created six years of agony before that young boy was finally taken to his final resting place was compelling.

What is troublesome is that our public policy enables this pervasive threat to good and decent families, who have no clue when one of these many egregiously drunk drivers is out and about amid decent people.

Our legislators in Austin are overwhelmed with the lobbyists representing the booze industry. The lobbyists have bottomless expense accounts and the ability to provide creature comforts for Legislators and their administrative staffs. As these Legislators are paid the royal sum of \$600 per month, creature comforts on someone else's dime tends to be particularly enticing.

I would encourage you to take your investigations to further levels, and I think that your viewers will flock to DVR or watch your future pieces on this topic. (Please advise George Rodrigue that I would like for him to be on the team whose Pulitzer Prize count would be number 4 for him.)

What in my opinion that would be of most appeal to your DFW Region viewers would be something along the lines of:

- * the lobbying resources of the booze lobby in Austin.
- * a ranking of the top ten attorneys who get drunk drivers off in (whatever statistical area has data)
- * best practices of other areas that have successfully decreased drunk drivers, including Scandinavia.
- * more information on the failure of states to collaborate in consolidating data on serial DUI offenders.
- * technology which could make it easier for police to target serial offenders, such as unique license plates, RIFD chips in license plates of serial offenders, breathalyzers connected to car ignitions.
- * limitation on vehicle weight for anyone with two or more DUIs, so that if they hit, the damage that a Fiat 500 makes to others would be much less than that of a Chevy Suburban.

I think that you are on to a very rich vein of investigative journalism that could bring a ton of viewers to your station and perhaps affect those who make public policy to realize that what we have is not working.

Mike and Toni Beck, July 18, 2015

Dear Representatives,

I have copied text from the Q&A page for the Houston Grand Pkwy Toll Road web page. This exposes the now, "legal" fine that actually makes it illegal to even drive on this roadway if you don't have a toll tag!! Really? Not just, "we'll send you a bill", a criminal fine. You can't pay by cash of course, and your credit card balance had better be low enough, and make sure they have your card in the system. So much for simple freedom to move about. Being forced to give a private party access to your financial assets before you are permitted to drive on a Texas highway?! I think this little nuance crosses a line, don't you? Just how exactly does the Fort Bend Grand Parkway Toll Road Authority think they have the power to do this? Perhaps because the state legislature gave it to them? Well gentlemen, gentlewoman, the legislature can take this power away, and it can't happen too quickly. This group should be slapped down hard and made an example of, for NTCOG, RTC, NTTA, TXDOT, and all to see, in a very public manor, and with great prejudice. It appears that the group letter from our local area representatives to TX DOT and others last year, expressing the public sentiment and concern over ever expanding Texas toll roads, was simply tossed in the trash bin. Rhetoric vs action? I can't even express how outrageous this is. Please see the copied text.

We just cannot allow the underlings to move about freely can we?

Frequently Asked Questions

Can I pay my tolls with cash?

No. All tolls are collected electronically on the Grand Parkway between I-10 and U.S. 290, so there is no stopping to pay at a tollbooth. You must have a prepaid toll account. All three toll tags used in Texas (TxTag, EZ TAG, and TollTag), plus METRO HOT Lanes Toll Tag are accepted. You can open a TxTag account online or by calling 888-468-9824.

What happens if I don't have a tag to pay tolls?

The only way to pay tolls on Segment E of the Grand Parkway is with a TxTag, EZ TAG, TollTag, or METRO HOT Lanes Toll Tag. If you do not have a prepaid tag – or do not have enough money in your toll account to cover the cost of your tolls – you will receive a Notice of Toll Violation with a \$5.00 fee for each toll charge. Drivers who fail to pay violation notices on time are subject to collection fees and court fines that can add up to \$350 per violation.

Steve Turner, July 19, 2015

Denton Rd. ust to be the road from Dallas to Denton, then I 35. I think it is time to reestablish Denton Rd as the way to Denton and keep heavy trucks off of it. It has already been widened to six lanes in some places. It is time to reestablish it.

Dormand Long, July 19, 2015

https://www.youtube.com/embed/84BeVq2Jm88?feature=player_detailpage

engineering presentation showing modification of Interstate 37 overpass infrastructure to facilitate very long truck loads of windmill turbine arms brought into the Port of Corpus Christi by ship.

http://www.aapa-ports.org/files/SeminarPresentations/2012Seminars/12HNE/Carangelo%20AAPA%20SFO%20May%201%20%202012%20WIND%20DEVELOPMENT%20INFORMATION_4.27.12.pdf

Johnette Jameson, July 20, 2015

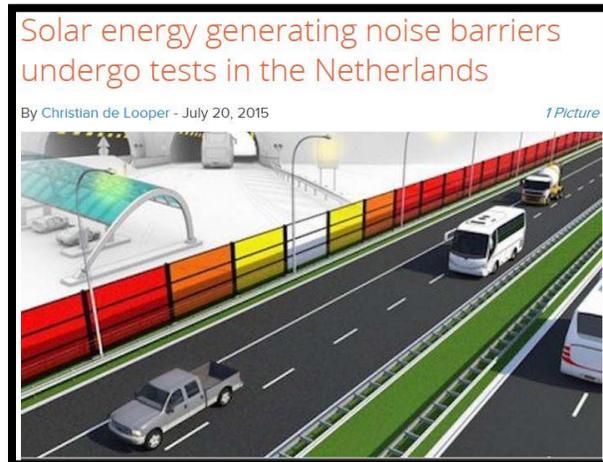
I strongly oppose managed lanes for Hwy 67 or I-35. The highways need to be expanded with more lanes for all traffic. The HOV lane should stay without a charge for vehicles that qualify. No Toll managed lanes. There is a need for a better exit on southbound Hwy 67 to exit west on Cockrill Hill Rd.

Dormand Long, July 20, 2015

I just sent this piece to General Electric, of which I am an alum, to suggest that they review the feasibility of this innovation. (GE's CEO formerly ran its plastics business prior to being anointed as successor to Jack Welch.) If it works, it might provide some relief to the gross deferred maintenance that has cascaded since then City Manager John Ware subordinated virtually all City of Dallas core functions to expedite getting the AAC built.



Solar generating road noise barriers being tested in the Netherlands



George E. Dupont, July 22, 2015

I forgot to send you this.

I've known about this for several years now. Toyota proved it at least 3 years ago with two Corollas driving side by side with a hacker in one. BUT people accuse me of being part of the "conspiracy theory" of Big Brother is watching you. Unfortunately, Big Brother IS watching You!

And things are only getting worse with Ford's direct tie to Microsoft, GM with OnCall, and now all the handheld androids and apple devices.

For some time now I've been forwarding some of the emails I've received concerning the issues surrounding the ease of hacking a car's computer systems remotely. I've attached an article below that at first blush appears almost incredible. Well I'm done a little research and it appears to be true. Listed below are the links to the articles and below them is the email I received this afternoon.

Kind of scary
GED

USA Today
May 16, 2015

FBI: Computer expert briefly made plane fly sideways

<http://www.usatoday.com/story/tech/2015/05/16/chris-roberts-fbi-plane-hack-one-world-labs/27448335/>

Financial Review
Jul 21 2015

Security experts hack into moving Jeep and seize control of car

<http://www.afr.com/technology/security-experts-hack-into-moving-jeep-and-seize-control-of-car-20150721-gihmn3>

Wired.com
July 21, 2015

Hackers Remotely Kill a Jeep on the Highway - With Me in it

<http://www.wired.com/2015/07/hackers-remotely-kill-jeep-highway/>

Hackers took control of a car and crashed it into a ditch by remotely breaking into its systems from 10 miles away whilst sitting on their sofa. In the first such breach of its kind, hackers cut off the engine and applied the brakes on the Jeep Cherokee - sending it into a spin.

The US hackers said they used just a laptop and mobile phone to access the Jeep's on-board systems via its wireless Internet connection. They claim that more than 470,000 cars made by Fiat Chrysler could be at risk of being attacked by similar means

The breach was revealed by security researchers Charlie Miller, a former staffer at the NSA, and Chris Valasek. They worked with Andy Greenberg, a writer with tech website Wired.com, who drove the Jeep Cherokee on public roads in St Louis, Missouri.

In his disturbing account Greenberg described how the air vents started blasting out cold air and the radio came on full blast. The windscreen wipers turned on with wiper fluid, blurring the glass

and a picture of the two hackers appeared on the car's digital display to signify they had gained access. Greenberg said that the hackers then slowed the car to a halt just as he was getting on the highway, causing a tailback behind him - though it got worse after that.

Greenberg wrote:

'The most disturbing maneuver came when they cut the Jeep's brakes, leaving me frantically pumping the pedal as the 2-ton SUV slid uncontrollably into a ditch.

'Their hack enables surveillance too: They can track a targeted Jeep's GPS coordinates, measure its speed, and even drop pins on a map to trace its route.'

The hack was possible thanks to Uconnect, the Internet connected computer feature that has been installed in fleets of Fiat Chrysler cars since late 2013. It controls the entertainment system, deals with navigation and allows phone calls. The feature also allows owners to start the car remotely, flash the headlights using an app and unlock doors. But according to Miller and Valasek, the on-board Internet connection is a 'super nice vulnerability' for hackers. All they have to do is work out the car's IP address and know how to break into its systems and they can take control.

Independent security expert Graham Cluley said:

'Note that the researchers believe that, although they've only tested it out on Jeeps, the attacks could be tweaked to work on any Chrysler car with a vulnerable Uconnect head unit.'

The incident is the latest hacking episode which shows just how vulnerable we are to modern technology. It comes after the FBI claimed a US hacker took control of a passenger jet he was on in the first known such incident of its kind.

Chris Roberts is said to have plugged into the plane's computer systems through the electronics box under his seat - and briefly moved the aircraft sideways.

JR
[Http://teamzr1.com](http://teamzr1.com)

Dormand Long, July 22, 2015

We have a pressing societal need for police to have the ability to disable a moving vehicle in a less than fatal force manner. We lose far too much effectiveness when one of these car chase scenarios break out as it shuts down traffic flow for some time, and then it takes forever for the flow to resume at normal speeds.

While I am absolutely devoid of any technical abilities, I am fully qualified in application of the Admiral's Rule.

Another simple solution is a loose collaboration of truckers to cluster side by side in front of the perp and then gradually slow down and eventually stop. The police in their squad cars can then apprehend the perp, though hopefully with a tad more finesse than the state trooper used with the

Prairie View A&M gal that will dominate the news for the next week unless the donald crowds everything else out.

Ginger Allen, July 29, 2015

Subject: photos of signs placed in confusing position facing motorists entering the 635 eastbound onramp from Royal Lane at the QT station

Hi there....Are these still in place? Did you discuss with anyone in the city? Thanks for reaching out to us.

Dormand Long, July 29, 2015

Ginger-

Yesterday, July 28, the the grossly misleading sign to the right was still there.

With all of the media focus on avoiding entering the wrong way of single direction divided highways and thus avoiding massive fatal accidents, many will avoid entering that entry lane which takes one to Eastbound LBJ/635.

Those who plan and execute our highway signage need improvement in being unambiguous and very clear on the proper approach to given roadways.

One approach might be to angle the sign so that those not intended to heed the warning not be able to see it. There is bound to be a best practice approach to handling this issue.

Thanks for addressing this problem. As a clarification, it is located immediately East and across Royal Lane/Miller Road from a very, very busy QT station which serves thousands of cars per day. Perplexed motorists sometimes create a choke point as they sit there trying to figure how to reach eastbound 635.

Dormand Long, July 29, 2015

Why Uber Drives the Left Crazy



Subject: It would be appreciated if you could run the Uber piece as a Viewpoints, As our DWIs seem to be out of control,

Nicole-

among our various governance failures is the absolute dysfunction in providing any significant level of prevention against serial egregiously drunk drivers. It is beyond

comprehension that our society should have to tolerate the agony imposed by that individual who was still driving after compiling over 20 DWI convictions in multiple states.

It appears that one alternative that might mitigate our problem is to a) impose draconian penalties on the drivers who drink, as well as the bars that kept pouring drinks, combined with b) simplifying alternatives to getting behind the wheel. At the current time, it appears that the simplest alternative to imbibed revelers is offered by the elegant Uber.

Gordon Crovitz' WSJ op-ed on Monday, "Why Uber Drives the Left Crazy" has already drawn 228 comments, suggesting that many are in favor of it over obsolete, entrenched virtual monopolies of the cab companies that have been favored by Dallas City Hall. An excerpt and a link to the piece are below for your consideration:

By contrast, Florida's Sen. Marco Rubio has a chapter in his presidential campaign book, "American Dreams," titled "An America Safe for Uber." He describes explaining to a college class he taught how Miami had banned Uber cars. "As my progressive young students listened to me explain why government was preventing them from using their cell phones to get home from the bars on Saturday night, I could see their minds change," he writes. "Before I knew it, I was talking to a bunch of 20- and 21-year-old anti-government activists."

Dormand Long, August 3, 2015

STATEMENT OF THE PROBLEM:

Motorists exiting the North Exit of the DFW Regional Airport bound for Interstate 635 into Northern Dallas are inadequately guided as to the proper single lane to travel on and the single lane exit for reaching 635.

I have driven through the North Exit of DFW hundreds of times to reach 635 prior to the rerouting of 635/121/114. I have also used most of the major urban airports in this country. Yet, I find the signage in place following the road reconfiguration is blatantly ambiguous and confusing. During 2015, I have twice taken the wrong turn in my plight to reach 635, which now has only a single exit lane. For those who have never been to Texas, this is asking for trouble. We will have significant numbers of avoidable accidents unless the signage is improved to clarify routes, including pavement paintings.

Katherine Homan, August 5, 2015

While I greatly appreciate the opportunity to provide input and while I have widely circulated this survey to increase the amount of participation, kindly consider the following comments regarding the Transportation Survey instrument:

- It seemed like a loaded questionnaire, biased to support an agenda already in place.
- Options not offered or mentioned include (1) re-routing thru traffic (like cargo trucks) to major transit routes that do not pass through highly congested city areas or (2) better road designs that allow for safer, smoother transition lanes for traffic to enter and exit.
- Also not mentioned are dedicated HOV lanes which are proving to be ineffective, inefficient, and having a negative effect on moving volumes of traffic during peak times.

- One issue that *did* make the list of options was traffic management when accidents occur. However, this is something that could be addressed right now – i.e., why is it that police cars ball up traffic for so long once they come upon the scene of an accident?

Thank you again for the invitation to participate in the Transportation Survey.

Response by Jahnae Stout, NCTCOG

Thank you for taking the Mobility 2040 survey and sharing it with your friends, neighbors and colleagues. Community participation is necessary for developing a long-range transportation plan that will prepare North Texas for future growth. Your concerns about the survey will be documented and considered in the Mobility 2040 development process as well as shared with the Regional Transportation Council.

The Mobility 2040 survey was designed with the purpose of seeking input from and encouraging discussion among the general public. Therefore, we decided to create a short survey with broad questions addressing transportation priorities and preferences rather than specific solutions and strategies. It is our hope that the survey will act as a stepping stone to greater involvement for people with a deeper interest in transportation. In this vein, public comments are an important way that we receive more specific feedback from North Texans.

Your comments about strategies relating to truck routes, roadway design and HOV lanes will be helpful to planners as they work on Mobility 2040. HOV lanes, which promote carpooling and help reduce traffic congestion, are one option that North Texans have for getting to work, home and shopping and entertainment areas. Traffic data for HOV lanes through 2013 is available online, and we will pass on your comments to the Regional Transportation Council.

Finally, NCTCOG is promoting solutions to congestion resulting from traffic accidents through the Freeway Incident Management training course. In some cases, clearance of an incident and restoration of traffic flow to normal levels must be delayed to allow for investigations or clean-up from a hazardous materials release. However, the FIM training course educates officers about how to efficiently clear other types of accidents, emphasizing the consequences for roadway safety and congestion that may result from traffic delays. The Dallas County Sheriff's Department is one partner that is successfully implementing practices learned in the FIM training course, and earlier this year both the Sheriff's Department and the City of Dallas received funding from NCTCOG to purchase incident management equipment.

Thank you again for your comments and interest in Mobility 2040. The full results of the survey will be made available when a draft version of Mobility 2040 is presented for review, which is expected to be early 2016. In the meantime, please continue to stay involved in the Mobility 2040 development process.

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

Did you know, this Friday, June 26, is Clean Air Action Day? Take action and do at least one thing for cleaner air. – North Richland Hills (@CityofNRH)

NCTCOG Transportation @NCTCOGtrans

Share your clean air commitment by 6/28 with #CAAD2015 and be entered to win a prize. Learn more about #AirNTX at bit.ly/ZMVJCI

#CAAD2015 – Irving Cares (@IrvingCares)

NCTCOG Transportation @NCTCOGtrans

Wear green & do at least one thing for clean air tomorrow. Share with #CAAD2015 by 6/28 for a chance to win a prize. bit.ly/ZMVJCI

Clean Air Action Day is June 26! Don't forget to share your clean air commitment using #CAAD2015. Make sure to tag @NCTCOGtrans – Judge Clay Jenkins (@JudgeClayJ)

For #CAAD2015 I'm riding transit using the #TRE rail to a meeting tomorrow thanks to @TheTFortWorth and #DART. – Curvie Hawkins (@dubnation)

NCTCOG Transportation @NCTCOGtrans

Wear green & do at least one thing for clean air tomorrow. Share with #CAAD2015 by 6/28 for a chance to win a prize. bit.ly/ZMVJCI

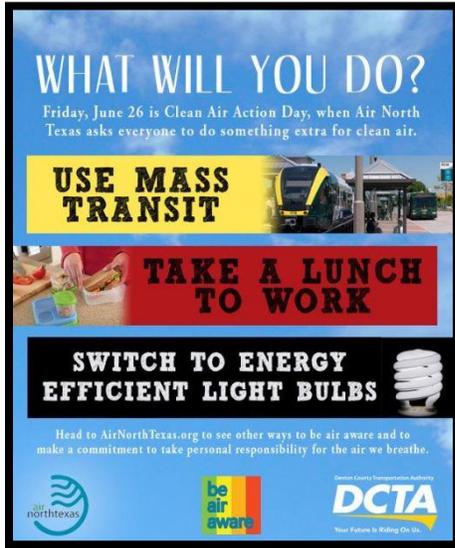
Clean Air Action Day is Friday, June 26th. Do something extra to help improve air quality! <http://www.airnorthtexas.org/cleanair.asp> #CAAD2015 @NCTCOGtrans – Julia Marie Alderete (@Sustainabelista)

So many choices; so many reasons. #cleanair @NCTCOGtrans @EPAregion6 #CAAD2015 – Thom D. Chesney (@ThomChesney)

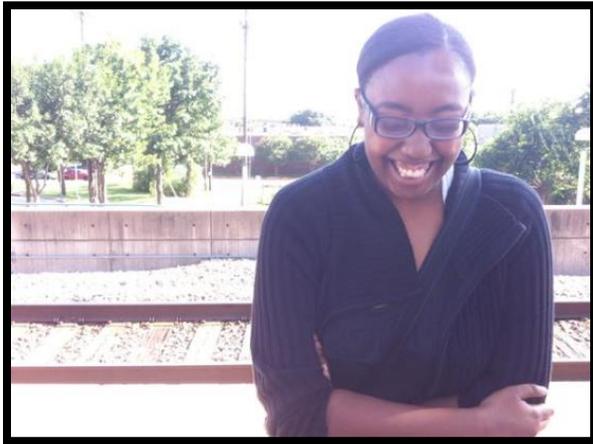
Sustainable BHC @bhcsustains

One day, one choice gives all a chance to breathe cleaner air. bit.ly/ZMVJCI
#AirNTX #CAAD2015

#BeAirAware and see what you can do to improve our air quality here: <http://ow.ly/ONs6E>
@NCTCOGtrans – DCTA (@RideDCTA)



Took DART to work for Clean Air Action Day (but then I always take DART to work ;-)
#CAAD2015 @NCTCOGtrans @dartmedia – Jennifer Chamberlin (@jchamberlain)
I celebrate Clean Air Day by always taking the train. Clean Air = Easier to laugh #CAAD2015
@nctcogtrans #UTSW – Nicole Payn (@tnicolepayne)



<http://Tryparkingit.com> #AirNTX #WalkableCities #agefriendlycommunities #NorthTexas
@NCTCOGtrans – Barbara Crowley (@Snabbo)

But, as @psimek points out, the study's methodology is cray-cray. Can we ask @NCTCOGtrans to redo it? – Wylie H. Dallas (@Wylie_H_Dallas)

Ben Coffee @PriceCoffee

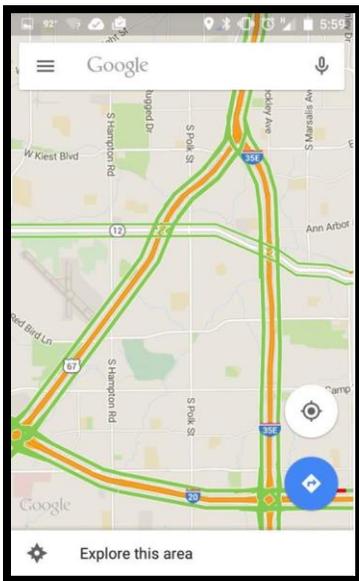
Let's Take the NCTCOG's Mobility 2040 Transportation Survey!
frontburner.dmagazine.com/2015/06/30/let...

How much can you save by riding your bike to work? <http://bit.ly/1f1iL2k>
pic.twitter.com/NoEcNTpiQ6 – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans I gave up a car last January and bike/walk to work everyday. No regrets. – Kevin Roden (@KevinRoden)

North Texas, #Denton take the @NCTCOGtrans survey on #transportation / #mobility
<https://www.surveymonkey.com/s/S8JDJMR> – Carl Seiler (@csxyzy)
@caseyt07 The horror that is #US67 & the #SouthernGateway at the peak of rush hour.
Expand! @NCTCOGtrans @ANewDallas – Dallas May (@1DaIM)



Thanks for sharing your #CAAD2015 photos, @philip_inRL, @jchamberlain. Send your addresses to transinfo@nctcog.org & we'll send you a prize. – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans whoop! Loved riding my bike to work! I'm at 411 Elm St. Dallas 75202
2nd Floor – Philip Haigh (@philip_inRL)

Austin is @Google's latest testing site for driverless cars. Where do you think Google will visit next? – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans @google ARLINGTON!! – Andy Nguyen (@AndyNguyenTC)

.@NCTCOGtrans: In 2013, 13% of NTx highway lane miles were tolled. By 2035, that share will jump to 31%. – Brandon Formby (@brandonformby)



Thanks to new state law, @NCTCOGtrans meetings will be streamed live starting in September – Brandon Formby (@brandonformby)

@brandonformby @NCTCOGtrans Archived recordings are currently available from June 2012 to the present here: <http://www.nctcog.org/trans/committees/rtc/video.asp> – MayorMatthewMarchant (@MatthewMarchant)

.@NCTCOGtrans unanimously agrees to chip in \$7M of \$28.1M needed for 8 interchanges on SH 360 expansion. – Brandon Formby (@brandonformby)

See what's going on at North Central Texas Council of Governments! <http://bit.ly/1eMMk6M> @NCTCOG911 @NCTCOGEP @NCTCOGtrans #regionalism – TARC (@txregionalism)

North Texas Transportation Council (@NCTCOGtrans) Meetings to Be Live-Streamed <http://www.star-telegram.com/news/traffic/your-commute/article27083695.html> ... via @StarTelegram @gdickson – Bernie Wagenblast (@TransportComm)

Open government: North Texas transportation council meetings to be live-streamed <http://www.star-telegram.com/news/traffic/your-commute/article27083695.html> ... #dfwtraffic @judgeriley @nctcogtrans – Gordon Dickson (@gdickson)

.@TravelLeisure highlighted @dfwairport as 1 of 9 U.S. airports for art lovers. <http://tandl.me/1CAqSNP> See the art: <http://bit.ly/1L2BRck> - NCTCOG Transportation Department – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans Thanks for sharing! – DFW Airport (@dfwairport)

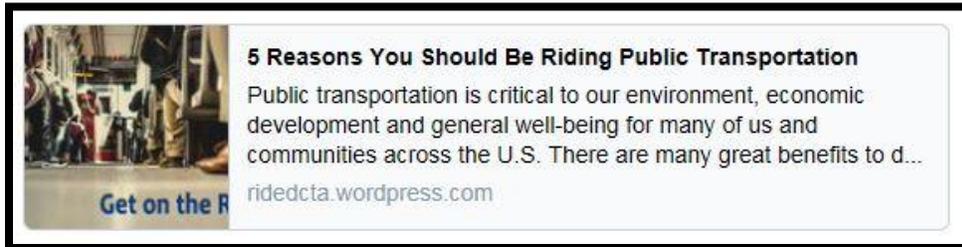
What do you think about regional transportation opportunities? @NCTCOGtrans seeks public input at meeting <http://ow.ly/PxpOZ> – City of Fort Worth (@cityoffortworth)

@mrszavala3913 @cityoffortworth @NCTCOGtrans I'm all for it out just seems hard to convince other Texans. – Stephanie Zavala (@mrszavala3913)

@cityoffortworth @NCTCOGtrans Long overdue. We need better transportation infrastructure to support the influx of business & housing starts. – Tony Perez (@tony4re)

@NCTCOGtrans - Pls Tell your Environment and Development colleagues that we enjoyed hearing their PSA on <http://www.TimeToRecycle.com> today! – Keep FW Beautiful (@KFWB_TX)

5 reasons to ride public transit from @ridedcta. What would you add? <http://bit.ly/1JfXg4U> – NCTCOG Transportation Department (@NCTCOGtrans)



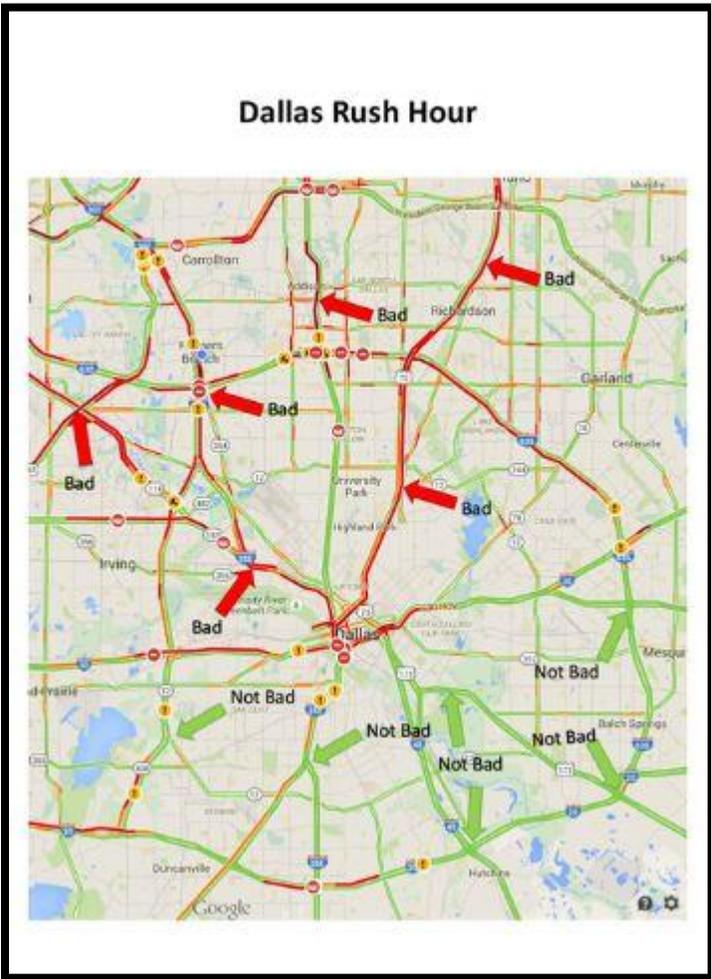
Better air quality and fewer Ozone Action Days in the Dallas - Fort Worth Metroplex! – WTS Dallas Ft. Worth (@WTSDFW)

Take the @NCTCOGtrans #Mobility2040 survey & let them know what your transportation needs are! <http://bit.ly/1G9tmNG> – DCTA (@RideDCTA)

Learning about @NCTCOGtrans at #PublicWorksRoundup sponsored in part by @WalterPMooreEng! #RailBikesWalk @NCTCOGRDC – Nicole Hayes, PE (@NicoleHayesPE)



Can someone explain to me why we need a bunch of new & expanded highways south of 30 again? @ANewDallas @NCTCOGtrans – Dallas May (@1DaIM)



I'm excited to join @NCTCOGtrans for the Workplace Charging Road Show 7/30 at #Microsoft in Irving. #CleanCities #EV <http://bit.ly/1g2mTiT> – Jason Villalba (@JasonVillalba)

Great news for #TexasHighSpeedRail – Chelsea Irby (@chelseasueirby)

NCTCOGTransportation @NCTCOGtrans

Bullet trains could be running soon from Dallas to Houston. Texans invest \$75 million to build high-speed rail. bit.ly/1KmxJwS

not soon enough – Randall G. Arnold (@texrat)

NCTCOGTransportation @NCTCOGtrans

Bullet trains could be running soon from Dallas to Houston. Texans invest \$75 million to build high-speed rail. bit.ly/1KmxJwS

@themapdallas @kevinklink good city design is about empowerment not punishment cc: @NCTCOGtrans – patrick kennedy (@WalkableDFW)

Jefferson viaduct bike lanes receive \$135,000 makeover <http://fb.me/7qGcMSSIN> – Wylie H. Dallas (@Wylie_H_Dallas)



Jefferson viaduct bike lanes receive \$135,000 makeover

The Jefferson Viaduct received the first veloway in Dallas three years ...

oakcliff.advocatemag.com

@Wylie_H_Dallas Too bad @NCTCOGtrans and @Mike_Rawlings plan to demo the bridge to make room their 35-UZT interchange. – Dallas May (@1DaIM)

We're #1 We're #1 We're #1 <http://www.expressnews.com/news/local/article/Sense-of-urgency-noted-on-air-quality-6400548.php?t=cde1f2f1b370c14c46&cmpid=fb-premium> ... if only we had a few more highways to cleanse the air, right? @NCTCOGtrans – patrick kennedy (@WalkableDFW)



'Sense of urgency' noted on air quality

Councilman Ron Nirenberg, chairman of the Alamo Area Council of Government's Air Improvement Resources Executiv...

expressnews.com

I would like to save money by walking/biking. Sadly, we lack adequate pedestrian infrastructure and bike lanes. :-/ – Wylie H. Dallas (@Wylie_H_Dallas)

NCTCOGTransportation @NCTCOGtrans

Avoid a breakdown, reduce emissions & save money by keeping your car well maintained. Tips: bit.ly/1LPQSIb #drivecleantexas @TxDOT

Why wasn't DART rail allowed to have a stop inside the airport, itself? – Wylie H. Dallas (@Wylie_H_Dallas)

NCTCOGTransportation @NCTCOGtrans

Airport commuting to be more convenient with public transit. @dartmedia upgrades buses on route to Love Field. bit.ly/1JeE8IV

Avoid a breakdown, reduce emissions & save money by keeping your car well maintained. Tips: <http://bit.ly/1LPQSIb> #drivecleantexas @TxDOT – NCTCOG Transportation Department (@NCTCOGtrans)

@doux_parfois @NCTCOGtrans @TxDOT avoid a breakdown reduce emissions & save money by focusing on walkable infrastructure! – JONATHAN (@doux_parfois)

What are chances that @NCTCOGtrans will build one here? – Wylie H. Dallas (@Wylie_H_Dallas)

patrick kennedy @WalkableDFW

The magic roundabout is pretty bonkers, more interesting is the analysis of its function as emergent system: youtube.com/watch?v=D22BOO...

@Wylie_H_Dallas @NCTCOGtrans – TheMap.io (@themapdallas)



@dankrutka you or your contacts interested in @NCTCOGtrans focus group on bicycle/pedestrian safety for educators? Will email you details. – Carl Seiler (@csxyzy)

Learning about workplace EV charging with @NCTCOGtrans at Texas Workplace Charging Road Show – Ryan Spicer (@SustainDFW)



When is transportation policy going to stop encouraging and subsidizing sprawl? – Wylie H. Dallas (@Wylie_H_Dallas)



“You can literally go from Town East Mall all the way up to the DART station” @cityofmesquite #Connected #DFW – Nicole Hayes, PE (@NicoleHayesPE)

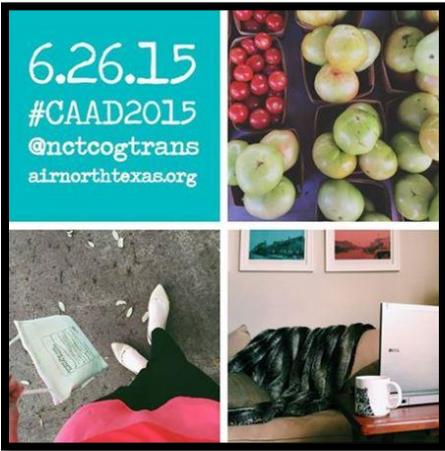
NCTCOG Transportation @NCTCOGtrans
@cityofmesquite residents are enjoying the recently opened Heritage Trail; check it out! bit.ly/11OI30E via @dallasnews

Rob Franke named Regional Transportation Council secretary @NCTCOGtrans <http://focusdailynews.com/franke-named-regional-council-secretary-p15666-1.htm> – Lee Kleinman (@LeeforDallas)

This should be cool....eager to see the contest winners' work. – Chris Zeilinger (@ChrisZeilinger)

NCTCOG Transportation @NCTCOGtrans
Your Home, Your Voice. We're launching a public involvement photo contest! on.fb.me/1JHJT4c #myhomemyvoice #DFWpublicinput

Today is Clean Air Action Day! What are you doing to help improve air quality? Shopping at a farmer's market? Taking your lunch to work? Telecommuting? Tell us by posting your pictures and stories! #CAAD2015 #AirNTX <http://bit.ly/ZMVJCI> – NCTCOG Transportation Department



Live Green in Plano We hosted a Clean Air Party for City of Plano employees! – Live Green in Plano

That's awesome! Thanks for supporting Clean Air Action Day! – NCTCOG Transportation Department

Learn more about a potential high-performance rail line between Dallas and Fort Worth at an open house in Irving tomorrow afternoon. Details: <http://bit.ly/1Nuzlg> – NCTCOG Transportation Department

the you mean the TRE? – Dallas May

Will there be other meetings? Perhaps in Dallas or Ft Worth? – Phillip Goss

Philip, we had great discussions with residents at meetings across the region, including in Dallas and Fort Worth, in late 2014, and the purpose of the open house today is to provide a summary of that input. For this update only the Irving open house is planned, but there will be other opportunities and events in the future as the study continues. – NCTCOG Transportation Department

I just don't know I understand the rationale for spending hundreds of millions of dollars to build a full redundant line, when an express train can be run for far less. – Dallas May

We already have a rail line that connects Dallas & Fort Worth. An upgrade makes sense in connection with high-speed rail, but not something too "over the top" that would be ridiculously expensive. We need to do a better job prioritizing our transit needs in North Texas. – Wylie H Dallas

The current National Propane Education & Research Council (PERC) Propane Mower Incentive Program will stop accepting applications on July 10. The incentive is for \$1,000 per qualifying new mower purchase or \$500 per qualifying mower conversion. A revised incentive program will be announced this fall. Contact Jeremy Wishart at Jeremy.wishart@propane.com for more information. – NCTCOG Transportation Department

Can you please build an HOV lanes on I-45 to Galveston – John Johnny Halliburton

Have you noticed increased speed limits on certain highways in North Texas? The Texas Department of Transportation crews have been installing new signs, raising some speed limits by 5 to 10 miles. <http://bit.ly/1G7hiMQ> – NCTCOG Transportation Department

County by County: Dallas County briefs for July 7

The Texas Department of Transportation approved a contract to improve intersections on Loop 12 from west of Harry Hines to west of Midway.

DALLASNEWS.COM

According to published TxDOT data, while speed was only a factor in 4% of the crashes reported in Dallas County in 2014, speeding accounted for 38% of the total fatalities. And you guys respond by raising the speed limit. Thanks guys. – Dallas May

Yep now people have to put down their phones n drive the speed limit! – Ray Gleaves

Read the latest about the TEX Rail project, a new park-and-ride lot in Grand Prairie, July public meetings and more in Local Motion. <http://bit.ly/ccf1Ox> – NCTCOG Transportation Department



Can you please add a station in DFW airport and at AT&T staydm – John Johnny Halliburton

IH 20 lane closures are planned for Arlington this Friday and Saturday night. Plan your weekend routes accordingly! <http://bit.ly/1Sbaq8a> – NCTCOG Transportation Department

Can you please build an HOV lanes on I-45 to Galveston – John Johnny Halliburton

Nine months ahead of schedule, the LBJ Express Project Phase Two is open to drivers! Drivers will have the choice to use this more reliable connection to access destinations such as Dallas Love Field Airport, the Dallas Medical District and Oak Lawn: <http://bit.ly/1DI5PJO> – NCTCOG Transportation Department



Pardon my ignorance, but how do the 635 Lexus Lanes provide a reliable connect to Love Field, Medical District, or Oak Lawn? – Philip Goss

Literally last years news. – Adair Aranda

Texans invest a \$75 million investment on the proposed Dallas-Houston bullet train system. The rail line is expected to provide travelers an alternative transportation method between two Texas's largest metropolitan areas. The riders would potentially travel from Dallas to Houston in roughly 90 minutes. bit.ly/1KmxJwS – NCTCOG Transportation Department



Adam Tucker – Justin William Molmen

Can you please start building the line – John Johnny Halliburton

The Environmental Protection Agency has launched the 2015 Energy Star Battle of the Buildings competition that challenges building owners and managers to reduce the energy and water use. In North Texas, the Carrollton-Farmers Branch, Mansfield and Frisco Independent School Districts are among 125 teams and 6,500 buildings nationwide competing to reduce their energy use and water waste. <http://1.usa.gov/1VAonRL> – NCTCOG Transportation Department

Can you please build an HOV lanes on I-45 and on I-35 – John Johnny Halliburton

Fort Worth travelers can expect more overnight closures along Interstate 35W beginning Friday, July 24 as part of ongoing freeway construction. bit.ly/1em79pn – NCTCOG Transportation Department



Can you please build an HOV lanes on I-35 from DFW to Austin – John Johnny Halliburton

DFW Airport and TxDOT are planning to build a new east-west pathway to help ease traffic congestion in and around the airport. Read about it here: <http://bit.ly/1etUn8g> – NCTCOG Transportation Department



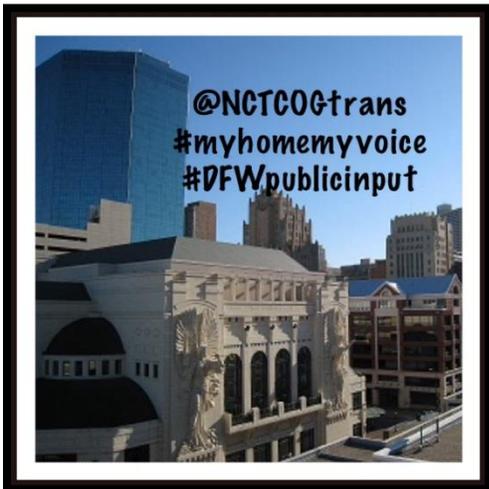
can you build an HOV lane on I-35 to Austin – John Johnny Halliburton

Microsoft is hosting the Texas Workplace Charging Roadshow today for those interested in developing a workplace electric vehicle charging program. Representative Jason Villalba spoke this morning on how Texas can be a technology leader. – NCTCOG Transportation Department



Nice! Great turnout! – Pamela Klekar Burns

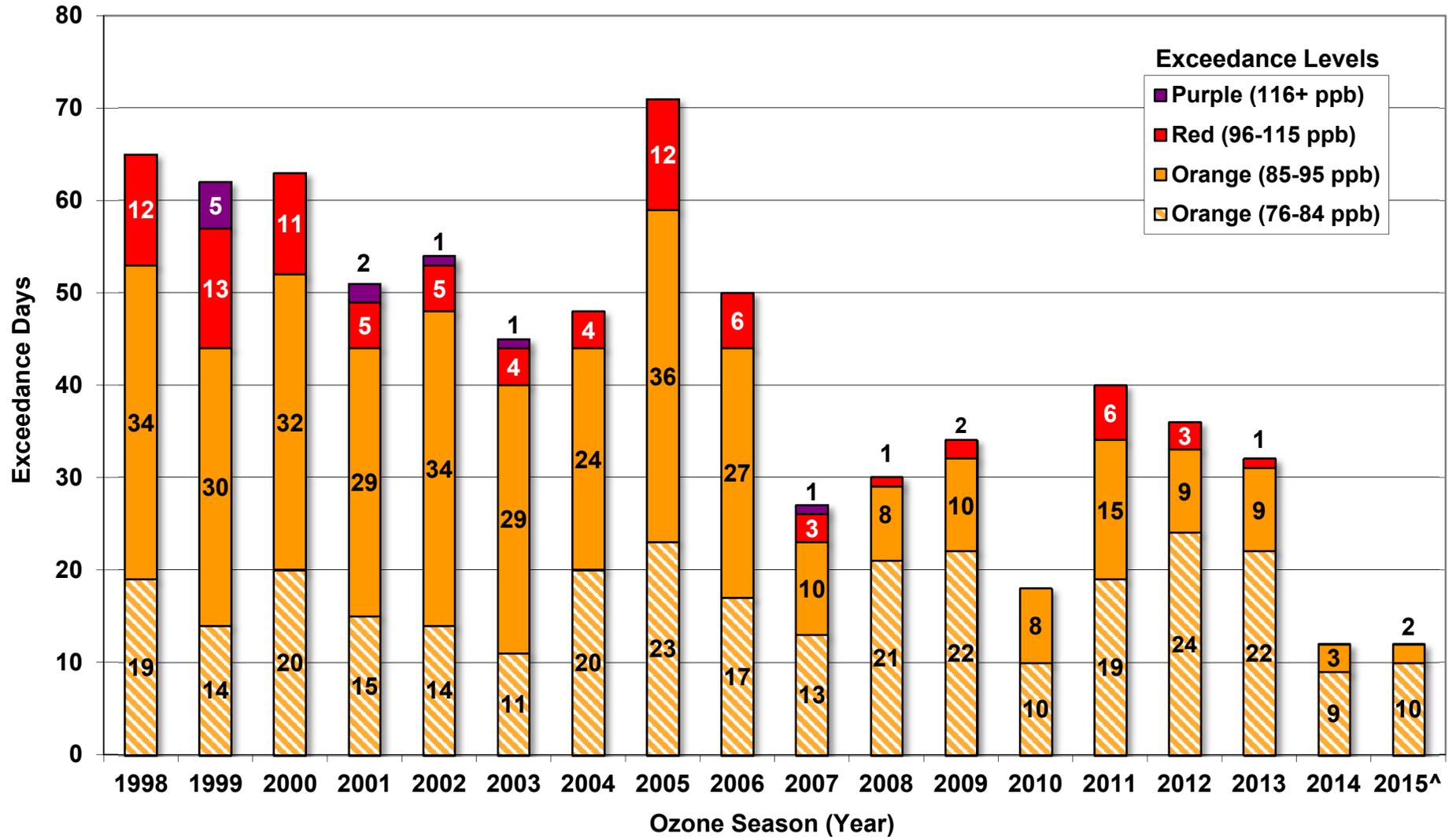
We're launching a public involvement photo contest! We're asking you to share your own photographs of your favorite places in the Dallas-Fort Worth area. The top five photos will be featured on our social media platforms during public input opportunities. To enter, email photos to transinfo@nctcog.org or share them on Instagram, Facebook or Twitter using the hashtags **#myhomemyvoice** and **#DFWpublicinput**. Be sure to include a description/name of the place in your photo. Submission deadline is Friday, Sept. 4. – NCTCOG Transportation Department



Can you please HOV lanes on every highway – John Johnny Halliburton

2015 OZONE SEASON

8-Hour Ozone Exceedance Days



Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 75 ppb.

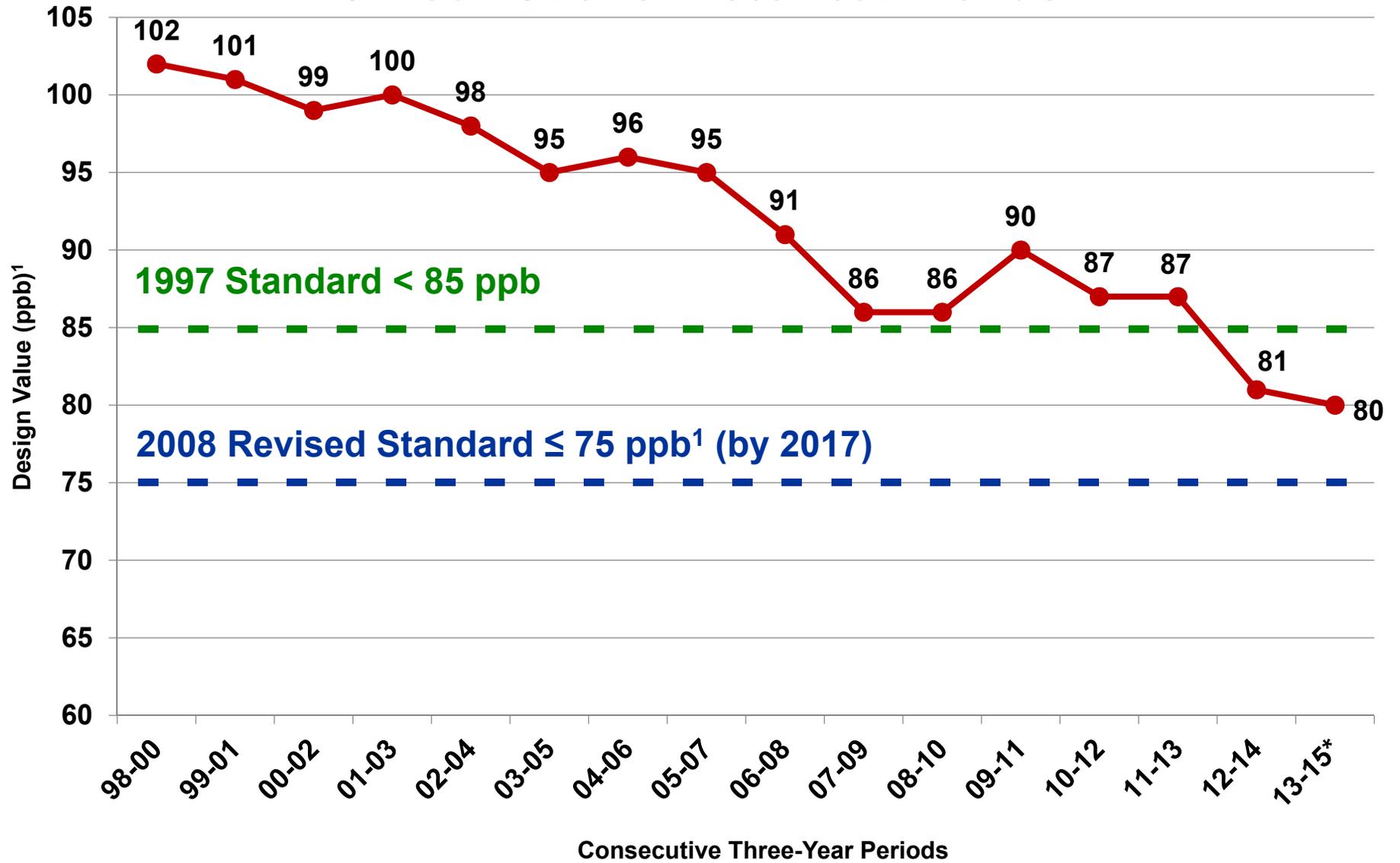
= Additional level orange exceedance days under the revised standard that were not exceedances under the previous 84 ppb standard. (AQI level orange = 76-95 ppb)

[^]Not a full year of data, current as of 8/04/2015

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

2015 OZONE SEASON

8-Hour Ozone Historical Trends



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

*Not a full year of data. Current as of 8/04/2015.

2015 OZONE SEASON

References

For Technical Information:

Jenny Narvaez
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Planner
jnarvaez@nctcog.org
817-608-2342

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

For Air North Texas Information:

Mindy Mize
Program Manager
mmize@nctcog.org
817-608-2346

Pamela Burns
DFW Clean Cities Coordinator
Communications Supervisor
pburns@nctcog.org
817-704-2510

Air North Texas: www.airnorthtexas.org
NCTCOG Ozone Updates: www.nctcog/ozone



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Main Navigation

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[Energy Efficiency](#)

[North Texas Green Parking Program](#)

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2014 Annual Report



Alternative Fueling Station Locator



WebAward 2014 Energy Standard of Excellence

NATIONAL DRIVE ELECTRIC WEEK 2015

[National Drive Electric Week](#) is a nationwide celebration to heighten awareness of today's widespread availability of plug-in vehicles and highlight the benefits of all-electric and plug-in hybrid-electric cars, trucks, motorcycles, and more. Benefits of having an electric vehicle (EV) include:

- EVs are fun to drive
 - They are smooth, quiet, and their high torque - even at low speeds - provides instant accelerator response.
- EVs save money
 - Electricity for EVs is much cheaper than gasoline. And, it is much more convenient to simply plug in at home than to stop at a gas station to fill your gas tank.
 - Maintenance for EVs costs much less than for gasoline vehicles. EVs require no oil changes and have 10 times fewer moving parts than a gasoline-powered vehicle. There is no engine, transmission, spark plugs, valves, fuel tank, tailpipe, distributor, starter, clutch, muffler, or catalytic converter.
- EVs reduce dependence on foreign oil and improve air quality
 - Each year in the US we refine roughly 121 billion barrels of oil for the gasoline in our passenger cars and trucks
 - All-electric vehicles have no tailpipe emissions and, even taking into account the emissions from the electricity produced to charge EVs, these vehicles on average emit significantly less NOx than conventional vehicles.

[Electric Vehicles North Texas](#) (EVNT) and the [Dallas-Fort Worth \(DFW\) Clean Cities Coalition](#) are excited to be part of National Drive Electric Week and will host the 2015 event to celebrate all EVs. This year, we are on the way to achieve a record for the largest gathering of EVs in North Texas. By joining the event, participants can test drive vehicles, speak with several area dealers, and chat with current owners on all the things related to EVs. Attendees will receive updated information on charging infrastructure, educational materials, giveaway items, and current EV incentives.

Meeting and Event:

National Drive Electric Week

When: Saturday, September 19, 2015

Time: 10 am - 2 pm

Where: Grapevine Mills Mall

3000 Grapevine Mills Pkwy, Grapevine, TX 76051

[Register here!](#)

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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](#) ? ?

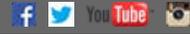
	Eligible Focus Areas										
	Application Deadline	Heavy-Duty Vehicles					Light-Duty Vehicles				Eligible Applicant Type
		School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
AirCheckTexas Drive a Clean Machine Program	Open							X			PC
Clean Fleets North Texas 2015 Call For Projects	Expected Open: August 2015	X	X	X	X	X		X	X		PB, PV
Drayage Loan Program	FCFS		X					X			PV
Federal and State Incentives and Laws (Including Tax Credits)	Open	X	X	X	X	X		X	X		PV
Propane Vehicle Incentives for Texas	FCFS	X	X		X			X	X	X	PB, PV

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

[NCTCOG Funding Opportunity Archive](#)

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

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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

July 25, 2015

Mike Canrell
North Texas Council of Governments
Box 5888
Arlington, TX 76005

Sir:

I just finished reading your "Progress North Texas - 2015". Some interesting material, but I still find this major metro area SADLY lacking in an effective, comprehensive, MULTI COUNTY transportation program.

The attached letter which I wrote recently to the Senior Voice outlines my concerns.

In fact, using your very own figures from page 15:

- *78% of the region's over 65 population is NOT within a half mile of public transportation.
- *7 out of 8 people do NOT live along rail transportation.
- *80% of car free households do NOT live near rail.
- *70% of jobs in a 12 county area are NOT within a half mile of rail.

And the same sad situation exists for bus travel. I live in Euless, a public transportation wasteland smack in the middle of the metroplex. The nearest connection to anything is a 1.9 mile walk to the end of a bus line at DFW airport south parking. There is no public transit for me to anyplace in Tarrant County (where I live). And God forbid anyone should offer travel across the county line into Dallas County, where my doctors, my shopping, my church, my friends are all located.

Until the transportation moguls around here get their heads out of the sand and think REGIONAL, the DFW area will continue to be the backward area it is in transportation services.

And building endless high-expense toll lanes (wait, FOUR TIMES or more the cost of traveling the same distances on, for example, the New Jersey Turnpike) isn't gonna cut it. Take a close look at how little used the new lanes are on the new Tarrant County toll lanes!

Anyway, this is the not-so-rosey- side of transportation for my family.

Barclay M. Bollas

Barclay Bollas
750 Midcities Blvd., Apt. 1504
Euless, TX 76039

RECEIVED

JUL 28 2015

TRANSPORTATION

readers respond

In response to the article, *Transportation Key to Senior Well Being/Dallas County Update* in our March/April issue, a reader from Euless wrote the following:

I enjoy reading the Senior Voice and have garnered some good information from it. But I can't let the long puff piece on senior transportation in the last issue go without comment. Frankly, rather than bragging about what is available I believe the DFW area should hang its head in total shame re the abysmal lack of readily available transportation for seniors. I happen to live smack in the middle of the metroplex, but a few yards over the Dallas county line in Euless (Tarrant County). There are ZERO transportation options for me, living single and 84, to my doctors (or hospital appointments) which almost exclusively are in Dallas. No connection to light rail. No connection to the beginning of a bus line a mile or so away at DFW airport. No connection to TRE. No nothing!!! And the local politicians, who bury their heads in the sand, do absolutely nothing to improve it. I have talked, written, met with any number of them over the years here. Why, oh why don't they think METROPLEX, multi-county, rather than insisting on limiting themselves to one county, whether it be Dallas or Tarrant (or others)? All they need to do is go visit some progressive thinking areas of the country and see what is being done there. Greater Philadelphia. Greater Seattle. All of northern/central New Jersey. Washington, D.C. Transportation services don't start and stop at the county lines there. And they should not here. I should be able to find rides from the mid-cities to downtown Dallas. I should be able to find a Tarrant County provider who can take me to, and pick me up, from medical/hospital trips in Dallas County without paying \$150 or more to a taxi-like service (if they will do it at all). The DFW area, despite the growth of DART rail service, still gets a big "F" on my report card for senior transportation services! If Senior Voice wants to do some good it ought to be adding its voice and influence toward encouraging a multi-county approach to this problem. Believe me it isn't just southern Dallas County that is ignored.

DEAR EULESS RESIDENT:

The report prepared by MYRIDE Dallas begins with the statement that location remains the key factor in options that seniors and people with disabilities have for transportation. We are very aware that large gaps in service remain, and putting in regular lines, connectors and service is expensive and takes a long time. Thinking regionally about transportation is important, but it doesn't erase old political attitudes or political boundaries. You are to be congratulated on your advocacy. And you should know that we agree with you. Over 100 people per month call MYRIDE Dallas and where they live dictates how much help there is, other than providing names for private services.

For the last five years, more than 90 organizations, faith based groups; private and public transportation sources have joined together as MYRIDE Dallas to improve transportation availability in Dallas and throughout the area. Our update cited some important breakthroughs, including Seagoville providing funds for senior/medical transportation that resulted in STAR Transit. The service has since expanded to Mesquite and Balch Springs. Before STAR, people in those areas were faced with the same challenges that you suffer.

Although our examples don't help you directly, they're not a puff. They recognize important steps forward that demonstrate progress can be made and gaps can

Kim Diederich

From: Frank Turner <Frankt@plano.gov>
Sent: Friday, July 17, 2015 2:41 PM
To: Michael Morris
Cc: Bruce Glasscock; Kevin Feldt; Frank Turner
Subject: FW: BRT Letter
Attachments: Mayor Letter re BRT 07-17-15.pdf

As we have discussed, Plano has a growing interest in BRT. We believe that it is a flexible, cost-effective technology that could easily be integrated in the regional transit network. BRT could be very useful in connecting the next ring suburbs to the regional transit network, as they lack the density and financial resources to support rail. Plano is requesting that BRT be considered in preparing the 2040 Mobility Plan. We are asking for the support of the DRMC in the making this request. While our focus has been primarily on Plano and Collin County, we believe regional consideration is important. We hope you agree.

Please take a moment to complete the City of Plano [Customer Satisfaction Survey](#).



Development
Services



Frank F. Turner, FAICP

Deputy City Manager

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plano.gov

July 17, 2015

Lissa Smith, Co-Chair
Mayor Pro Tem, City of Plano
Steve Mitchell, Co-Chair
City Council Member, City of Richardson
Dallas Regional Mobility Coalition
P.O. Box 195892
Dallas, TX 75219

Mark Riley, Chair RTC
County Judge Parker County
c/o North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

Dear Chairmen:

I am writing to seek the support of the Dallas Regional Mobility Coalition in requesting the Regional Transportation Council give full consideration for the Metropolitan Transportation Plan (MTP) to include Bus Rapid Transit (BRT) within the development of Mobility 2040. Bus Rapid Transit (BRT) would be an excellent alternative and supportive technology to rail public transit within the region. We are aware of the successful development of BRT systems in the Americas and Europe and find that the flexible technology is highly adaptive to physical development constraints and offers cost effective solutions to expanding transit capacity.

Historically, the Metropolitan Transportation Plan (MTP) has demonstrated its inherent flexibility to adjust to changing environmental and financial conditions. As such, we ask that the MTP identify regional transit corridors where BRT should be considered, including corridors where BRT might be appropriate as an alternative to rail passenger transit. The MTP should define the design criteria and general service parameters for BRT system development appropriate to its use in coordination within express, HOV and managed lanes operations, regional surface arterial streets and independent transit rights-of-way. The MTP should also evaluate and propose measures for BRT implementation in coordination with the existing regional transit authorities.

We appreciate your consideration of supporting our request to the Regional Transportation Council and look forward to us working together to improve regional mobility.

Sincerely,

Harry LaRosiliere
MAYOR

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JUL 23 2015

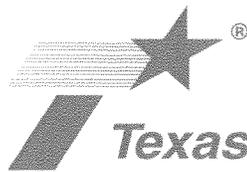
Attachment

TRANSPORTATION

United States Cities with Operating BRT Systems or BRT Elements

- Austin, Texas: Capital Metro's Capital MetroRapid (Some BRT features)
- Albany, New York and Schenectady, New York: Capital District Transportation Authority's BusPlus
- Metro Atlanta, Georgia: MARTA "Q" BRT in DeKalb County^[22]
- Boston, Massachusetts: MBTA Silver Line
- Cleveland, Ohio: Greater Cleveland RTA's HealthLine
- El Paso, Texas: Sun Metro's BRIO Line
- Eugene, Oregon: Lane Transit District Emerald Express (EmX)
- Escondido, California: North County Transit District Breeze Rapid
- Everett, Washington (greater Seattle area): Community Transit's Swift
- Federal Way, Washington, Des Moines, Washington, SeaTac, Washington, and Tukwila, Washington (greater Seattle area), and Seattle, Washington: King County Metro's RapidRide (A Line and C Line)
- Fort Collins, Colorado : Transfort's MAX Bus Rapid Transit
- Grand Rapids, Michigan : The Rapid's Silver Line^[23]
- Hartford/New Britain, Connecticut: CTtransit's CTfastrak^[24]
- Houston, Texas: Harris County Metro's HOV BRT System and Quickline
- Kansas City, Missouri: Kansas City Area Transportation Authority Metro Area Express
- Las Vegas, Nevada: RTC Transit Metropolitan Area Express
- Los Angeles, California: LACMTA Metro Rapid system, Orange Line, and Silver Line
- Miami, Florida: Miami-Dade Transit South Miami-Dade Busway
- Minneapolis-St. Paul, Minnesota: METRO Red Line
- Nashville, Tennessee: Nashville MTA Gallatin Road BRT Route 56
- Newark, New Jersey: New Jersey Transit go bus
- New York City, New York: MTA Regional Bus Operations Select Bus Service
- Orlando, Florida: Lynx Lymmo
- Philadelphia, Pennsylvania: SEPTA Route 103
- Phoenix, Arizona: Valley Metro RAPID
- Pittsburgh, Pennsylvania: Port Authority of Allegheny County Martin Luther King Jr. East Busway, West Busway, and South Busway
- Reno, Nevada: RTC of Washoe County RAPID
- Salt Lake City, Utah: Utah Transit Authority MAX
- San Antonio, Texas: VIA Metropolitan Transit Primo Fredericksburg Road BRT
- San Bernardino, California: Via Omnitrans, San Bernardino Metropolitan Express (sbX)
- San Diego, California: San Diego MTS Super Loop
- San Gabriel Valley, California (suburban Los Angeles): Foothill Transit Silver Streak and El Monte Busway
- San Jose, California: Santa Clara Valley Transportation Authority Route 522
- Santa Monica, California (suburban Los Angeles): Big Blue Bus Route 3
- Stockton, California: San Joaquin RTD Metro Express

For more information on BRT systems in the US, go to: <http://www.nbrti.org/index.html>.



Texas Department of Transportation

4777 US HIGHWAY 80 EAST | MESQUITE, TEXAS 75150-6643 | (214) 320-6100 | WWW.TXDOT.GOV
July 10, 2015

CSJ: 0047-06-145 and 0047-07-219
US 75: From I-635 to SH 121 (SRT)
Collin and Dallas Counties

The Honorable Stephen Terrell
City of Allen
305 Century Parkway
Allen, TX 75013

Dear Mayor Terrell:

The Texas Department of Transportation (TxDOT) appreciates the City of Allen's feedback on the proposed US 75 Corridor Study Project after presenting to your City Council on May 12, 2015. Your letter dated June 5, 2015, shows the city's recognition of the need for more than just capacity improvements along the US 75 corridor. The shared solution or "hybrid" approach is meant to accomplish this goal by looking at other solutions in addition to adding capacity to US 75.

You also requested the ultimate solution contemplate three lane frontage roads in both directions, and suggested an additional frontage road lane in each direction be considered as part of the shared solution.

The addition of a third frontage road through Allen would result in additional right of way need and displacements, and will need to be carefully considered as the project progresses. TxDOT does acknowledge and thank the City of Allen for requiring a set back from the existing right of way in anticipation of future widening of US 75.

This proposed frontage road project will be added to the list of US 75 improvements, as we further develop the corridor study. TxDOT will also request a separate US 75 six lane frontage road project in Mobility 2040. The Regional Transportation Committee (RTC) must select the project for funding to move forward with project development. The project, around 6.2 miles long, will require on both sides additional ROW of approximately 20 feet with displacements at an estimated cost of \$27 million. A preliminary construction cost estimate for the project is around \$26 million.

If there are other areas of clarification, please contact Stephen Endres, P.E. at 214.320.4469.

Sincerely,

James K. Selman, P.E.

James K. Selman, P.E.
Dallas District Engineer

Copy to: RF

Michael Morris
Christie Gotti
Barry Heard

C5-E(0047-06-145 and 0047-07-225) 1-7 Letter to City of Allen (07-10-15)

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JUL 17 2015

TRANSPORTATION



June 5, 2015

Mr. James K. Selman, P.E.
District Engineer
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

Mayor

Stephen Terrell

Mayor Pro Tem

Gary L. Caplinger

Councilmembers

*Kurt Kizer
Ross Obermeyer
Joey Herald
Robin L. Sedlacek
Baine Brooks*

City Manager

Peter H. Vargas

RE: US75 Corridor Study

Dear Mr. Selman:

Over the last few years, the City of Allen has been an interested stakeholder and active participant in the discussions surrounding the US75 Corridor Study, undertaken and funded by TxDOT with HDR as their consultant lead. Representatives from the City of Allen have participated at each discussion group, regional forum, and public meeting on the topic. Furthermore, the City of Allen has expressed written concern that the initial right-of-way needs proposed with the initial 5-3-3-5 concept were onerous for communities further south along the corridor, and the viability of that original concept was believed uncertain as a result.

At the heart of the issue is growing congestion that arises from current population growth and is expected to worsen each year from growth predicted in the decades ahead. The most difficult aspect of this problem is determining the ultimate and *appropriate* width for US75. The dilemma is especially complex when learning that we cannot simply build our way out of this problem. The sheer volume of traffic expected in the build-out forecast overwhelms a conventional freeway section. Plus, the anticipated benefit diminishes with each general purpose lane beyond four and the constriction at the LBJ interchange is a real limitation. All of these considerations result in a solution that must include a menu of actions, in addition to added lanes to US75:

1. Traffic Signal Coordination
2. Incident Response Policy and Improvement
3. Parallel Thoroughfare Improvements
4. Transit Service

This philosophy in mitigating congestion on US75 was coined the “Hybrid Approach” or “Shared Approach,” relying on a combination of improvements rather than focusing on just one.

At our City Council Workshop Meeting on May 12, HDR and TxDOT staff made an informative presentation to the Allen City Council, with the purpose of summarizing the latest recommended cross-section for US75, called the “4-3-3-4 Outside Depressed” scenario. This latest concept proposes four (4) general purpose lanes in either direction, in addition to three (3) limited-access or “express” lanes in either direction. The

Mr. James K. Selman, P.E.
June 5, 2015
Page 2

proposal illustrates that these express lanes would be depressed in order to minimize additional right-of-way needs for the project. Further, the depressed, express lanes would be predominantly located to the outside, in an effort to preserve as much of the existing pavement (and existing investment) as possible.

In Allen, however, the number of express lanes proposed would only be two in each direction, and would be located in the center of the section. This difference is because the section reduces to one express lane in each direction at the Sam Rayburn Interchange (and north into McKinney) and the available right-of-way is wider through our community.

When considering the proposed section, the City of Allen has a few primary requests:

1. Limit the amount of right-of-way acquisition as much as possible.
2. The City of Allen must have at least one direct access point into the express lane system within our community as well as an exit point within our community.
3. The ultimate solution must contemplate three (3) frontage road lanes in both directions. As proposed, the plan view illustrations appear to only show two (2).

The current illustrations appear to satisfy items 1 and 2, above; however, the third item requires revision to the plan view illustration. Regarding item 3, I would even request that efforts to add a third frontage road lane now could further our goal of a Shared Solution. Given that the construction contract for the US75 Widening Project through Allen is much lower than originally anticipated, I would propose that the project savings in Regional Toll Revenue (RTR) funds should remain on this segment of the corridor in Allen. Those funds should be used to study, design, acquire right-of-way, and construct the third frontage road lane today.

Even if the unused project funding (RTR) is insufficient to build the project in the near term, I would urge that use of those funds to study the corridor, complete the environmental process, and establish a schematic for the additional third lane would be worthwhile. I understand that our Director of Engineering, Chris Flanigan, has approached TxDOT about this very prospect.

The City of Allen appreciates your foresight and efforts to find an appropriate and long-term solution for the US75 Corridor for the betterment of the region. We look forward to the public input process and further refinement of the concepts as the study continues. In the meantime, I am eager to learn your opinion on my request for immediate use of RTR savings on US75 to get the addition of a third frontage road lane designed and built.

Sincerely,



Stephen Terrell
Mayor

cc: Barry Heard, P.E., TxDOT Collin County Area Engineer
Clarence Dougherty, P.E., Collin County
Brian Swindell, P.E., HDR



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

July 15, 2015

The Honorable Eddie Bernice Johnson
United States House of Representatives
2468 Rayburn House Office Building
Washington, DC 20515

Dear Representative Johnson:

The Regional Transportation Council (RTC) is the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area; a membership roster is enclosed. On behalf of the RTC, I request your support for an urgent matter that impacts transportation in North Texas and throughout the Nation.

On July 31, 2015, the current extension of MAP-21, the surface transportation authorization bill, will expire. At the same time, the Highway Account of the Highway Trust Fund will encounter a shortfall. Because of the long-term nature of transportation projects, it is critical that a new authorization bill or extension of the current bill be passed before the deadline expires. Serious consequences will arise from the failure to address this matter. MPOs and state transportation planners cannot plan for future infrastructure projects without a sustainable revenue source and current federal funding levels will not maintain the system going forward. Although the RTC supports the passage of a long-term surface transportation authorization bill, we understand that there may not be enough time to find the needed financing. We ask that you work together to approve the best approach to funding transportation at this time, but continue to focus on a long-term solution.

Again, the RTC urges you to support transportation and take action before the upcoming deadline. Thank you for your leadership on transportation issues in the United States Congress. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG) at (817) 695-9241.

Sincerely,

Mark Riley, Chair
Regional Transportation Council
Parker County Judge

RH:ch
Enclosure

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

Texas House delivers budget transparency

By Joe Straus

Special to the Star-Telegram

The legislative session that ended June 1 produced important achievements, from a balanced budget to tax relief to improvements in transportation.

Along with those accomplishments, many of us in the House are especially proud of the steps we took to make the state budget more transparent.

From time to time over the past several years, you may have read in the newspaper about a growing problem in the way Texas manages your money.

The state would collect a fee for a specific purpose and that money would go into what is called a dedicated account. For example, a fee collected from drunk drivers goes into an account that is dedicated to improving trauma care at hospitals.

The state budget has hundreds of these dedicated accounts.

In the early 1990s, legislators discovered that it would be easier to balance the budget by leaving some of the money in those dedicated accounts unspent.

They passed a law saying that whatever money was sitting in those accounts could be counted for “certification,” which is the official process by which the state comptroller says that the state will collect enough money to fund the budget that legislators have written for the next two years.

Over time, more of those unspent dollars in dedicated accounts piled up. In a fast-growing state with a justified aversion to tax increases, these available piles of money made it easier to balance the budget.

But the state was using fee revenue far differently than how it had promised. And this wasn’t small change. The practice built and built over time, to the point where almost \$5 billion was sitting in dedicated accounts.

Three years ago, my House colleagues and I set out to end this.

We knew that it wouldn’t happen overnight, but believed that we had to guide the state toward a more transparent use of these dollars.

The House began to closely study the issue in the summer of 2012, and the next year, we were able to reduce the amount of money sitting in dedicated accounts by about \$1 billion. We reduced it by about \$1 billion more in this year's legislative session.

As in 2013, we got there in part by using some dedicated accounts for their intended purpose. For example, we allocated \$195 million from the trauma account to the hospitals that have long been owed that money.

In other cases, we stopped collecting the fees that were flowing into these accounts, resulting in a sizable tax cut for many Texans.

We eliminated a \$200 professional fee on engineers, land surveyors, optometrists and other professionals. Because of this relief, more than 600,000 Texans will save a combined \$125 million annually — the largest tax cut on individuals passed this year.

Some of the money in the State Highway Fund (which largely comes from the gas tax) has for decades been diverted to other programs.

We ended those diversions this year, providing an additional \$1.3 billion for transportation.

We also ensured that almost all of the sales tax that is collected on sporting goods will be used as once intended — to maintain and improve state parks.

In other words, not only did we make the budget more transparent, but those efforts resulted in real benefits for Texas: lower fees on professionals, a boost for transportation and a consistent revenue stream for a parks system that is one of this state's great treasures.

I'm proud of the House's work, and I assure you we're going to keep it up.

It's the hard work of Texans that allows us to have a state budget in the first place. The least we can do in return is be honest and straightforward about how we are using your money.

Read more here: <http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article25923571.html#storylink=cpy>

Roads are better, cars safer, so raise speed limits

Fort Worth Star Telegram 7/1/15 By Stephen Boyles

It's the summer driving season in Texas and one of the busiest driving weekends of the year.

This month also marks the 20th anniversary of Congress repealing the National Maximum Speed Law, which set speed limits across the country to a maximum of 55 miles per hour.

The repeal of the nationwide speed limit in 1995 was a triumph of good engineering over good intentions and has improved safety on our roads.

But that was then, and this is now. Nowadays, artificially low speed limits actually make roads less safe.

In fact, on many roads in Texas and across the nation, the speed limit ought to be raised.

The 55 mph speed limit was well intentioned. It was enacted during the oil shortages of the 1970s, and it was hoped that this law would improve safety as well as reduce fuel consumption.

However, good intentions aren't enough, and in this case the problem was that few drivers actually obeyed the reduced speed limit.

Research shows that the speed limit has little effect on how fast people drive. Traffic engineers have tried all kinds of tricks — flashing lights, pink signs, cute speed limits such as 48 instead of 50 — and they all work only for a week or two until the novelty wears off.

While many drivers ignore speed limits altogether, others try to follow them out of a sense of safety or obedience.

This difference in speeds is actually more dangerous than if everyone were driving at a faster speed.

We've all felt the frustration of being behind slow drivers and annoyance at aggressive drivers weaving through traffic. Both of these situations are dangerous and make traffic worse.

Laws should not make people choose between what is legal and what is safe. Instead, let's put some trust in drivers.

Although we all like to complain about other drivers on the road, the fact is that almost all of us get where we are going each day without an accident. Most of us are perfectly capable of finding a safe speed to drive at, even without a speed limit sign.

Take, for example, Texas 130 between Seguin and Mustang Ridge. It has the highest speed limit in the nation, 85 mph.

This doesn't mean that everyone has to drive this fast, but that the road is designed to be safe at that speed and that drivers are free to select a safe and comfortable speed within a wide margin.

Current best practice in transportation engineering — supported by extensive research by organizations such as the Federal Highway Administration, the National Cooperative Highway Research Program and the Institute of Transportation Engineers — is that speed limits should be set at the 85th percentile of traffic speed.

That is, only about 1 out of 7 cars should be driving faster than the speed limit. Any more than that and the speed limit should be raised.

Raising the speed limit also has other benefits.

It improves credibility of the speed limit sign if it consistently marks a reasonable speed for most drivers, not the speed at which politicians wish people would drive.

It also improves relations with law enforcement. Rather than having to reflexively brake when seeing a police car, or worrying about selective enforcement of speed laws when everybody is traveling over the speed limit, rational speed limits mean that average drivers can simply go about their business.

No one should have to worry about being pulled over for driving safely.

And finally, it improves respect for the law. Speeding should be seen as a serious matter, not a routine offense most of us commit every day.

The bottom line is that speed limits should conform to drivers, not the other way around.

Stephen Boyles is an assistant professor in transportation engineering at the University of Texas at Austin.

<http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article26010298.html>

Plans are on track for I-30/360 interchange in Arlington

By Gordon Dickson
gdickson@star-telegram.com

ARLINGTON – When the Interstate 30 interchange with Texas 360 is rebuilt beginning next year, it will become one of the biggest, most intricate highway intersections in North Texas.

The final product will be so big it might someday need a nickname, like the I-30/I-35W “Mixmaster” near downtown Fort Worth, or the I-635/U.S. 75 “High Five” in north Dallas.

Taken from the top of the Six Flags Oil Derrick looking east toward the skyline of downtown Dallas. Shown is Texas 360 (foreground) and I-30 (far left) and Six Flags Drive (right). | Clif Bosler Star-Telegram

“It has a lot of different levels and all new entrances,” said Arlington Councilwoman Kathryn Wilemon, a longtime member of the Regional Transportation Council, which decides how the Metroplex’s highway dollars are spent. “The interchange is almost mind-boggling. It’s a little confusing. They’re going to move a lot of dirt.”

The dirt-moving is tentatively scheduled to begin next spring and will likely take more than four years, said Val Lopez, spokesman for the Texas Department of Transportation. State officials are in discussions with area businesses to assuage concerns about access to destinations such as Six Flags Over Texas, AT&T Stadium and Globe Life Ballpark in Arlington.

The project is expected to cost roughly \$236 million. Money is coming from Proposition 1, which was approved by voters statewide last fall to dedicate a portion of Texas’ rainy-day fund to improving mobility. The rainy-day fund comes from oil and gas revenues and amounts to an injection of \$1.74 billion into the state highway fund.

Old turnpike

Many motorists have wondered for decades why Texas 360, a major north-south corridor, doesn’t connect directly with Interstate 30, a major east-west route connecting Fort Worth and Dallas. Instead, Texas 360 simply passes over I-30, and motorists wishing to transfer from one to the other must take exit ramps to city streets and pass through traffic signals — which can lead to extremely long delays, especially during workday rush hours.

The reason for the confusion is that I-30 was built in 1957 as the Dallas-Fort Worth Turnpike with long on-ramps so cars could line up to pay tolls. The toll booths were removed in 1977 and the turnpike became a freeway, but the long access ramps remained.

“We’re replacing the old turnpike configuration and delivering a new, direct-connect and modern interchange. We’re going to be replacing that with something you see at the ‘High Five’ or the ‘Mixmaster,’” Lopez said.

New development

Once the project is done, Arlington will benefit not only from better mobility but also from new areas of highway frontage opening up for development.

For example, after the cloverleaf-shaped ramp from Six Flags Drive to I-30 is removed, Six Flags Drive will be extended to Avenue H near the Crowne Plaza Suites hotel, opening up an area that is now difficult to access. The Six Flags Drive bridge over I-30, now two lanes wide, will be expanded to five lanes.

The corridor also includes managed toll lanes connecting Arlington and Dallas, and more I-30 main lanes will be added in future years as funding becomes available, [according to the plans](#).

The state already owns most of the land needed for the project, although about 17 acres of additional right of way is needed. Most of the property in the area is entertainment and retail.

Access concerns

Area businesses are concerned about maintaining access to their properties, especially if the road work continues through 2020.

The long-term benefit of improved access makes it worth the headache, said Rob Matwick, executive vice president of business operations for the Texas Rangers baseball club, which plays at Globe Life Ballpark.

Another massive project in the area was completed fewer than five years ago. That work, known as the “Three Bridges project,” included a complete overhaul of I-30 in Arlington that included lowering the main lanes by more than 20 feet to make room for several modernized bridges.

During that work, officials with the Rangers, Six Flags Over Texas and other destinations in the area coped with daily problems related to detours and traffic delays. But once the work was completed — just before the February 2011 Super Bowl at what is now called AT&T Stadium — the city’s entertainment district enjoyed unprecedented access.

“We have been participating in as many of the TxDOT open houses and planning sessions as we can to understand the impacts on the entertainment district while this project is being built,” Matwick said in an email. “It’s a substantial amount of time, but we also understand the critical importance of this work.”

Sharon Parker, spokeswoman for Six Flags Over Texas and Hurricane Harbor, added, “We are working closely with our entertainment district partners, the city of Arlington, and the Texas Department of Transportation to create the most convenient, hassle-free access to our theme park and water park, as well as to other entities in and around our area, throughout the construction process.”

<http://www.star-telegram.com/news/local/community/arlington/article26540206.html>

Collin County cities push for more say beyond their borders

By JULIETA CHIQUILLO jchiquillo@dallasnews.com

Staff Writer

Published: 06 July 2015 10:18 PM

Updated: 07 July 2015 12:15 AM

McKINNEY — Some cities in North Texas are testing how much power they wield over the chunks of land just beyond their borders, where houses and businesses can spring up like weeds with little oversight.

While state law offers cities some control, the extent of that authority is now in dispute in Collin County.

Mayors from 13 communities led by McKinney recently asked the Commissioners Court to work with them so cities can issue building permits in their extraterritorial jurisdictions, or ETJs. Those are unincorporated areas that a city has marked for annexation.

But the Commissioners Court shot down the request, citing legal concerns. The county has asked the state attorney general for an opinion.

“If they want to control the development in their ETJ, they must annex it,” County Judge Keith Self said. “It’s the way we read the law.”

The mayors of McKinney, Frisco, Plano, Allen and smaller neighboring cities disagree. They told commissioners that their communities can impose their construction standards on their ETJs to ensure the well-being of people in those areas.

Roadblocks

As Collin County suburbs push outward, they’re running into roadblocks. Literally.

Earlier this year, Frisco city officials were reviewing property in their ETJ when they noticed that a storage business had been built in the public right of way. Mayor Maher Maso said it would cost taxpayers extra money if they decided to widen the road there.

“How do you justify allowing a business to encroach on the right of way when you’re one of the fastest-growing counties in the country?” Maso asked.

The city had been planning an involuntary annexation of that lot and others surrounding it, but council members decided Wednesday to leave those 41 acres with the county. Maso said annexations are supposed to benefit the city, and this one doesn’t.

While Frisco is mostly built out, McKinney remains largely undeveloped to the north. The city has close to 33,000 acres in its ETJ.

The city recently became entangled in a lawsuit about a 43-acre RV park.

Arch Resorts got county permits to build in McKinney's ETJ after consulting with city and county officials, according to court records. Then the business asked to be annexed into the city so it could get sewer service.

McKinney claims in court records that the county didn't have authority to issue the permits. It moved to stop construction, and Arch Resorts sued. The case is pending in a Collin County district court.

Assigning duties

Neither cities nor counties have a say over how land is used in unincorporated areas. But a city can control how tracts are divided and how streets and alleys are laid out in its ETJ.

Counties can have their own subdivision rules. To avoid confusing developers, state law calls on counties and cities to write agreements that establish which body will review plats — maps that show the division of land — in the ETJ and approve “related permits.”

Collin County and McKinney agreed that the city would be in charge of those things. City officials believe that includes the city's building code.

“We're not trying to create something new,” Mayor Brian Loughmiller said. “We're trying to get an understanding from the county to work under these agreements.”

Mick McKamie, a longtime attorney who represents cities in land use and annexation cases, said the traditional view is that cities don't have power to enforce their construction-related codes in the ETJ, except for utility connections. Other exceptions might include agreements with developers.

State lawmakers will have to define “related permits” to resolve the issue for cities, McKamie said.

Regulatory issues

Counties have less regulatory power than cities, where building standards are generally stricter.

With commercial properties, Collin County staff checks the plumbing and electrical systems, but the focus is on fire prevention and emergency features, said County Administrator Bill Bilyeu.

Oversight shrinks with residential construction.

“If you want to go build a house in an unincorporated area, you can have at it,” Bilyeu said. “Your only thing you come to the county for is to get your address and to make sure your septic tank is designed accurately.”

Self said people move to the county for a reason — to build as they wish.

“We don't want construction authority,” the county judge said. “We want people to have rights.”

The mayors said they want the county to take into account cities' long-range plans for their ETJs when developers come knocking for permits.

"It's a disservice to the taxpayers if we don't figure this out," Maso said.

<http://www.dallasnews.com/news/community-news/collin-county/headlines/20150706-collin-county-cities-push-for-more-say-beyond-their-borders.ece>

TCU, UNT Health Science Center to open M.D. school in Fort Worth

July 6, 2015

By Yamil Berard

yberard@star-telegram.com

FORT WORTH – Texas Christian University and the University of North Texas Health Science Center are teaming up to open a new medical school in the heart of the city.

TCU and UNTHSC have signed a memorandum of understanding detailing a collaboration between the two academic institutions to open an M.D. school with as many as 60 new students in 2018.

About \$25 million from private donors has already been pledged to start the new medical school, said UNTHSC President Michael R. Williams. TCU Chancellor Victor Boschini said his school has pledged to use \$50 million from its endowment to support the effort.

“It’s been overwhelming, the response we’ve gotten,” Boschini said.

The University of North Texas Board of Regents approved the agreement at a Monday morning board meeting. TCU’s board has already approved the plan, Boschini said.

The M.D. school will give Fort Worth two medical schools. Since 1970, UNTHSC has been home to the Texas College of Osteopathic Medicine, which will continue to operate at the campus just west of downtown.

“There is nothing wrong with having two medical schools in the same town,” Williams said Monday morning during a meeting with the *Star-Telegram’s* editorial board.

Fort Worth is the largest city in the United States without a school that offers an M.D. degree.

Facilities, faculty, medical library and other resources would be shared between the two institutions to create the school, which would ultimately enroll a total of 240 students by 2021-22.

No name has been given to the school, but officials said it will include both TCU and UNTHSC. The school could be named after someone who contributes financially, like the Dell Medical School at the University of Texas at Austin.

A dean for the school — who would provide leadership, hire faculty and develop a curriculum of study — would be selected by both institutions and report to provosts at both schools.

“Having a medical school ... it’s the natural next step for us,” said Boschini, explaining that the creation of a medical school satisfies two of the university’s long-term goals — to increase the number of graduate students and to boost the school’s “academic profile.”

No state approval needed

While the degrees will be a joint effort between both schools, they will not contain the UNTHSC name. Under a bill authored by then-Sen. Mike Moncrief in 1993, legislation stipulated that no M.D. degrees could be awarded from UNTHSC.

Williams said he hopes that law can be reversed during the next legislative session in 2017, the same year the M.D. school will begin accepting applications.

“As you know, we have a statute hanging over our heads,” Williams said. “We plan on having that statute overturned or lifted.”

He said because no state funding will be used at the school, no other approval will need to come from the Legislature. The statute has proven to be a stumbling block in past efforts by UNTHSC to get a M.D. program.

“We could do a school tomorrow with just TCU on [the diploma],” Williams said.

M.D. students will attend classes at both campuses, which are less than three miles apart.

TCU is looking to benefit from UNTHSC’s expertise in osteopathic medicine and healthcare. Besides housing the osteopathic medical school, the UNTHSC campus has the Graduate School of Biomedical Sciences, the School of Public Health, the School of Health Professions and the UNT System College of Pharmacy.

The two schools already collaborate as students from TCU’s Neeley School of Business and UNTHSC’s School of Public Health participate in UNTHSC’s master’s program in health administration.

Each partner is counting on the other for the plan to work.

“We have a fondness for each other,” Williams said. “And our working relationship is really strong.”

Meeting health care needs

For years, UNTHSC has produced “outstanding” D.O. graduates from its Texas College of Osteopathic Medicine, said state Sen. Jane Nelson, R-Flower Mound.

UNTHSC “meets a growing need in our state for primary care physicians,” Nelson said. “I look forward to learning more about the partnership from university leadership, and know they will continue their tradition of excellence.”

Brint Ryan, chairman of the UNT System Board of Regents, said M.D. and D.O. programs can work together well.

“We’ve looked at programs where the M.D. and D.O. programs coexist, and those happened to be some of the strongest D.O. programs in the country,” Ryan said. “That’s the model we want to pursue. ... We think they’re complementary.”

Texas is in dire need of physicians, according to an April study, *The Physician Workforce in Texas: An Examination of Physician Distribution*, based on the American Medical Society’s Master Physician List. The report showed that it would take 12,819 additional physicians to bring Texas in line with the national average of 226 physicians per 100,000 population.

The Dallas/Fort Worth area has 197.2 physicians per 100,000 people.

Fort Worth Mayor Betsy Price, speaking at an announcement and celebration of the new deal at Bass Performance Hall, cited figures from the Association of American Medical Colleges that show the U.S. will have a shortage of 90,000 physicians in the next decade.

“This medical school will go a long way toward addressing that,” she said.

Price said she’s a special fan of the science center.

“As a native of Fort Worth, I watched that bowling alley that burned and turned into the UNT Health Science Center, and it grew and grew,” she said to rousing applause.

Based on UNTHSC figures, Williams estimated that every year 5,400 to 5,500 medical school applicants vie for 1,500 to 1,600 slots nationwide.

He said the idea of sharing share resources and infrastructure is a national trend in medical school development. As an example, he mentioned the New York Institute of Technology, which partners with other universities globally to offer 90 degree programs, including osteopathic medicine.

Many organizations “are not staying within the historic bounds of the way schools are funded,” Williams said.

The new school must be accredited but officials believe they have the credentials and resources to seal accreditation with little or no difficulty.

Both leaders said the partnership makes sense because the institutions share similar values.

“We just don’t have a football team,” Williams said.

Staff writer Robert Cadwallader contributed to this report.

<http://www.star-telegram.com/news/local/community/fort-worth/article26585644.html>

Open government: North Texas transportation council meetings to be live-streamed

By Gordon Dickson

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ARLINGTON

North Texans who want to know more about how decisions are made regarding transportation money can now watch some of the action for themselves.

The Regional Transportation Council, the region's official planning body, will begin live-streaming its monthly meetings in September.

The live stream will be available on the North Central Texas Council of Governments website, www.nctcog.org. The RTC is an arm of the council of governments, and meets monthly to determine how millions of dollars are allocated for roads, mass transit and other mobility and air quality projects.

The [43 RTC members](#), many of them city and county elected officials from across the region, heard a briefing on the live-streaming plans last week during a regular meeting in Arlington. An agenda for the group's September meeting hasn't been posted, but it will most likely be Sept. 10, because the RTC normally meets on the second Thursday of each month.

Colleyville City Councilman Mike Taylor, an RTC member, said he was strongly in favor of live-streaming the meeting. He said political groups often misrepresent to the public how transportation funding decisions are made, to advance their own causes. Showing the meetings live will take away their ability to twist the truth, he said.

“The definitions they give for what we do on this body are not anything close to true,” Taylor said. “Letting people see for themselves is in the best interest of public policy.”

The RTC has video recorded its meetings and posted them in online archives for many years. But the Legislature passed a law this year requiring metropolitan planning organizations in areas with a population of more than 350,000 residents to begin putting their meetings online live. The new law affects metro areas such as Dallas-Fort Worth, Houston, Austin, San Antonio, El Paso and Brownsville.

Installing the digital equipment to live-stream RTC meetings will cost about \$12,000, council of governments spokeswoman Amanda Wilson said.

Most RTC members seemed comfortable having their meetings being online live and a few made jokes. One member referenced RTC chairman and Parker County Judge Mark Riley’s affinity for colorful socks, and wondered whether his feet might make an appearance on the live video.

Another RTC member, Dallas Fort Worth Airport board member Bernice Washington, quipped: “I better get me a new wardrobe.”

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Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article27083695.html#storylink=cpy>

Is Texas right for not banning texting-while-driving statewide?

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By TOM BENNING Follow @tombenning tbenning@dallasnews.com

Austin Bureau

Published: 17 July 2015 11:37 AM

Updated: 19 July 2015 11:21 AM

AUSTIN — Officer Jason Borne has investigated hundreds of crashes over his four years on Austin police’s Highway Enforcement Unit. But he can’t recall a single driver freely admitting that cellphone use was the cause of an accident.

Not one.

“Nobody is going to say, ‘Officer, it’s my fault,’” he said recently, as he kept an eye out on U.S. Highway 183 for violators of Austin’s new ban on using hand-held electronic devices while driving.

That quirk of human nature shows the challenge that cities face battling distracted driving caused by texting and cellphone use: flawed crash data — reliant mostly on self-reporting — and other factors make it hard to measure those efforts’ effectiveness.

And it doesn’t help them, advocates argue, that Texas lawmakers refused again this year to enact a statewide ban, which would provide uniformity.

Texting or talking on the phone while driving is demonstrably dangerous — a fact that’s backed up by reams of research. There’s no denying either that cellphone use while driving can cause accidents — Austin, even with flaws in the data, saw 70 of those wrecks in 2014 alone.

But banning the practice doesn’t necessarily reduce accidents.

A *Dallas Morning News* analysis of the imperfect crash data in 12 Texas cities with cellphone rules found no consistent reduction in distracted driving wrecks after cities enacted bans. And that follows equally mixed reviews found by scientific studies on statewide bans on texting or hand-held cellphone use while driving in other states.

“It’s not clear the bans in place have had the desired effect,” said Anne McCartt, senior vice president for research at the Insurance Institute for Highway Safety.

“There are a lot of issues related to enforcement, data and other things, but that’s the bottom line.”

Texas is one of just six states in the U.S. to not have at least a statewide ban on texting behind the wheel. (Texas bans younger drivers from any cellphone use while driving, along with barring all drivers from texting or hand-held cellphone use in school zones.)

Rep. Tom Craddick, R-Midland, has pushed hard for three sessions to pass such a statewide texting prohibition. Relatives of those killed in distracted-driving crashes have given heart-wrenching testimony. But concerns over enforcement and personal privacy have won the day in the Capitol.

Around 40 Texas cities have stepped forward to ban texting while driving, including five in North Texas: Arlington, Denton, Farmers Branch, Grand Prairie and Rowlett.

Some cities, such as Austin, have gone further by barring motorists from using any hand-held electronic devices.

Austin moved to its “hands-free” ordinance in January, after having a texting ban since 2009. The city moved to the broader rules in part because they are more enforceable: a chatterbox holding a phone up to an ear is easier to see than someone texting in their lap.

The new ordinance resulted in 551 tickets in February alone. In all of last year, Austin police wrote 688 citations for the texting ban.

On a recent morning, Borne, the police officer, saw three drivers using their cellphones over a couple of hours on patrol. Though he said that seemed to be an abnormally low number, he said he sensed that drivers are starting to get the message and stay off their devices.

But is the ordinance making the roads safer?

Borne acknowledged that it’s difficult to know for sure. Sitting at a busy intersection, though, he pointed to the stakes. Not long ago at that spot, he saw a woman run a red light while looking at her phone. Engrossed in a text message, she never saw the light change.

“That guy with the bike there,” he said, pointing to a man walking his bike across the intersection’s crosswalk. “What if he had been there that day?”

To see what impact these ordinances might be having, *The News* analyzed Texas Department of Transportation crash data for a dozen cities that have passed them. The data focused on wrecks in which cellphone use or distraction was a contributing factor.

But the statistics, which rely mainly on driver accounts from the scene of a crash, raised more questions than they answered.

Several cities saw the crash rate for cellphone-involved wrecks drop after implementing either a texting or a hands-free ordinance. But many of those same cities saw distracted driving crashes, which include the cellphone incidents, actually increase.

Did the ordinance actually reduce cellphone use? Or did it just make drivers even more leery to admit that they had been using their phone? Or did the elimination of one distraction behind the wheel simply lead to others?

Then some cities saw crash rates increase after implementing new rules. Some saw those rates go up and then go down. And some indeed saw an apparent drop in both crash categories.

But there are many variables at play.

In Corpus Christi, for instance, a police spokesman explained that his city’s precipitous drop in those crash rates was likely just the result of the fact that the department no longer fills out crash reports on wrecks that don’t cause at least serious injury.

Despite those challenges, some argue that such volatility adds to the need for a statewide ban on texting behind the wheel. That would reduce confusion drivers might face in knowing which cities have ordinances and which ones don’t.

Proving success, however, would still be a challenge.

Scientific studies on statewide bans have relied on insurance claims, hospital visits or crashes overall — and then tried to control for other factors that could affect the data. But that research ends up similarly mixed, with some showing success and others not.

“This is always a huge challenge whenever we have a new issue that comes on the scene,” said Deborah Hersman, president and CEO of the National Safety Council.

The ambiguity nonetheless adds to what's already a pitched debate in Texas over whether to pursue broader rules against talking or texting behind the wheel.

For Sen. Don Huffines, for instance, the lack of clarity hammers home his point. He opposes a statewide ban on texting while driving because it's hard to enforce, it impinges on personal privacy, and it treats one distraction different than the many others.

“And for the state to step in without conclusive data that outlawing texting enhances safety ... it would be a knee-jerk reaction,” the Dallas Republican said.

But supporters counter that the statistics are just part of the story.

They argue that the push against talking or texting behind the wheel is really about creating a culture change. And for that to take hold, they say, it means setting expectations state by state — and if need be, city by city.

“At some point in the future, it should feel weird and wrong to pick up a phone in the car,” said Beaman Floyd, director of the Texas Coalition for Affordable Insurance Solutions.

Sidewalks no longer optional

Published: 18 July 2015 11:13 PM

If promises were pavement, there would be plenty of sidewalks all along a dangerous stretch of McKinney Street near Ryan High School.

The road is grassy, has narrow shoulders and most spots are without sidewalks in spite of heavy traffic most mornings and afternoons on school days.

City officials say that pedestrian safety on that stretch of roadway concerns them so much that they're pushing for road improvements from McKinney Street past Ryan High School to be a top priority for the Texas Department of Transportation.

The concerns are not new. In fact, parents have been worried about that stretch of road ever since Ryan High School opened.

For years, there's been TxDOT plans to widen the roadway, but to this point, no construction work has begun.

Denton Mayor Pro Tem Dalton Gregory tells us it's a top priority that the road project gets moving and children have a safe route to school. Residents need to bring up the issue on a regular basis, he said, in hopes the district TxDOT office will make the project a top priority.

A McKinney Street road project including sidewalks is something new City Council member Keely Briggs finds exciting, she said, and she fielded concerned residents' emails about the lack of sidewalks near Ryan High School during her recent campaign.

Briggs said she finds it surprising the project has been "on the books" so long and nothing has occurred.

"I believe that there's no reason why we shouldn't have sidewalks there," Briggs said. "I want to make sure that the project doesn't go away, but that it's brought up and mentioned until the project is completed."

A lot of folks would probably sign up to be a part of a task force to keep the project front and center, even though many residents have grown frustrated waiting for something to be done.

Although we agree wholeheartedly with Gregory and Briggs that the problem needs to be solved, we're beginning to wonder if and when it will be.

Folks tell us the roadway was a problem years ago when they attended school, and still, nothing is getting done.

Since the school opened, the district has been told sidewalks would be part of the road expansion project, Superintendent Jamie Wilson said. The school has sidewalks on its property but none beyond the school's campus.

On school days, traffic bottlenecks for about 30 to 45 minutes in the mornings and afternoons on McKinney Street near the school, he said. Expanding the roads would allow drivers to maneuver quickly and offer students safer routes.

Vernon Reeves, Ryan High School principal, said it's exciting to know some council members want to see the project move forward.

We agree, Vernon, but we're not getting our hopes up yet. It's easy to talk about the need for sidewalks, but it's another to actually find a way to make them happen.

People have been talking about how dangerous that stretch of road is for a long time, yet good intentions keep getting tangled up in red tape.

We need to find a way to get this project off high center and stop putting our students at risk.

As earthquakes shake North Texas, bridge inspectors check for damage

By Gordon Dickson

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When a big earthquake hits, the world often sees horrific images of collapsed bridges.

In 1989, during a 6.9-magnitude quake in the San Francisco area, the double-deck Nimitz Freeway pancaked, killing 42 people. Fifty-foot sections of the Bay Bridge also collapsed, killing a woman.

North Texas is unlikely to experience an earthquake of that scope, researchers say. But in recent years, the region has experienced dozens of smaller quakes, with the strongest having a magnitude of 4.0 — enough to potentially damage buildings and bridges.

Those in geology and engineering circles are increasingly concerned that the [wave of seismic activity in Dallas-Fort Worth](#) could damage the area's transportation infrastructure — not only bridges but also tunnels, roadways and rail lines.

“We’re talking a lot about it,” said Brian Barth, the Fort Worth district engineer for the Texas Department of Transportation. “It is important for us to make sure we’re covered. We’ve been discussing it statewide. This isn’t the only area where we’re having these issues.”

The updated information about the region's earthquake risks could lead to the publication of new guidelines for building bridges, roads and rail lines to withstand higher-magnitude quakes. Over time, that could add millions of dollars to construction costs.

New reality

Until a couple of years ago, North Texas had little recorded history of seismic activity. But since November 2013, at least 50 earthquakes have been recorded along a 2-mile strip from Irving to west Dallas. [A magnitude-2.6 quake hit the area](#) Saturday morning.

On May 7, a magnitude-4.0 earthquake struck in Venus, shaking homes and rattling nerves in the small community between southeast Fort Worth and Mansfield.

At least 27 earthquakes near Reno and Azle, recorded since late 2013, were likely caused by drilling operations, according to a study in the science journal *Nature Communications*. Scientists from the U.S. Geological Survey, Southern Methodist University and the University of Texas at Austin have partly [linked the quakes to injection wells](#) used in natural gas production in the Barnett Shale.

Some well operators have disputed those and similar findings, and Gov. Greg Abbott approved \$4.5 million last month for a comprehensive earthquake study.

Regardless of the cause, the quakes are occurring with a strength that was once thought improbable in this part of the United States.

Larger than expected

These “[induced seismicity](#)” earthquakes — so labeled by the U.S. Geological Survey because they’re believed to be influenced by human activity rather than just by natural fault lines or tectonic plate movements — were initially considered less potentially harmful than, say, an earthquake along the San Andreas Fault in California.

Induced seismicity earthquakes were typically below a magnitude of 4.0 — capable of rattling dishes and knocking a picture off a wall but not much more.

“The general rule of thumb is that earthquakes below magnitude 4 do not cause infrastructure damage,” said SMU geophysics professor Heather DeShon, although she cautioned that the university’s seismologists aren’t earthquake engineers.

But the Venus earthquake raised new alarm bells. In the hours after the May 7 temblor, highway inspectors fanned out to check nine bridges for damage. The bridges were along U.S. 67, Farm Road 157, and Johnson County Roads 502, 615 and 616.

They searched for clues — perhaps a misaligned pavement stripe or a buckled metal beam — that the bridges had been jostled. Bridges built during the past three decades in the Fort Worth area were designed according to standards considered appropriate for a low earthquake risk.

“Inspectors searched for recent cracking or spalling on the deck and beams, as well as the substructure, distortion at expansion joints, shifting of the beams away from the supports,” said Michael Peters, a Transportation Department spokesman.

Inspectors found no damage related to the quake. But that temblor and several larger ones in Oklahoma are rewriting what researchers understand about the kind of transportation damage that human-caused earthquakes can produce, said Mark Petersen, a Colorado-based research geophysicist at the U.S. Geological Survey.

For example, he said, the largest quake in more than 50 years in Oklahoma was a 5.6-magnitude temblor in 2011 centered near Prague, along an old fault line that inexplicably reawakened in the middle of the state. It buckled streets and damaged homes and other buildings.

“The magnitudes are increasing to a level that concerns us, so now we’re starting to take it into account,” Petersen said. For decades, his agency published data-driven risk reports with Texas in the lowest category for earthquakes. Now the agency is [rewriting those reports](#).

The updated document is known as the [National Seismic Hazard Model](#).

“We found the hazard is much higher due to the earthquakes we have had in the recent past,” Petersen said. “We’re trying to finalize that model and come up with something that forecasts the types of ground shaking we can expect in the future.”

Updated computer models show several spots in DFW — Venus, Irving and Azle among them — that face a significantly higher risk of earthquakes that could damage infrastructure.

SMU, in conjunction with the U.S. Geological Survey, has installed 11 seismic stations to monitor the Venus area, DeShon said.

Retrofitting may be needed

The new information doesn’t necessarily mean that bridges or other infrastructure are in danger of collapsing, several officials said.

But it could mean that millions of dollars in state and federal highway funding will be needed to repair old bridges or build new ones that adhere to higher earthquake-proof standards, officials said.

California has a retrofit program in which roughly \$14 billion is being spent to shore up about 4,700 bridges, according to a 2013 report by the Congressional Research Service.

Closer to home, around 13,000 vulnerable bridges in seven states in the New Madrid seismic zone, which roughly follows the Mississippi River in and around Memphis, likely need retrofitting to meet new design standards, according to the congressional report.

The study did not estimate the cost of the work.

[Guidelines](#) used by states to determine how much earthquake-proofing to incorporate in bridge and road design are drafted with input from the American Association of State Highway and Transportation Officials, the Federal Highway Administration and other agencies.

Highway engineers in states such as California and Alaska have used specific design standards to earthquake-proof their roads and bridges since the early 1990s. But officials in Texas haven't done so until now because the area was considered low-risk.

Now officials from various scientific backgrounds acknowledge that the earthquake risk in North Texas is much higher than previously thought. How high? It could take months or even years of research to figure that out.

THIS REPORT INCLUDES MATERIAL FROM THE STAR-TELEGRAM ARCHIVES.

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EARTHQUAKE DAMAGE

Although relatively small earthquakes have become part of life in North Texas, the region has no recorded incidents of damage to bridges, roads or other infrastructure.

The largest recorded earthquake in Texas history was in 1931, when a magnitude-5.8 temblor shook the far West Texas town of Valentine, according to the U.S. Geological Survey. In the deep desert, there wasn't much infrastructure to damage. More recently, on May 7, a magnitude-4.0 earthquake struck the Johnson County community of Venus.

But in other parts of the United States, bridge damage is a common result of earthquakes. Some examples:

- In 1989, 63 people were killed in a 6.9-magnitude earthquake in the San Francisco area, including 42 who died when the double-deck Nimitz Freeway pancaked in Oakland.
- Five years later in Los Angeles, 57 people died in a 6.7-magnitude quake that left large sections of the Santa Monica Freeway and other busy highways unusable for months.

- In 1962, a 9.2-magnitude temblor struck Alaska — the strongest earthquake in U.S. history. The damage included the collapse of the Miles Glacier Bridge, which would not be fully repaired until 2005.

Sources: U.S. Geological Survey, news archives

Read more here: <http://www.star-telegram.com/news/local/community/fort-worth/article27648586.html#storylink=cpy>

Conservatives should support rail

By William S. Lind and Glen D. Bottoms

The Texas Tribune

It may seem unlikely in Texas, but across the state, people are benefiting from rail transit.

In Dallas, which now has the country's largest light rail system, more than 100,000 Texans escape traffic congestion each day by riding Dallas Area Rapid Transit rail. In Houston, the light rail Red Line draws about 3,500 weekday boardings per mile, more than any other modern U.S. light rail operation.

Critics, many of whom call themselves conservatives (though most are really libertarians), predicted that both systems would fail because no one would ride them.

Fort Worth is moving forward with a second commuter rail line, El Paso is looking to begin construction on a downtown streetcar system, and Galveston recently voted to reinstate its diesel trolley line that was decimated by Hurricane Ike in 2008.

As conservatives, we find it odd that many people expect us to oppose public transportation, especially rail. In fact, high-quality transit, which usually means rail, benefits conservatives in a number of important ways.

It spurs development, something conservatives generally favor. It saves people precious time, because those who ride rail transit can work or read on the train instead of wasting hours in traffic.

Transit of all kinds helps poor people get to jobs, which conservatives prefer over paying welfare. And rail transit, especially streetcars, helps support retail in downtowns by increasing the number of middle-class people on sidewalks.

Libertarians' arguments against rail transit mostly boil down to one criticism: It's subsidized. Yes, it is. So is all other transportation.

User fees cover only 47.5 percent of the cost of highways. Nationally, rail transit covers 50 percent of its operating costs from fares.

Regrettably, conservatives' tendency to accept libertarians' arguments against rail transit (without checking their numbers) may deprive Texas conservatives of more chances to escape traffic congestion.

In Austin, for example, the city's rapidly growing population has packed its freeways at rush hours.

And building more freeways is not the answer. New lanes fill up as soon as they're opened, and limited-access freeways in urban areas slice up and kill surrounding communities.

Austin voters last year rejected a poorly conceived light rail proposal that supporters said would help alleviate congestion. The plan's failure, though, opened the door to a "Plan B" rail line along Guadalupe Street and North Lamar Boulevard, Austin's most heavily traveled urban corridor.

Texans have another big transit opportunity on the horizon: connecting cities with high-speed rail.

A private company, Texas Central Railway, plans to build a line that will connect Dallas and Houston. Projects connecting other cities could follow.

Unlike the massive government boondoggle in California, which we oppose, the Texas line will be built without government money.

And it's not just any company providing the technology; it's Central Japan Railway Co., which runs the world's first and most successful high-speed rail line, the Shinkansen, connecting Tokyo and Osaka.

By every standard, Texas' high-speed rail proposal is something conservatives should support. It exemplifies what conservatives like best: private enterprise acting to make money by providing a service people want and need.

A combination of high-speed rail connecting Texas cities and good light rail and streetcar systems in those cities would make Texas a national leader in yet another way.

Conservative Texans should get on that train.

WILLIAM S. LIND IS DIRECTOR OF THE AMERICAN CONSERVATIVE CENTER FOR PUBLIC TRANSPORTATION, AND GLEN D. BOTTOMS IS ITS EXECUTIVE DIRECTOR.

Read more here: <http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article27960976.html#storylink=cpy>

Texans invest \$75 million in high-speed rail proposal

7/22/2015

Gordon DicksonThe Star Telegram

Some heavy hitters from the business world have climbed aboard the effort to build high-speed rail in Texas, a project that just a few months ago was threatened by opposition in the state Legislature.

Fort Worth fund manager John Kleinheinz, Dallas developer Jack Matthews and Houston entrepreneur Drayton McLane Jr. head the list of new investors who have agreed to chip in a collective \$75 million to build the proposed Dallas-to-Houston bullet train system.

Those three men will serve on a board of directors for Texas Central Partners, a company formed to oversee the development of the proposed Texas Central Railway project. The company is Texas-based but has a partnership with Central Japan Railway to share bullet train technology in use on the Toyko-to-Osaka line.

Another related but independent company, Texas Central High-Speed Railway, is a promotional entity and is also overseeing the environmental and regulatory process for the project.

"This is a really big day," said Fort Worth resident Tom Schieffer, a former diplomat and Texas Rangers baseball club president who is a senior advisor to the high-speed rail project.

Schieffer said the project, which others have estimated could cost more than \$10 billion, is still on track to open to the public possibly as early as 2021, although no actual start date has been announced. A federal environmental review of the project is underway and must be completed before construction can begin.

The rail line would provide travelers an alternative to flying between Texas's two largest metropolitan areas. The trains would travel at speeds of roughly 220 mph, making it possible for riders to get to and from Dallas and Houston in roughly 90 minutes at a fare comparable to the price of an advanced-purchase airline ticket.

A station would be built in downtown Dallas. Future connections to Arlington's entertainment district and downtown Fort Worth are also being studied.

"I think the fact that we've been able to go to the marketplace and raise \$75 million to get high-speed rail going is extraordinary," Schieffer told the Star-Telegram Wednesday in a phone interview. "For me it's proof in the pudding that we can raise the capital needed to do this with a private company. If we can get this train built in Texas and financed privately, I think it is going to be transformational not only to the state but the country."

Efforts to stop the project

The moves come after Texas Central Railway survived numerous efforts during the legislative session earlier this year to slam the brakes on high-speed rail. Grass-roots groups mainly representing residents in rural areas between Houston and Dallas have sprung up in opposition to the plan, saying high-speed rail would cut through their pristine lands with little or no economic benefit -- and those groups are continuing to speak out in public settings.

But efforts to pass laws banning high-speed rail fell short during the regular legislative session that ended June 1, clearing the way for investors to feel comfortable putting their dollars into the project, Schieffer said.

"I don't think anybody wanted to invest in a project that couldn't be done," he said.

"The strong growth of our state's economy and population requires significant infrastructure investments and I believe Texas Central will pay dividends for the state of Texas, its citizens and its environment for decades to come," Kleinheinz, an investment banker, said in a statement.

McLane, a former grocery supply and logistics businessman who for years owned the Houston Astros baseball club, added: "In Texas, we work hard, and we dream big. The Texas Central high-speed rail project connecting Dallas and Houston is transformational to Texas, and ranks as one of the most visionary solutions to future transportation challenges our state faces. I am honored to be part of this organization that is an opportunity of a lifetime and am confident Texas Central's executive team, led by Tim Keith, has the right skills to turn this vision into a reality."

Matthews is Canadian-born but known for many area developments, including the new Omni Dallas Hotel in downtown Dallas -- walking distance to that city's proposed high-speed rail station.

Texas Central Partners also announced Wednesday that Tim Keith of Dallas is its new chief executive officer. He will be responsible for the finance, development, construction and operation of the rail line, according to the company's news release.

Keith has more than two decades of experience in real estate and infrastructure projects, including his role as global chief executive officer of RREEF/Deutsche Bank Infrastructure Investments.

Elected officials from North Texas were pleased with Wednesday's announcement about new funding for the high-speed rail project.

"Today's news that investors from Fort Worth and across the state have joined the effort to connect North Texas to Houston by high-speed rail means that this bold vision is getting closer to reality each day," Fort Worth Mayor Betsy Price said in an email. "I have been to Japan and witnessed firsthand the comfort and sophistication of high-speed rail and look forward to the day when Texans have the opportunity to travel conveniently and safely between our state's wonderful cities."

Arlington Mayor Jeff Williams added: "As a member of the Commission for High-Speed Rail: Dallas/Fort Worth, I have been following the Texas Central project very closely. Today's announcement is clearly an important one for Arlington, the North Texas Region and the entire state, as it demonstrates that high-speed rail is one important step closer to becoming a reality in Texas."

Bullet train draws investors

Star-Telegram editorial

Three investors from Fort Worth, Dallas and Houston see enough potential in a proposed private Houston-Dallas high-speed rail line that they've joined a list of people who will commit \$75 million to it.

That's a long way from covering the cost of the project, estimated to be as much as \$10 billion, but it's a highly significant step forward. Backers say bullet trains could be up and running on the Texas Central Railway by 2021.

Fort Worth fund manager John Kleinheinz, Dallas developer Jack Matthews and Houston entrepreneur Drayton McLane head the new investor list.

The biggest name associated with the project is Central Japan Railway, which will share technology from its Tokyo-Osaka high-speed line. That name itself can be expected to draw investors.

There's a lot to be done, including a federal environmental review, before construction can begin. But signs are encouraging.

-

Harwood Road extension will provide another route to DFW Airport

By Elizabeth Campbell

and Gordon Dickson

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EULESS - With the proposed extension of Harwood Road, motorists in a few years may have a new east-west pathway to Dallas/Fort Worth Airport.

DFW Airport and the Texas Department of Transportation are looking at plans to build a 1.27-mile four-lane extension of Harwood Road to help ease traffic congestion in and around the airport.

Officials from TxDOT, the Federal Aviation Administration and the airport are holding an open house from 6 to 8 p.m. Thursday at the Mary Lib Saleh Public Library, 201 N. Ector Drive, to give the public a chance to comment on the project.

Plans include extending Harwood Road from Texas 360 east to International Parkway. Texas 360 would then link up with Rental Car Drive and Northgate Drive, forming a new east-west corridor connecting Euless and Irving.

“We’re excited about it. It’s going to provide another avenue for our residents to go east or west,” said Euless spokeswoman Betsy Deck.

The road would be built on airport land that is mostly undeveloped, DFW spokesman David Magana said.

Construction probably won’t begin for at least three years, Magana said. An environmental impact study is underway, and once that’s complete the design and construction may then go forward.

A cost estimate wasn’t yet available, said TxDOT spokesman Val Lopez.

Regionally important roads

Harwood Road is a city street, not a highway, that runs from Davis Boulevard in North Richland Hills through Hurst, Bedford and Euless and in many areas cuts through residential neighborhoods.

But because TxDOT has vast expertise in hiring contractors and securing state and federal funds for road work, it often oversees contracts for local agencies. DFW Airport likely would play a strong role in the project, since nearly all the work would take place on airport property.

Harwood Road could become a regionally important road, similar to Mid-Cities Boulevard, an east-west corridor that changes names as it cuts through Saginaw, north Fort Worth, Watauga, North Richland Hills, Hurst, Colleyville and Euless.

Unlike Harwood, Mid-Cities already has access to DFW Airport, crossing over Texas 360 to connect to Airfield Drive, which intersects with International Parkway. The stretch of Mid-Cities from Texas 360 to Airfield Drive, which runs by Bear Creek Golf Course, was recently expanded.

Deck said because the Harwood extension is in an undeveloped area, road work likely won't cause disruptions to motorists and won't require the taking of any property belonging to homes or businesses.

“The least amount of disruption the better,” Deck said.

Eager for alternate routes

The extension of Harwood Road is part of a larger regional effort to improve mobility in the Dallas-Fort Worth area's congested center.

DFW Airport has more than 18,000 acres, making it larger than the island of Manhattan. It's widely considered the biggest economic engine and most important job center in North Texas, but for commuters it also forms a formidable geographic obstruction smack dab in the middle of the Metroplex.

For years, motorists in Northeast Tarrant County and western Dallas County have dealt with congested, outdated roads and massive construction projects.

For example, the \$2.5 billion North Tarrant Express project — which included a complete makeover of Texas 121/183 “Airport Freeway” in Bedford, Euless and Hurst — was completed about a year ago. But now, a similar project known as Midtown Express — the reconstruction of Texas 183 from Industrial Boulevard in Euless to Interstate 35E in Irving and Dallas — is just getting underway and promises to keep area highways choked with orange barrels until 2018.

So motorists remain eager for alternate routes.

“Highway 183 is about to be under major construction, and what we've found in the past is when the highway is under construction, Highway 10 fills up very quickly,” Deck said. “This will just provide one more connector that residents can use to help keep moving and get home.”

On Texas 183 in Euless, motorists can expect work related to the Midtown Express project to pick up steam toward the end of the year, said Midtown Express spokeswoman Selma Stockstill. The plans call for adding one toll lane in each direction, and reconstruction and modernization of existing lanes, she said.

“By the end of the year in the Euless area, you will see some activity,” Stockstill said, adding that some minor traffic switches near the south entrance to DFW Airport are already taking place.

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Read more here: <http://www.star-telegram.com/news/local/community/northeast-tarrant/article28655398.html#storylink=cpy>

100 parking spaces at Arlington ballpark available for carpoolers

By Robert Cadwallader

rcadwallader@mansfieldnewsmirror.com

•

ARLINGTON - Texas Rangers Elvis Andrus and Rougned Odor did a little acting on Wednesday.

Very little.

The Texas Rangers announce that 100 spaces in a parking lot near Interstate 30 will be dedicated to a park-and-carpool lot. Rodger Mallison Star-Telegram

They played carpoolers during a brief dedication of 100 spaces in Lot G at Globe Life Park for ride-sharing motorists, part of the regional governments' continued attack on unhealthy ozone pollution levels.

The spaces northwest of the ballpark at Copeland Road and AT&T Way are free and available from 6:30 a.m. to 7 p.m. Monday through Friday. The program aims to save gas money for carpoolers while reducing pollutant emissions and ozone. On nights and weekends, those spaces are reserved for Rangers fans.

The Dallas-Fort Worth region, despite improvements in federally monitored ozone levels, remains an "ozone nonattainment area."

"It's a great partnership with the Rangers," said Michael Morris, director of transportation of the North Central Texas Council of Governments. "We get to use spaces when they're not being used, and then here come the Rangers."

After brief remarks by Arlington City Councilwoman Kathryn Wilemon and Rob Matwick, Rangers executive vice president for business operations — made even briefer because of the parking lot-enhanced heat under the blazing sun — the "entertainment portion" of the event began.

Andrus drove his new, fiery red 2016 Mazda Miata convertible into the lot, stopped and waved at the media. Rangers mascot Captain trotted up to the passenger door and tried to get in, but Odor grabbed Captain, pulled him out and jumped into the car himself, and the two infielders drove away.

Not textbook carpooling, but every car that gets left behind helps the environment, Morris said.

“Cars are responsible for maybe 40 percent” of ozone pollution, Morris said. The partnership with the Rangers, he said, addresses the issue, “Why do you have to get into your single-occupancy car and go the whole way when you can cut your emissions in half and carpool to your destinations?”

Morris said the Rangers donated use of the lots, and that his agency spent \$200,000 to stripe the spaces, build another lot entrance and install light emitting diodes (LED) lighting, which is brighter and more energy efficient than traditional lights.

Building such a lot from scratch would cost more than \$1 million, he said.

“It’s about how do we get more people to ride together and remove cars from from the road,” said Natalie Bettger, whose duties for NCTCOG include oversight of congestion management.

The Rangers’ park-and-ride lot replaces the old one at Ballpark Way and Stadium Drive, which is farther south of I-30 and more difficult to reach. The new lot on the north side of the stadium provides a much quicker jaunt and easy access to eastbound and westbound I-30 as well as to the HOV/managed lane from a “T-ramp” that drops from the center of the AT&T Way bridge over I-30.

The carpool site and bridge ramp are part of a \$63 million project funded through NCTCOG and the Texas Department of Transportation for improvements that include building similar ramps at several crossings over I-30 from about Collins Street in Arlington to west of downtown Dallas. Work recently finished on a park-and-ride lot at I-30 and Belt Line. An older park-and-ride lot is located near the Cooper Street and I-30 crossing.

Bettger said the entire project should be finished next year.

Enticing more people to use the lot for carpooling would do a small part to relieve pollution. Filling all 100 spaces with carpoolers would reduce emissions of nitrogen oxides and volatile organic compounds by 9.5 pounds and 3.15 pounds, respectively, the planners said.

But there are 4,777,872 vehicles on the road in the 10-county “ozone nonattainment area” — Tarrant, Dallas, Collin, Denton, Ellis, Hood, Kaufman, Parker, Rockwall and Wise, according to NCTCOG data. The region exceeds the federal limits on ozone, which is formed when vehicle emission pollutants mix in the heat.

The new lot is one of 65 park-and-ride sites in Tarrant, Dallas, Denton and Collin Counties, according to the agency. The number of spaces in those lots range from 20 at the Kiest Station in Dallas to 2,078 at the Parker Road Station in Plano.

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Read more here: <http://www.star-telegram.com/news/local/community/arlington/article29482219.html#storylink=cpy>

Senate sends three-month highway bill to Obama

By [Keith Laing](#) - 07/30/15 02:14 PM EDT

The Senate on Thursday approved an \$8 billion extension of federal transportation funding, sending it to President Obama's desk with just one day to go before the nation's road and transit spending expires.

The bill, which extends infrastructure spending until Oct. 29, passed in a 91-4 vote, pushing the debate into the fall.

Obama, who has advocated for long-term extension of highway funding, is expected to sign the patch to prevent an interruption in funding during the busy summer construction season.

The vote Thursday came after the Senate passed its preferred fix, a six-year highway bill negotiated by Senate Majority Leader Mitch McConnell (R-Ky.) and Sen. Barbara Boxer (D-Calif.).

House Republicans refused to take up that bill and left town on Wednesday, forcing the Senate to accept the three-month stopgap.

Republican leaders in the Senate sought to downplay the squabbling between the chambers as they punted the highway debate to the fall.

"We all want the House to have the space to develop its own bill, because we all want to work out the best possible legislation for the American people in a conference later this year," McConnell said ahead of the vote.

McConnell touted the earlier **vote** to approve three years of funding as a victory.

"Many thought we'd never get there, but we have indeed," he said, saying the Senate's long-term highway bill "doesn't raise taxes by a penny."

"This is more than just another accomplishment for the Senate. It's a win for our country because the bill would cut red tape and streamline regulation. It would modernize infrastructure and advance research and innovation," McConnell said.

Democrats in the Senate complained about the House's rejection of its long-term highway bill even as the chamber approved the temporary patch.

"This has been a long and winding road to get the point where we can pass a transportation bill that is a very good bill, that is very bipartisan," said Boxer, who is retiring from the Senate in 2017.

"This person says, 'I don't like the process.' And this one says, 'I don't like the pay-fors,' " Boxer continued. "But we know if we run into a construction worker who is unemployed and we say, 'Well, we didn't vote for this because we didn't like the process,' he would say, or she would say, 'I need a paycheck.' "

The fight over road funding has cut across both parties, with Senate and House Republicans pitted against one another when it comes the idea — pushed strongly by Rep. Paul Ryan (R-Wis.) — of trying to negotiate a highway bill paid for by tax reform.

House Republicans earlier this month approved a five-month extension of highway funding, seeking to buy time for negotiations with the White House over a long-term bill that would be paid for with changes to tax policy.

But rather than take up the five-month bill, McConnell quickly brought his long-term plan to the floor over the objections of Democrats who complained they did not have enough time to read the measure.

Republicans leaders in the Senate predicted the House would be amenable to their long-term bill once lawmakers return from their summer recess.

"I think the House will end up taking up our bill," Sen. James Inhofe (R-Okla.), chairman of the Environment and Public Works Committee, predicted ahead of the Thursday votes.

"In fact, I think a lot of the staff people are working on that right now over on the side," he continued.

Inhofe said it was important for the Senate to have also passed the long-term bill to "encourage" the House to act.

"If we don't pass the DRIVE [Developing Roadway Infrastructure for a Vibrant Economy] Act out of this chamber, then [what] we're doing is reinforcing current law," he said. "What is current law? Current law is short-term extensions."

Congress is grappling with a funding shortfall for transportation that is estimated to be around \$16 billion per year. Since 2005, lawmakers have not passed a transportation bill that lasted longer than two years.

Passage of the three-month highway bill means that the Export-Import Bank's charter will remain expired through the August recess. The three-month bill sent to Obama on Thursday does not include language on Ex-Im.

Aside from the highway extension, the temporary patch includes a provision allowing the Veterans Affairs Department to shift \$3 billion within the agency to shore up a budget shortfall so hospitals and other facilities don't close in August, aides said.

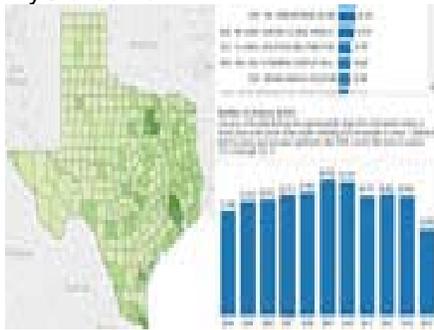
The legislation also would ensure that veterans with service-related disabilities are able to use health saving accounts.

Finding money for highways is becoming a bipartisan project

5:14 p.m. Friday, July 24, 2015 | Filed in: **News**

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WHITE SULPHUR SPRINGS, W.Va. — As Congress considers a long-awaited transportation funding bill, some Republican governors as well as Democrats say they aren't waiting to raise or borrow money to fix or build roads, bridges and highways.

Federal lawmakers should look at funding options like raising the federal fuel tax, since many states have had to increase their own, some state executives at the National Governors Association meeting said Friday.

"I guess the message for Congress is: We understand that's not popular," said Republican Wyoming Gov. Matt Mead, who signed a bill in 2013 to raise the state fuel tax. "But we did it anyway, and took the political hits that go with that."

The federal gas tax, 18.4 cents a gallon, and the diesel fuel tax, 24.4 cents a gallon, were last increased in 1993. But Americans drive less per capita, cars are more fuel-efficient and construction costs have risen, driving down the amount of revenue from the taxes.

The money available to states from the Federal Highway Trust Fund has declined 3.5 percent during the five-year period ending in 2013, according to figures compiled by The Associated Press.

Seeking more state cash to patch up highway infrastructure is getting bipartisan support. GOP governors in Georgia, Iowa, South Dakota and Utah are among those who have approved road tax increases. Other Republican-leaning states, including North Carolina and Michigan, are still looking at ways to draw in more money for their roads.

In Washington, the Senate agreed Wednesday to take up a sweeping transportation bill that would authorize programs for six years but provide only enough to pay for programs for three years. The action came about a week before a cutoff of highway and transit aid to states.

If federal authority to fund transportation programs is allowed to expire July 31, in the middle of the summer construction season, the Transportation Department would lose its ability to process promised highway and transit aid to states.

In North Carolina, Republican Gov. Pat McCrory wants to present voters a referendum in November on whether to borrow up to \$2.8 billion for infrastructure projects.

"I'm moving on, with or without the federal government, knowing that we have a responsibility," McCrory said.

In Michigan last month, the state Senate narrowly cleared a \$1.5 billion package to improve roads by raising fuel taxes and redirecting money from elsewhere in the budget. That's after voters in May soundly defeated tax increases that would have injected \$1.2 billion more annually into roads. GOP Gov. Rick Snyder and the Republican-led Legislature put the measure on the ballot.

Georgia Republican Gov. Nathan Deal approved a package in Georgia this year to raise \$900 million from gas and hotel taxes to maintain roads and bridges.

Iowa Gov. Terry Branstad and South Dakota Gov. Dennis Daugaard, both Republicans, also signed off on gas tax increases this year. GOP Utah Gov. Gary Herbert gave the go-ahead to a package that should draw \$100 million more in gas taxes over two years, while letting cities and counties propose raising local sales taxes by 0.25 percent to pay for their transportation needs.

Many Utah cities and counties are considering putting those proposals in front of voters this fall.

Virginia Gov. Terry McAuliffe, a Democrat, said he is amazed that federal lawmakers shy away from even discussing adding a penny or two to the federal gas tax.

"It is a user fee on transportation users," he said, "but there's no stomach up there for them to even discuss that issue."

Diversity is lacking in naming of Dallas-Fort Worth highways

By BRANDON FORMBY bformby@dallasnews.com

Transportation Writer

Published: 31 July 2015 10:43 AM

Updated: 31 July 2015 12:54 PM

Judging by the names on area highways, you'd think white men were the just about the only people who molded North Texas.

The sprawling region is swarming with major freeway and toll roads. Some of them are named after multiple people. But only one — S.M. Wright Freeway — is named after a black person.

“It's not just African-Americans,” said former Dallas City Council member Dwaine Caraway. “There are plenty of Asian Americans and Latinos we should have a legacy for.”

And even though officials have been naming major pieces of infrastructure after people for decades, women weren't invited to the party until three years ago. That's when the Margaret Hunt Hill bridge opened, extending Spur 366 to West Dallas.

“We thought it was time to honor some of the women whose great spirit have helped shape and build the city,” said Gail Thomas, president and executive director of a nonprofit that raised money for the bridge's design.

The portion of U.S. Highway 175 named for Wright, the well-known founding pastor of People's Missionary Baptist Church, will soon be torn down and replaced with a surface-level boulevard.

Caraway said it will only create a bigger gap between the region's diversity and the communities that officials honor with major namesake projects.



Margaret Hunt Hill

“It’s disturbing,” Caraway said.

During his council tenure, Caraway failed to get South Lancaster Road renamed to honor Nelson Mandela. But he has a long list of local minorities he said are worthy of highway naming recognition.

Among them: the late Pastor Robert E. Price Sr., civil rights pioneer and former council member Juanita Craft and professional baseball player Ernie Banks.

“You can go on and on and on with deserving people who have outstanding legacies in the city,” Caraway said.

Meanwhile, the Interstate 30 bridge under currently construction will be the second major piece of Dallas roadway named for a woman: Margaret McDermott. Thomas said the signature bridges weren’t built just to have something to name after women. But the head of Trinity Trust Foundation said as money was being raised for both structures, it was glaringly obvious that the region’s major highways only bore the names of men.

Thomas said it was fitting that the names of the two famed Dallas philanthropists and arts patrons are on bridges. Both McDermott and Hill have contributed significantly to the city by raising money for education, health care institutions and the arts communities.

“Bringing those elements into the physical world — all of that is bridging work,” Thomas said.



S.M. Wright



Margaret
McDermott

Highway name games saddle Dallas-Fort Worth corridors with multiple monikers

By BRANDON FORMBY Follow @brandonformby bformby@dallasnews.com

Transportation Writer

Published: 31 July 2015 10:43 AM

Updated: 01 August 2015 11:20 PM

Related

- Diversity is lacking in naming of Dallas-Fort Worth highways
- Graphic: A look at North Texas highway names
- Quiz: Which North Texas highway are you?

Every weekday during rush hour, thousands of downtown Dallas drivers slowly snake through the southbound lanes of Interstate 35E, Stemmons Freeway, the Mixmaster and Purple Heart Trail Highway.

But if that sounds like there's a traffic jam on four highways, don't kid yourself. All four are names for the same small stretch of road just west of downtown Dallas. And I-35E is far from alone in North Texas when it comes to having multiple monikers.

With a handful of exceptions — like Dallas North Tollway and U.S. Highway 80 — most major highways in the area have numerical state or federal designations and the name of a politician, sports legend, developer or civic leader. Then there are the corridors, like U.S. Highway 67 and Interstate 30, that have more than one honoree.

And the region's predilection for pseudonyms doesn't stop there.

Segments of some highways are better known by the nicknames bestowed upon their interchanges with other freeways, like the High Five intersection of Central Expressway and LBJ Freeway. And if the stack of titles wasn't high enough, go ahead and add the brand names given to ongoing highway construction work.

That includes the Horseshoe project that's updating the Mixmaster and part of the Canyon. All three are names for the interchange of I-35E and Interstate 30. Both of those highways are named for R.L. Thornton south and east of downtown, respectively. But I-35E is called Stemmons north of downtown, while I-30 is Tom Landry Highway west of downtown.

Just don't forget that the Horseshoe is really a first-phase breakout of the larger Project Pegasus redo involving that same interchange.

Confused yet? You're probably not alone. And likely not the only person who doesn't know if the Julius Schepps traffic jam mentioned on the radio is going to affect you because you don't know where that is. (Spoiler alert: They're talking about Interstate 45.)



Michael Hogue/Staff Illustrator

Houston-based author and highway enthusiast Oscar Slotboom said that over the course of decades, the region has taken its knack for nicknames to a new level in Texas.

“It’s just a preference for names that sets Dallas apart,” said Slotboom, who wrote the 2014 book *Dallas-Fort Worth Freeways: Texas-Sized Ambition*.

‘Up to lawmakers’

If you’re perplexed, don’t blame the Texas Department of Transportation’s naming division. Because there’s not one. Beyond the numerical designations from bureaucratic agencies, highway names are decided by politicians. In the early days of highway building, that largely meant city councils. But now it’s done by the Texas Legislature.

“It’s all up to lawmakers,” said Tony Hartzel, a TxDOT spokesman. “We just follow the legislation.”

The state transportation agency uses the numerical designations when referring to highways. Most of the time. LBJ Freeway is a much more common reference than Interstate 635. And who calls Woodall Rodgers Freeway by its Spur 366 designation? So with all these monikers piling up, who decides what the proper (or at least the common) name is? Turns out, we all do, albeit inadvertently.

“There really isn’t a playbook for this,” Hartzel said. “It could be whatever the locals want to call it. And if it becomes part of the vernacular, that’s what it becomes.”

Names of yore

Some of the names attached to our infrastructure require no introduction. Because this *is* Texas, there aren’t a lot of questions about who Lyndon B. Johnson or George H.W. Bush are. The same goes for Tom Landry, even if he was never president.

But that’s not true for a lot of names we drive on every day.

Leslie Stemmons, who I-35E north of downtown is named for, is credited with developing the modern-day Trinity River levee system and the industrial district around it and Riverfront Boulevard. In his book, Slotboom details how the Stemmons family was influential in putting together land needed for the planned I-



Leslie Stemmons

35E. He said that soon after officials named the highway for Stemmons, the developer donated the land needed for the thoroughfare.

C.F. Hawn, whose name graces U.S. Highway 175, was a former state highway commissioner and lumber executive. John Carpenter, of State Highways 114 and 183 fame, was the father of what became Las Colinas in Irving. Woodall Rodgers and R.L. Thornton were mayors of Dallas. But don't feel like an uninformed North Texan if you didn't know any of that.



“As time passes, no one knows who they are,” Slotboom said.

Ongoing projects

Names aren't the only labels slapped on highways. The Diamond Interchange is the official name for the area where State Highways 114, 183 and Loop 12 intersect in Irving. Farther north, the stretch of road where State Highways 114 and 121 intersect was dubbed the DFW Connector.

Woodall Rodgers

The Mixmaster is where I-35E meets Woodall Rodgers and I-30. The Canyon is where I-30 runs south of downtown Dallas.

Several of the area's ongoing construction projects also have their own nicknames. Midtown Express is the name for improvements being made to SH 114, SH 183 and Loop 12. But once that project's done, Midtown Express will be the name for the new managed toll lanes that run through the middle of SH 183, also known as Airport Freeway.

Southern Gateway is what officials call the redo of I-35E and U.S. Highway 67 south of downtown. That latter highway already sports several names. Part of it is named after former Dallas County commissioner Marvin D. Love. Duncanville named its section after chamber of commerce member S.G. Alexander. Cedar Hill's portion is named for J. Elmer Weaver, a civic leader from that city.

“They really like to name freeways after people so much, they name them after multiple people,” Slotboom said. “It's just a Dallas thing.”

Residents take to the pathways as city opens Mesquite Heritage Trail

By CLAYTON YOUNGMAN Follow @neighborsgo cyoungman@neighborsgo.com

Neighborsgo

Published: 30 July 2015 12:09 PM

Updated: 30 July 2015 12:09 PM

Mesquite residents were so excited for their new trail that the city struggled to keep them off during its construction.

The city celebrated the grand opening of the Mesquite Heritage Trail on July 25 with a ribbon-cutting ceremony. The nearly 4.25-mile trail is the first phase of the city's Hike and Bike Trail project and runs from Towne Center Drive and Franklin Drive to the westbound frontage road of Interstate 30 close to Greenbelt Parkway, near the DART station. It is now the city's longest trail.

"You can literally go from Town East Mall all the way up to the DART station," city engineer Matt Holzapfel said.

The ribbon-cutting ceremony was more symbolic than anything. Holzapfel said the trail was "substantially finished" in April, and the city has been putting last-minute touches on it since. But Mesquite residents have been using the trail since February while it was still under construction, he said.

"It was hard to keep people off the trail," Holzapfel said. "They've been very enthusiastic about using it."

Construction woes

When construction first began on the trail in 2013, Cliff Keheley, director of the Mesquite Parks and Recreation Department, said the trail would be a recreational amenity and a transportation structure.

"The new trail takes people from their house and they can walk to the mall or to the grocery store," Keheley said.

While the trail was planned for a 2014 completion, difficulties with the project's contractor delayed the opening.

"[The contractor] just had a tough time getting it all together," Holzapfel said. "We feel the quality of work was good, but they were considerably over their schedule."

Despite the delays, Holzapfel said residents have voiced a great deal of support for the project.

"We had a lot of compliments from the public," said Holzapfel, who lives just a couple of miles from the trail. "Virtually every time I pass by it, there are people on the trail."

The new trail gives residents plenty of options when it comes to activities and entry points.

Walkers, runners, bikers and other trail visitors can enter the trail from three different trailheads: the Americana Trailhead, just northeast of Chisholm Trail on Americana Lane; the Dunford Trailhead, at the north corner of Galloway Avenue and Green Canyon Drive; and the Palos Verdes Trailhead, just west of Via La Paloma on Northwest Drive.

"It goes by a lot of places the public wants to go and helps the school children get to school on a trail that's a little bit set away from roadways," Holzapfel said.

For most of its length, the trail is 12 feet wide. In some areas along Interstate 30, the trail is reduced to 6 feet in width.

The \$4 million project also includes an exercise station within Palos Verdes Park, major intersection enhancements at Town East Boulevard, a pedestrian bridge and other infrastructure improvements.

Sandie Buruato, a Mesquite resident who went to the trail's grand opening, said her family couldn't wait for the trail to open when they heard about it. She now regularly uses the trail with her husband and two daughters.

"This has really forced my husband and I to become more active in a fun way," she said.

Buruato did see one problem with the trail: it can be dangerous crossing Town East Boulevard.

"The other day, [someone] almost ran over my husband and I because the driver wasn't watching as he was turning onto the street we were crossing," she said.

More to come

The Mesquite Heritage Trail is just phase one of the city's plan to become more walkable.

Phase two of the trail will be a joint effort between the city of Mesquite and Dallas County Public Works. Phase two will begin on the west side of LBJ Freeway at Towne Center Drive. The trail would run under U.S. Highway 80 and "connect to an existing trail close to the AMC Theatre," Holzapfel said.

"We'll lay trail in front of the McDonald's and Home Depot, and we'll turn and go down the creek," Holzapfel said.

Most of the funding for the city's trail projects come from grants. Regional Toll Revenue funds paid for 80 percent of the \$4 million price tag on the Mesquite Hike and Bike Trail project. Public funds covered the rest of the costs.

"We're excited our trail system has expanded so much," Holzapfel said. "We're actively trying to make this city a more bicycle friendly and pedestrian friendly community."

Southern Mesquite could also be getting its own trail system in the near future. The city's master plan for trails includes two paths on Military Parkway.

"We've secured a project to build that section of trail," Hozapfel said. "It would make a link from the rodeo convention center [Mesquite Convention Center] all the way to our downtown area."

The city has also secured funds for a trail that would run from the southern part of Military Parkway to the Dallas city limit. Holzapfel said he hopes to have designs ready by the end of next year.

Construction on the second phase of the Mesquite Heritage Trail is scheduled to begin in spring 2016.

"I feel like this is an awesome improvement to Mesquite," Buruato said. "It really gives us a much better impression that the city really does care about bettering Mesquite."

Clayton Youngman is a reporter for neighborsgo and can be reached at 214-977-8058.

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North Central Texas
Council of Governments

PRESS RELEASE

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Transportation Funding Opportunities and Projects to be Explored July 13-16

North Texans can review, give input on recommendations at public meetings and online

July 10, 2015 (Arlington, Texas) – Federal Transit Administration funding and development of the 2017-2020 Transportation Improvement Program (TIP) will be discussed during public meetings on July 13 in Carrollton, July 15 in Arlington and July 16 in Fort Worth.

NCTCOG recently issued a call for projects to competitively award Federal Transit Administration funding from two programs that support transportation services for seniors, persons with disabilities, and low-income individuals. Approximately \$4.9 million in funding was available to award in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. Staff will present recommendations to award five projects the available federal funding.

Efforts related to development of the 2017-2020 TIP, a near-term list of funded transportation projects, will also be presented. A determination will be made regarding which of the Regional Transportation Council's (RTC) ongoing air quality and management/operations projects should be continued, which ones can be discontinued and which new programs/projects of this nature should be considered for inclusion in the new TIP. Staff will introduce efforts to extend both new and existing RTC air quality and management/operations projects and programs. Additional intersection improvement projects are being proposed for funding as well.

Additionally, a review of legacy transportation projects will be introduced during the meetings. Staff is developing the list of projects on which funding is expected to be spent between 2017 and 2020, and a list of projects funded 10 or more years ago, but not yet implemented is under review. The intent is to ensure high-priority, ready-to-proceed projects receive funding, and to determine if older, lower priority projects should be canceled. Staff will review the list of legacy projects and steps required of the implementing agencies for projects to continue to be funded.

Following the meeting on July 15, a video recording of the discussion will be posted at www.nctcog.org/meetings.

Public Meeting Details

<p>Monday, July 13 6:30 p.m. Josey Ranch Lake Public Library 1700 Keller Springs Road Carrollton, TX 75006</p>	<p>Wednesday, July 15 2:30 p.m. North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011</p>	<p>Thursday, July 16 6:30 p.m. Fort Worth Intermodal Transportation Center 1001 Jones Street Fort Worth, TX 76102</p>
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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.

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North Central Texas
Council of Governments

PRESS RELEASE

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New Park-and-Ride Lot Open Near IH 30 in Grand Prairie Commuters, Special Event Goers Benefit

July 20, 2015 (Arlington, Texas) – With easy access to IH 30 and near major interchanges with north-south roads, the free park-and-ride lot in Grand Prairie is en route to major employment destinations and popular sports and entertainment attractions, making it ideal for North Texans carpooling to work and special events.

The new park and ride lot with 328 spaces is accessible from IH 30 Belt Line Road exits today, and ultimately, it will also connect to entrances and exits of managed toll/HOV lanes on IH 30, which are under construction. Carpoolers may leave cars parked for the day, and two regional resources, www.tryparkingit.com and www.dfwconnectaride.com, help North Texans find carpools or vanpools for work and special events, respectively.

Try Parking It focuses on commuters and matching carpoolers and vanpoolers with similar work trips. DFW Connect a Ride focuses on real-time ridesharing for occasional carpooling needs to work, popular destinations and/or special events.

Beyond standing out for its regional access and central location, the park-and-ride lot features a 233-foot recycled glass Prairie Ribbon mosaic of native grasses and bluebonnets. The mosaic includes an estimated 780,000 one-inch tiles. Fort Worth artist Pamela Summers designed the artwork installed by 10 participants in the City of Grand Prairie's Weed and Seed program that provides qualified ex-offenders job training. In the process, participants learned about art, photography and tile. A grant from the National Endowment for the Arts and donations from local sponsors funded the mosaic.

The park-and-ride lot was a joint project between the City of Grand Prairie and the Regional Transportation Council.

From Fort Worth/Arlington on Eastbound IH 30:

Take Exit 34 for Belt Line Road
Keep right for IH 30 Frontage Road
Enter the facility on the right

From Dallas/Irving on Westbound on IH 30:

Take Exit 34 for Belt Line Road
Merge onto IH 30 Frontage Road
Take the Texas U-turn from the left lane to get on the Eastbound IH 30 Frontage Road
Enter the facility on the right

About the North Central Texas Council of Governments:

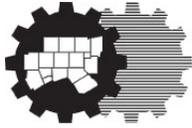
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments 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:

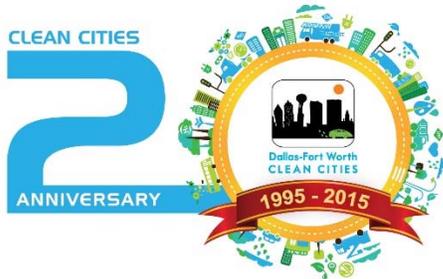
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers 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.

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North Central Texas
Council of Governments

PRESS RELEASE
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Workplace Charging Road Show to Highlight EVs

Event to help companies considering installing charging stations

July 21, 2015 (Arlington, Texas) – North Texans are invited to learn about electric vehicles (EVs) and EV charging at the Dallas-Fort Worth area stop of the Texas Workplace Charging Road Show on July 30 at Microsoft Corp. in Irving. The workshop is scheduled for 9 a.m. with registration set to begin at 8:30 a.m.

This workshop is hosted by the North Central Texas Council of Governments and Dallas-Fort Worth Clean Cities Coalition and is open to representatives of any employer. Target audiences include facilities and sustainability managers, transportation planners, human resources managers and others interested in the details of providing charging stations at work.

The workshop will feature state Rep. Jason Villalba, R-Dallas, who authored a bill that would have allowed manufacturers of EVs, such as Tesla, to sell their vehicles directly to consumers in Texas. Current state law requires cars to be sold through dealerships.

Attendees can also hear from representatives of companies offering EV charging to their employees and meet equipment vendors. Microsoft is among the growing list of businesses offering charging stations for employees with plug-in electric vehicles, a benefit likely to become more important as the popularity of EVs increases. Texas is already among the top 10 states in the number of EVs on the road. Test driving opportunities will be available for people who would like to experience what it is like to drive an electric vehicle.

Additionally, the workshop will include:

- A general introduction to EVs and charging stations
- Information on available EV resources
- A discussion of how workplace charging can serve as a valuable employee incentive
- Best practices for installing and managing a successful workplace charging program

Offering charging stations can improve range confidence of EV owners, help employee recruiting and retention and enhance a company's "green" image. It may also result in a cost savings for companies interested in converting their fleets to electric, since operating costs can be lower. The community may benefit through the resulting improvement to air quality.

This statewide event will also include stops in Houston, San Antonio and Austin. Additional information and registration details can be found at DFWCleanCities.org/workplacecharging. There is no cost for the workshop, which will last until 2 p.m. Breakfast and lunch will be served.

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

About Clean Cities:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally-based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector.

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MEDIA ADVISORY

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Texas Rangers Park-and-Ride Lot Grand Opening Media Event

Pitcher Shawn Tolleson to be in First Carpool

July 27, 2015 (Arlington, Texas) – A new park-and-ride lot is opening at the corner of Copeland and AT&T Way in Arlington, and a media event 1:15 p.m. Wednesday, July 29 will include remarks from local officials and the departure of the first carpoolers.

- | | |
|------------------------------|--|
| 1:15 p.m. - 1:20 p.m. | Rob Matwick
Executive Vice President, Business Operations
Texas Rangers |
| 1:20 p.m. – 1:25 p.m. | Kathryn Wilemon
Mayor Pro Tem
City of Arlington |
| 1:25 p.m. | Park and Ride Lot Grand Opening
First carpoolers Rangers closer Shawn Tolleson and
Rangers Captain depart |

Additional time for one-on-one interviews to follow with Rob Matwick, Kathryn Wilemon and Michael Morris, Director, NCTCOG Transportation Department.

The park-and-ride lot is a partnership between the Texas Rangers and North Central Texas Council of Governments with signage assistance from the City of Arlington and Texas Department of Transportation.

With easy access to IH 30 and near major interchanges with north-south roads, the free Texas Rangers park-and-ride lot in Arlington is en route to major employment destinations, making it a significant benefit to drivers and the region.

The Texas Rangers designated 100 spaces in Lot G for free commuter access 6:30 a.m. to 7 p.m. Monday through Friday. The lot is unavailable on weekends. Signage and pavement markings designate the spaces available to park-and-ride users. The lot has direct access to the IH 30 HOV/managed lane in addition to easy access to both eastbound and westbound IH 30.

Carpoolers may leave cars parked for the day, and tryparkingit.com helps North Texans find carpools or vanpools for work.

From Fort Worth/Arlington on Eastbound IH 30:

Take Exit 28 for Baird Farm Road/Ballpark Way/Legends Way
Merge onto IH 30 Frontage Road/E. Copeland Road
Enter the parking lot on the right

From Dallas/Irving/Grand Prairie on Westbound on IH 30:

Take Exit 29 for Ballpark Way
Merge onto IH 30 Frontage Road
Turn left at Baird Farm Road
Continue straight over IH 30 onto AT&T Way
Enter the parking lot on the right

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About the Texas Rangers:

The Texas Rangers moved to Arlington from Washington, D.C. prior to the 1972 season. The team plays its games at Globe Life Park in Arlington, where it has attracted more than two million fans 19 times since the park opened in 1994. The Rangers were American League champions in 2010 and 2011 and have advanced to postseason play three times in the last five seasons.

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North Central Texas
Council of Governments

PRESS RELEASE

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NCTCOG Coordinating with Local Officials on UAS Technology Integration

Efforts being made to balance safety, privacy of important aviation tool

Aug. 4, 2015 (Arlington, Texas) – Traditional airplanes and helicopters are increasingly being joined in the skies by unmanned aircraft systems (UAS). With the growing popularity of UAS technology, it is important to develop policies and procedures that balance safety and privacy so this tool can continue to be used effectively in the region.

The North Central Texas Council of Governments (NCTCOG) is working with the public, first responders, the aviation industry and other partners to encourage safe operation of all types of aircraft.

At the request of its Air Transportation Technical Advisory Committee, NCTCOG has compiled a [report](#) detailing UAS policy, currently approved operational frameworks, and recommendations to municipalities that promote safe operation of unmanned aircraft, address privacy concerns and consider opportunities to capitalize on the benefits of this emerging technology.

UAS technology is becoming increasingly more affordable and leveraged in other sectors, including search and rescue, agriculture and transportation planning. Instead of relying on manned aircraft, agencies may now be able to safely obtain the same or higher quality data and information more cost-effectively with unmanned platforms.

With two major commercial, 11 reliever and 56 general aviation airports in the region, safe use of this technology is a priority for NCTCOG and its regional aviation partners. Nationally, an estimated 25 incidents where unmanned aircraft are flying too high in active airspace occur monthly, according to the Federal Aviation Administration. In recent months, there have been examples of unauthorized UAS activity near local airports.

While the federal government is reviewing public comments on a proposed rulemaking for the use of small unmanned aircraft, local aviation and law enforcement officials have requested coordination to promote safe regional UAS operation and planning support for integration of the technology. This includes guidelines and education to ensure people using these increasingly capable aircraft are not interfering with traditional flight operations.

NCTCOG will continue working with partners through workshops and other outreach efforts to help facilitate a regional effort that allows UAS technology to realize its potential while ensuring the skies remain safe for traditional aviation activities. For more on this regional effort, visit NCTCOG.org/uas.

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Regional Air Quality and Management and Operations Programs and Projects

As the North Central Texas Council of Governments (NCTCOG) staff begins development of the 2017-2020 Transportation Improvement Program (TIP), we would like to ensure that the Regional Transportation Council's (RTC's) ongoing air quality and management/operations programs and projects are funded into the new TIP. To this end, NCTCOG staff has evaluated the list of existing management and operations, NCTCOG-implemented, and regional/air quality programs funded by the RTC to determine which ones should be continued, which ones can be discontinued, and if there are any new programs/projects of this nature that should be considered. The proposed projects and programs are included in the following pages.

Column Definitions:

TIP Code – The individual project identifier assigned by NCTCOG staff

Project Description/Scope of Work – Basic project description

Proposed Funding Source(s) – Funding category staff is recommending for each program/project based on eligibility and availability.

Proposed Match Source – Anticipated entity/funding source for the 20% local match. Please note that staff is recommending that the RTC waive the 20% match requirement on selected projects/ programs proposed for RTR and RTC Local funding (due to the inability to identify a local match participant).

2015 Request – Amount of new funding being requested in FY 2012

2016 Request – Amount of new funding being requested in FY 2013

2017 Request – Amount of new funding being requested in FY 2014

2018 Request – Amount of new funding being requested in FY 2015

Total New Funds Requested – Total amount of new funding being requested for programs/projects

Comments – Any special notes regarding the relevant project/program

Category – Projects have been designated as follows:

“A” – These projects are mostly pass-through funding, meaning that NCTCOG manages the program, but most funds are passed through to other agencies in the region.

“B” – These projects mostly provide for NCTCOG staff time to implement and administer the programs approved by the RTC

**FY 2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

Draft Proposal*										
TIP Code	Project Description/ Scope of Work	Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018	Total New Funds Requested	Comments	Category**
11186.3	Freeway Incident Management Program (FIM)	CMAQ	TDCs	\$0	\$0	\$0	\$2,100,000	\$2,100,000	Existing funding to support FY 2016 and FY 2017; new funds requested for new call for projects, training, and administration	A
11645	Disadvantaged Community Training, Employment, & Minority Contracting Program	STP-MM	N/A	\$0	\$100,000	\$100,000	\$100,000	\$300,000	Funding requested for continuation of project; No match required for workforce development projects (100% federal)	B
11646	Bottleneck Removal Through Use of Freeway Shoulders (Fort Worth District)	STP-MM	TxDOT (State Match)	\$0	\$0	\$100,000	\$1,500,000	\$1,600,000	Existing project is funded under TIP 11492	A
Land Use/Transportation and Bike/Pedestrian Initiatives										
11647	Bicycle/Pedestrian Planning	STP-MM	TDCs	\$0	\$0	\$0	\$300,000	\$300,000	Existing funding to support FY 2016 and FY 2017 operations; new funds requested for survey data collection in FY 2018	B
	Transit Oriented Development	STP-MM	TDCs	\$0	\$0	\$0	\$100,000	\$100,000	Existing funding to support FY 2016 and 2017 operations; FY 2018 funds requested for data collection, online mapping, and quarterly reviews	B
	Development of Regional Pedestrian Safety Program Plan	STP-MM	TDCs	\$0	\$0	\$500,000	\$0	\$500,000		B
	Implementation Administration Sustainable Development	STP-MM	TDCs	\$0	\$0	\$250,000	\$250,000	\$500,000	Existing funding to support FY 2015 and FY 2016 implementation; new funding requested for FY 2017 and FY 2018	B
Congestion Management Operations										
11648	Data Archiving	STP-MM	TDCs	\$0	\$0	\$60,000	\$60,000	\$120,000	Existing funds will support FY 2015 and FY 2016 operations	B
	Regional ITS Architecture	STP-MM	TDCs	\$0	\$0	\$40,000	\$80,000	\$120,000		B
	Reimbursement of Managed Lane Cost for Regional Vanpool Program	STP-MM	TDCs	\$0	\$81,200	\$86,100	\$91,350	\$258,650		A
	Mobility Assistance Patrol Implementation/Administration	STP-MM	TDCs	\$0	\$0	\$0	\$60,000	\$60,000	Existing funds to be used through FY 2017	B
11649	DART Vanpool Program	STP-MM	Local	\$0	\$0	\$2,975,000	\$3,034,500	\$6,009,500	Reduce subsidy to 35%; NCTCOG staff to seek sponsorships to reduce subsidy even further; In order for agencies to receive funds in future years, NCTCOG staff will coordinate with agencies to streamline programs so that policies are consistent across the implementing agencies	A

*Funding in total dollars unless requesting TDCs, then amount is 100% federal.

**Buckets: A) Mostly pass-through funds, or B) Mostly staff time

**FY 2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

Draft Proposal*										
TIP Code	Project Description/ Scope of Work	Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018	Total New Funds Requested	Comments	Category**
11639	DCTA Vanpool Program	STP-MM	Local	\$0	\$668,950	\$895,050	\$1,097,350	\$2,661,350	Reduce subsidy to 35%; NCTCOG staff to seek sponsorships to reduce subsidy even further; In order for agencies to receive funds in future years, NCTCOG staff will coordinate with agencies to streamline programs so that policies are consistent across the implementing agencies	A
11176.7	FWTA Vanpool Program	STP-MM	Local	\$0	\$0	\$2,014,500	\$2,091,000	\$4,105,500	Reduce subsidy to 35%; NCTCOG staff to seek sponsorships to reduce subsidy even further; In order for agencies to receive funds in future years, NCTCOG staff will coordinate with agencies to streamline programs so that policies are consistent across the implementing agencies	A
11650	Corridor Studies and Capital Asset Management	STP-MM	TDCs	\$0	\$0	\$0	\$400,000	\$400,000	Existing funding to support FY 2016 and FY 2017 operations (under TIP 11613).	B
11616	Regional Traffic Signal Retiming - Various Locations -- Develop and implement traffic signal coordination in 9 county nonattainment area	CMAQ	Local	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000	Existing funding expected to be depleted in FY 2016	A
11618	Regional Mobility Assistance Patrol Program - Dallas District	STP-MM	TxDOT (State Match)	\$0	\$564,000	\$3,841,069	\$3,942,500	\$8,347,569		A
11619	Regional Mobility Assistance Patrol Program - Fort Worth District	STP-MM	TxDOT (State Match)	\$0	\$0	\$731,250	\$1,718,750	\$2,450,000		A
11630	Regional ITS Quality Implementation - Ensure effective use of ITS devices, including for data collection	CMAQ	Local/State	\$0	\$500,000	\$500,000	\$500,000	\$1,500,000		A

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**FY 2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

Draft Proposal*										
TIP Code	Project Description/ Scope of Work	Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018	Total New Funds Requested	Comments	Category**
11888.3	Regional Study of Aviation in Higher Education	RTC/Local	N/A	\$0	\$25,000	\$50,000	\$50,000	\$125,000	Request to change TIP name to Aviation Outreach and Education, Including Simulator; Sponsorships being sought to fund this effort, if sponsorships are received, the RTC/Local funding will be reduced by the amount of sponsorships received; project must go through RTC/local review process	B
11888.5	Aviation Support	RTC/Local	N/A		\$10,000	\$10,000	\$10,000	\$30,000	Request to split from TIP 11888.4; project must go through RTC/local review process	B
11651	Bike/Pedestrian Safety Pool - including TOD, pedestrian connections, school siting, etc.	CMAQ	Local	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$6,000,000	Pass through for construction; May need to place all funds in FY 2019 until specific projects are identified; Use revenues from existing project (TIP 11614.2) first.	A
11888.6	Regional Airport System Planning Support	RTC/Local	N/A	\$0	\$60,000	\$50,000	\$50,000	\$160,000	Funds provide match for FAA grant and other efforts; if grants are received, may or may not need additional funding; Includes \$10,000 in local match funding for the Regional Airport System Planning Support project (do not use TDCs); project must go through RTC/local review process project must go through RTC/local review process	B
11888.7	Unmanned Aircraft System Planning and Implementation (Ordinance)	RTC/Local	N/A	\$0	\$50,000	\$50,000	\$50,000	\$150,000	Try to fund using TxDOT research dollars (Dave Folten) first and RTC/local funds second; project must go through RTC/local review process	B
11652	Regional Minor Intersection Equipment Program - Pool for future minor improvements such as traffic signal cabinets, etc.	CMAQ	Local/State	\$0	\$0	\$2,500,000	\$0	\$2,500,000	NCTCOG will serve as implementing agency	A
11653	High Speed Rail Initiatives - Planning and Engineering for High Speed Rail Initiatives	RTR	N/A	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$4,500,000		A

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**FY 2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

TIP Code	Project Description/ Scope of Work	Draft Proposal*							Total New Funds Requested	Comments	Category**
		Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018				
11654	MPO Planning Support, Technical Expertise, and Assistance, including Innovative Legal and Financial Mechanisms										
	Metropolitan Planning Organization Planning Support, Technical Expertise, and Assistance for Surface Transportation Projects	RTR	N/A	\$0	\$0	\$320,000	\$320,000	\$640,000	Existing funding to support FY2015 and FY 2016 in TIP 20255; new funding requested in FY2017 and FY 2018	B	
	Innovative Financial and Legal Coordination	RTR	N/A	\$0	\$100,000	\$112,500	\$125,000	\$337,500	Seek private sector memberships and TxDOT funding for these activities to offset federal request	B	
11655	Revenue and Project Tracking, Software Development Project, and Fiscal Management Information Systems										
	Revenue and Project Tracking System and Software Development Project	STP-MM	TDCs	\$0	\$0	\$350,000	\$350,000	\$700,000	Existing funding to support FY 2016 operations; new funding requested FY 2017 and FY 2018	B	
	Fiscal Management Information Systems	STP-MM	TDCs	\$0	\$0	\$0	\$400,000	\$400,000		B	
11635	Implementation/Administration of Air Quality and Transportation Projects Funded with RTR funds	RTR	N/A	\$626,972	\$0	\$250,000	\$600,000	\$1,476,972	Existing funding to support FY 2016 operations; \$1,476,972 in new funding requested (\$626,972 for RTC/Local repayment and \$850,000 in new RTR funds)	B	
11633	Program Oversight Coordination, Including Department Streamlining Initiatives, Procurement, Contracting, DBE Process, and Legal										
	Program Oversight Coordination -- Departmental streamlining policies and procedures coordination; program administration pre-award activities and development	STP-MM	TDCs	\$0	\$0	\$100,000	\$600,000	\$700,000	\$700,000 new funding requested for FY 2017 and FY 2018; need TIP action to move \$432,000 from FY 2016 to FY 2017; New CSJ needed for new funding	B	
	Procurement/Contracting/DBE Process	STP-MM	TDCs	\$0	\$0	\$100,000	\$100,000	\$200,000		B	
	RTC policy and project coordination - Legal	STP-MM	TDCs	\$0	\$100,000	\$112,500	\$125,000	\$337,500	Seek private sector memberships and TxDOT funding for these activities to reduce federal request	B	
11892	Naval Air Station Joint Reserve Base Joint Land Use Development Study - Planning and Administration	RTC/Local	N/A	\$0	\$0	\$50,000	\$50,000	\$100,000	Existing funding to support FY 2016; \$100,000 new funding request; project must go through RTC/local review process	B	
11656	Solar Panel Demonstration Project to Save \$10K per Year on Electricity	RTC/Local	N/A	\$0	\$50,000	\$0	\$0	\$50,000	Project must go through RTC/local review process	B	

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**FY 2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

TIP Code	Project Description/ Scope of Work	Draft Proposal*							Total New Funds Requested	Comments	Category**
		Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018				
11657	Air Quality Marketing and Education										
	Air Quality Marketing	CMAQ	TDCs	\$0	\$450,000	\$725,000	\$750,000	\$1,925,000	AQ team to get RTC approval for specific marketing campaigns; Early RTC action was taken at the July 2015 meeting to ensure continued program operation through FY 2016	B	
	Air Quality Education	CMAQ	TDCs	\$0	\$600,000	\$600,000	\$600,000	\$1,800,000	Only CMAQ eligible items can be performed; Early RTC action was taken at the July 2015 meeting to ensure continued program operation through FY 2016	B	
11979.3	Regional Emissions Reduction Program										
	Regional Emissions Reduction Program, Including Emissions Enforcement, Inspection and Maintenance, Idling Restrictions, and Clean Vehicles	STP-MM	TDCs	\$0	\$0	\$1,200,000	\$1,350,000	\$2,550,000	The first \$1,000,000 to be paid from existing funds for staff time, which will be used/reprogrammed for this effort (\$850,000 in FY 2016 & \$150,000 in FY 2017); FY 2017 amount reduced by \$150,000 left over from FY 2016 as noted above; May require TIP action to clarify scope of work	B	
	Field Operations - Includes compliance and on-site inspections	STP-MM	TDCs	\$0	\$0	\$0	\$150,000	\$150,000	Existing funding to support FY 2016 and FY 2017 operations	B	
	Transportation Conformity Technical Assistance	STP-MM	TDCs	\$0	\$120,000	\$180,000	\$240,000	\$540,000		B	
11658	Emissions Reduction Strategies for Ozone Precursors Including Volatile Organic Compound (VOC) Controls and Other Designated Pollutants	CMAQ	TDCs	\$0	\$200,000	\$400,000	\$400,000	\$1,000,000		B	
11659	Purchase/Maintain or lease a NCTCOG transportation department vehicle (low emissions vehicle)	RTC/Local	N/A	\$0	\$10,000	\$10,000	\$10,000	\$30,000	\$30,000 new funding to purchase and maintain a new vehicle; assumes \$10,000 trade-in value of the existing vehicle; therefore, purchase vehicle for no more than \$40,000; may need to lease the vehicle; project must go through RTC/local review process	B	

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**FY 2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

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		Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018				
11660	Air Quality Energy Efficiency Initiatives	RTC/Local	N/A	\$0	\$50,000	\$50,000	\$0	\$100,000	\$100,000	\$100,000 new funding requested for participation in various energy efficiency projects that have air quality benefits (PACE, power plants, solar efforts, etc.); project must go through RTC/local review process	B
20268.3	Update Hunt County Transportation Plan to identify improvements to IH 30, SH 66, & US 380 and start a multimodal transportation plan in Collin County including added north/ south capacity and east/west connections across the lakes	STP-MM	TDCs	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	Spend down existing funds on Hunt and Collin County planning studies first	B
11622	Travel Survey & Data Collection Program -- To provide travel information used to create analytical tools for all planning, air quality, and management project in the MPA	STP-MM	TDCs	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	FY 2018 request includes annual household survey, annual purchase of traffic count and speed data and start of the dynamic traffic assignment project (\$500K for sidfire devices awarded through another mechanism)	B
11631	Environmental Justice Activities and Toll roads user survey -- Conduct stated preference survey to assess potential economic implications of a system of toll roads in DFW including environmental justice issues	STP-MM	TDCs	\$0	\$400,000	\$0	\$0	\$400,000	\$400,000	Seek research funding from TxDOT for this effort (any funds received will decrease STP-MM commitment); TIP action also needed to delay existing FY 2015 funds to FY 2016	B
11661	Expedite 404 Permits and Implement Regional Mitigation Bank	RTR	Local	\$0	\$0	\$250,000	\$250,000	\$500,000	\$500,000	Existing funding to support FY 2016 operations; \$500,000 new funding requested	B

*Funding in total dollars unless requesting TDCs, then amount is 100% federal.

**Buckets: A) Mostly pass-through funds, or B) Mostly staff time

**FY 2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

Draft Proposal*										
TIP Code	Project Description/ Scope of Work	Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018	Total New Funds Requested	Comments	Category**
11662	Review and Streamlining of Critical Regional Transportation Projects; Expedite project delivery and environmental permitting/clearances in coordination with transportation agencies	TxDOT	N/A	\$0	\$200,000	\$200,000	\$200,000	\$600,000	New Project; MM to seek funds from TxDOT for this effort	B
				\$626,972	\$7,839,150	\$24,262,969	\$30,705,450	\$63,434,541		

Financial Summary					
Funding Source	2015	2016	2017	2018	Total
CMAQ	\$0	\$3,750,000	\$7,725,000	\$7,350,000	\$18,825,000
STP-MM	\$0	\$2,034,150	\$13,635,469	\$20,140,450	\$35,810,069
RTR	\$626,972	\$1,600,000	\$2,432,500	\$2,795,000	\$7,454,472
RTC/Local	\$0	\$255,000	\$270,000	\$220,000	\$745,000
TxDOT	\$0	\$200,000	\$200,000	\$200,000	\$600,000
Total	\$626,972	\$7,839,150	\$24,262,969	\$30,705,450	\$63,434,541
TDCs	0	390,240	940,720	2,101,270	3,432,230

Category Summary					
Category	2015	2016	2017	2018	Total
A - Mostly pass-through funds	\$0	\$5,314,150	\$18,142,969	\$20,575,450	\$44,032,569
B - Mostly staff time	\$626,972	\$2,525,000	\$6,120,000	\$10,130,000	\$19,401,972
Total	\$626,972	\$7,839,150	\$24,262,969	\$30,705,450	\$63,434,541

*Funding in total dollars unless requesting TDCs, then amount is 100% federal.

**Buckets: A) Mostly pass-through funds, or B) Mostly staff time



PROPOSED AIR QUALITY AND MANAGEMENT/OPERATIONS PROGRAMS AND PROJECTS:

Response to New Air Quality Conformity Initiatives

Regional Transportation Council
August 13, 2015

Christie J. Gotti
North Central Texas Council of Governments
<http://www.nctcog.org/trans/tip>



BACKGROUND

STTC and RTC typically consider extending existing and funding new regional air quality and management/operations programs every few years (i.e., vanpool program, signal timing):

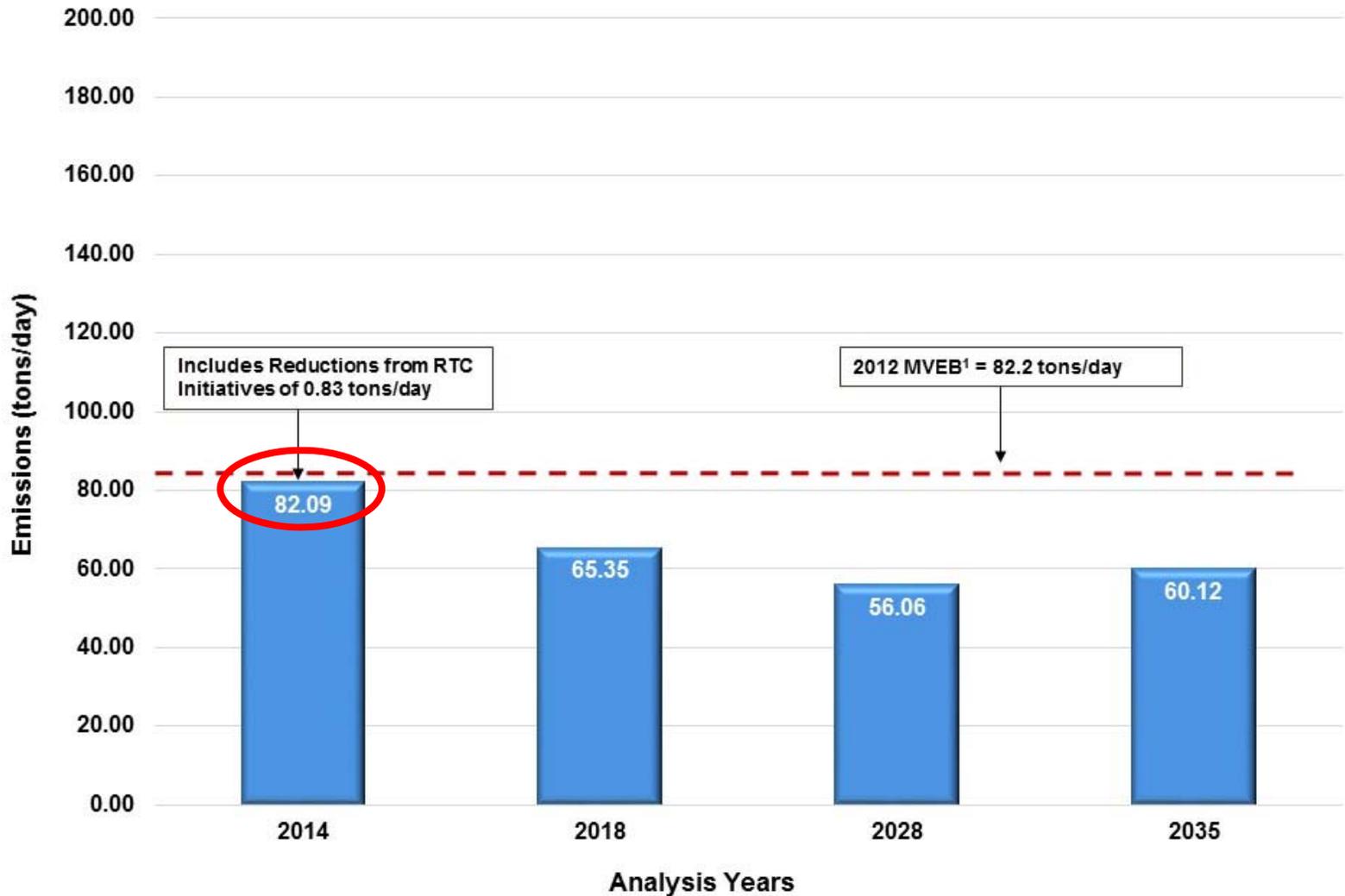
- Previous review occurred during the 2013-2016 Transportation Improvement Program (TIP) development
- Staff has reviewed regional projects/programs in preparation for the 2017-2020 TIP

Need for action:

- Ensures that programs and projects continue without interruption
- Enables staff to respond to requests for planning and implementation assistance (e.g., environmental justice for toll roads and data collection efforts)

AIR QUALITY EFFECTIVENESS

VOLATILE ORGANIC COMPOUNDS EMISSION RESULTS



¹ Source: Environmental Protection Agency Notice of Adequacy Status of the Dallas-Fort Worth, TX Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes; Federal Register; pp 7429-7430; Published: Feb. 1, 2013; Effective February 19, 2013; <http://www.gpo.gov/fdsys/pkg/FR-2013-02-01/html/2013-02219.htm>



FUNDING SUMMARY

(\$ IN MILLIONS)

Funding Category	Total Funding
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$18.83
Surface Transportation Program – Metropolitan Mobility (STP-MM)	35.81
Regional Toll Revenue (RTR)	7.45
RTC Local	0.74
Texas Department of Transportation (TxDOT) [to be requested]	0.60
Total of All Categories	\$63.43



FUNDING SUMMARY

(\$ IN MILLIONS)

- A portion of funds used by NCTCOG staff to implement regional projects and programs
- The balance is passed through to local or transportation agencies in the region

Category of Expenditure	Funding Amount
NCTCOG Implemented (Staff Time and Consultants)	\$19.40
Pass-Through to Local and Transportation Agencies	44.03
Total	\$63.43



RTR/PROPOSITION 1 PARTNERSHIP PROPOSED

- Through upcoming Proposition 1 project selection, propose to increase Proposition 1 allocation to projects with Denton County RTR funds
- Redirected RTR funds proposed to be split 50/50 with Denton County RTR accounts maintaining half and the regional accounts receiving half
- Utilizes State funds for on-system roadways
- Frees up RTR funds for regional programs that do not have a clear RTR county account
- Anticipate approximately \$45 million total
 - \$22.5 million to Denton County RTR Account
 - \$22.5 million to Regional Account
- Partnerships with Collin and Dallas counties will also be pursued

PROPOSED ACTION

Staff recommends approval of:

- The RTC Air Quality and Management/ Operations projects as listed in Reference Item 4.1.
- The proposed Denton County RTR/ Proposition 1 Partnership
- Staff to administratively amend the TIP/STIP to include the proposed funding, as needed



TIMELINE

June 2015

STTC Information

July 2015

RTC Information (Requested early action on one project)

STTC Approval

Public Review and Comment

August 2015

RTC Approval





QUESTIONS? CONTACT INFORMATION

Christie J. Gotti

Senior Program Manager

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Adam Beckom, AICP

Principal Transportation Planner

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FORMALIZATION OF THE REGIONAL TRANSIT VEHICLE LOANER PROGRAM

Regional Transportation Council
August 13, 2015

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





Background

Since 2003, NCTCOG has served as designated recipient of Federal Transit Administration (FTA) funds on behalf of small transit providers

Since 2009, NCTCOG has competitively procured transit vehicles to reduce administrative burden and lower costs via economies of scale

The first group of vehicles purchased are now reaching the end of their FTA-defined useful life, have been replaced by newer models, and could be utilized by regional agencies in need of vehicles

There is no new funding necessary to administer this program

Loaner Vehicles

Approximately 5-15 transit vehicles will be available annually through the loaner program depending on need, condition, and mileage

Two types of vehicles will be available beginning in FY2016: conversion minivans and light-duty buses



Program Structure

Agency Type	Examples	Contracting Mechanism
Traditional NCTCOG Subgrantee	Span, Inc. STAR Transit	Existing Interlocal Agreement
Nontraditional Transit Provider	Non-profits (e.g., Catholic Charities) Local Government (e.g., Dallas County)	Asset Agreement
FTA Grantee	City of Arlington Denton County Transportation Authority	Grantee-to-Grantee Transfer

Timeline

ACTION	WHEN
RTC: Action Item	August 13, 2015
Executive Board Approval	August 27, 2015
Pilot Vehicle Loan to DCTA	Late August/Early September 2015
Program Rollout	Fall/Winter 2015



Requested Action

Approve the formalization of the Regional Transit Vehicle Loaner Program and allow staff to proceed with implementation



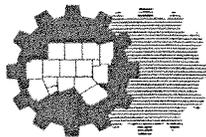
Contacts

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(817) 608-2399

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Sarah Chadderdon
Senior Transportation Planner
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North Central Texas Council Of Governments

July 7, 2015

Mr. Robert C. Patrick
Regional Administrator
Federal Transit Administration
Region VI
819 Taylor Street
Fort Worth, TX 76102

Dear Mr. Patrick:

The North Central Texas Council of Governments (NCTCOG) requests Federal Transit Administration (FTA) approval to initiate a grantee-to-grantee transfer of four light-duty buses from NCTCOG to Denton County Transportation Authority (DCTA). These vehicles, listed in Attachment 1, are currently held by Span, Inc., a subrecipient of NCTCOG, but have been replaced by newer vehicles and are no longer needed for service. DCTA has identified an immediate need for these vehicles and plans to use them for at least the remainder of their useful life. As required by FTA's Grant Management Circular (C 5010.1D), I have included in our request legal authorizations from NCTCOG and DCTA as well as updated rolling stock status reports for Span, Inc. and DCTA.

I appreciate your consideration of this request. Please contact Nick Vail, Senior Transportation Planner, at (817) 695-9266 or nvail@nctcog.org if you or your staff have any questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris".

Michael Morris, P.E.
Director of Transportation

NV:tmb
Attachment

DRAFT

**RESOLUTION ACKNOWLEDGING THE TEXAS DEPARTMENT OF TRANSPORTATION'S
RECEIPT OF A TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT
(TIFIA) PROGRAM LOAN FOR IH 35E AND APPROVING INCLUSION OF THE LOAN FUNDS
INTO THE IH 35E PROJECT LISTINGS
(R15-02)**

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

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the RTC is responsible for the approval of projects and project funding in the Transportation Improvement Program (TIP); and,

WHEREAS, the IH 35E project consists of adding general-purpose lanes, managed/toll lanes, and frontage-road improvements from IH 635 in Dallas County to US 380 in Denton County, and has been designated as a high-priority project by the Regional Transportation Council; and,

WHEREAS, the Regional Transportation Council adopted a Resolution (R12-01-R) concerning the development of the IH 35E project on May 10, 2012, along with a Resolution (R13-05) concerning funding of the project on July 11, 2013; and,

WHEREAS, the North Texas Tollway Authority (NTTA) has waived primacy for the IH 35E project; and,

WHEREAS, the Texas Transportation Commission awarded a design-build contract to AGL Constructors for the IH 35E project; and,

WHEREAS, the funding package for IH 35E includes a Transportation Infrastructure Finance and Innovation Act (TIFIA) Program loan on which the Texas Department of Transportation (TxDOT) has negotiated with the Federal Highway Administration (FHWA) Office of Innovative Program Delivery; and,

WHEREAS, the FHWA Office of Innovative Program Delivery requires updated Transportation Improvement Program (TIP) listings to reflect receipt of the loan.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council recognizes TxDOT's receipt of \$285 million in TIFIA Program loan funds for the IH 35E project.

Section 2. The RTC instructs NCTCOG staff to coordinate with TxDOT and FHWA to incorporate the TIFIA Program loan funds into the TIP listings for the IH 35E project.

DRAFT

Section 3. This resolution shall be transmitted to the Texas Department of Transportation Executive Director, Texas Department of Transportation Dallas District, and impacted local governments along the IH 35E project corridor.

Section 4. This resolution shall be in effect immediately upon its adoption.

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

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on August 13, 2015.

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

IH 35E CORRIDOR

RECOGNITION OF FEDERAL LOAN FOR IH 35E AND INCLUSION IN THE TRANSPORTATION IMPROVEMENT PROGRAM

Regional Transportation Council

August 13, 2015

North Central Texas Council of Governments



HISTORY – IH 35E CORRIDOR

- Limits: IH 635 to US 380
- In May 2012, the RTC passed a resolution outlining the guiding principles for development of the IH 35E project
- SB 1420 Committee recommended construction of additional general-purpose lanes, managed/toll lanes, and frontage road improvements
- In December 2012, the Texas Transportation Commission conditionally awarded a design-build contract for the project
- In May 2013, TxDOT fully executed the design-build agreement

HISTORY – IH 35E CORRIDOR

cont'd

- In July 2013, TxDOT, Denton County, and the RTC identified funding to allow TxDOT to exercise several options to be advanced with the baseline project
- All partnership agreements and loan repayments have been completed (e.g., LBJ loan repayment, RTC/Local Swap)
- Project construction began in October 2013
- Estimated completion timeframe is mid-2017

PREVIOUSLY APPROVED SOURCES OF FUNDING FOR IH 35E OPTIONS*

Funding Source	\$ in Millions
Pending TIFIA Loan	\$215.0
TxDOT ROW Funds for IH 35E Base Case**	128.0
TxDOT ROW Funds for IH 35E Options	85.2
Total	\$428.2

Notes from RTC Resolution Number R13-05:

*RTC approved the use of Denton County RTR funds as a backstop in the event that other funding sources are less than anticipated and to assist TxDOT with the cash flow needs of the project until other funding sources are available

**TxDOT ROW funds will offset existing RTR funds on base case and RTR funds will subsequently be moved to fund the additional options

FUNDING FOR IH 35E

Activity	\$ in Millions
Phase 1 Construction Funding*	\$1,172.91
Added Scope for IH 35E/IH 635 Interchange	40.00
TIFIA Program Loan	285.00
Total	\$1,497.91

*Includes funding for engineering, right-of-way/utilities, and construction phases.

COST OF ADDITIONAL IH 35E “OPTIONS” RECOMMENDATION

Activity	\$ in Millions
Baseline Cost	\$1,172.91
Additional Cost for Options	285.30
Additional Cost for IH 35E/IH 35 Interchange	40.00
Total Cost	\$1,498.21

CURRENT STATUS

- TIFIA Program loan approval is imminent
- Loan amount is higher than anticipated:
\$285 million vs. \$215 million
- FHWA is seeking RTC's recognition of the loan to TxDOT for inclusion in the TIP
- TxDOT anticipates closing on the loan in October 2015

RECOMMENDATION

- Staff recommends that the RTC:
 - Approve the resolution contained in Reference Item 6.1
 - Direct staff to administratively amend the TIP listing to reflect the TIFIA loan funding

CONTACT INFORMATION/ QUESTIONS

Christie Gotti
Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

**REGIONAL TRANSPORTATION COUNCIL RESOLUTION
ON THE DEVELOPMENT OF THE IH 35E PROJECT
(R12-01-R)**

WHEREAS, Interstate Highway 35 East (IH 35E) is of Statewide, national, and international importance for the movement of people and commerce now and for the long-term future; and,

WHEREAS, IH 35E serves as “Main Street, DFW”; and,

WHEREAS, the expansion of IH 35E consists of adding general purpose lanes, managed/toll lanes, and frontage road lanes from IH 635 in Dallas County to US 380 in Denton County and is herein after referred to as the IH 35E project; and,

WHEREAS, the IH 35E project has been designated as a high-priority project by the Regional Transportation Council (RTC); and,

WHEREAS, Local Partners, including Denton County, Dallas County, cities along the corridor, the RTC, the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), and Denton County Transportation Authority (DCTA), Congressional representatives and State legislators have been working for years to advance the IH 35E project; and,

WHEREAS, DART and TxDOT paid the local match for early RTC improvements on IH 35E in the form of HOV lanes that will be updated as part of this project; and,

WHEREAS, the Local Partners have developed innovative funding methods to advance the project such as the partnership between Denton and Dallas Counties where Denton County RTR funds were loaned to complete the IH 635 project and will be repaid with interest; and,

WHEREAS, the region prioritized funding for the DCTA A-train to be operational before the IH 35E project commences in order to mitigate traffic impacts during construction; and,

WHEREAS, currently identified funding of \$639 million includes: \$484 million in RTR funds, \$78 million in Congestion Mitigation and Air Quality (CMAQ) funds (\$55 million in repayment for Denton County bonds previously submitted to RTC), \$10 million in Surface Transportation Program-Metropolitan Mobility (STP-MM) funds, \$44 million in Proposition 14 Bond proceeds, and \$23 million in Demonstration and/or Congressional Earmark funds; and,

WHEREAS, the NTTA has waived primacy for the IH 35E project; and,

WHEREAS, the Texas Legislature has authorized the development of the IH 35E project as one of the few public-private partnerships that can proceed in Texas; and,

WHEREAS, Senate Bill 1420 (82nd Texas Legislature, Regular Session) requires for certain TxDOT toll projects, including the IH 35E project, that a committee comprised of representatives from local and regional stakeholders and TxDOT (The SB 1420 Committee) be formed to make determinations concerning the distribution of the project’s financial risk, the method of financing for the project, and the project’s tolling structure and methodology that will determine the project’s delivery method in order to ensure local and regional input into the process; and,

WHEREAS, the SB 1420 Committee on IH 35E has requested the RTC to take action on the principles guiding the construction of this project.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The RTC requests the Texas Transportation Commission provide supplemental funding to expand general purpose freeway lanes in addition to the managed/toll lanes and frontage road improvements in the initial expansion of Interstate Highway 35 East. The initial phase of the Interstate Highway 35 East project should also include bridge structures across Lake Lewisville sufficient for frontage roads and additional capacity improvements.

Section 2. The RTC will request the SB 1420 Committee and the Texas Transportation Commission provide that the initial expansion of Interstate Highway 35 East include improvements along the entire IH 35E Corridor from IH 635 in Dallas County to US 380 in Denton County.

Section 3. The RTC acknowledges that the RTR revenue funds allocated to IH 35E in Denton County or future RTR funds in Dallas County cannot be spent without the express authorization of the respective Commissioners Court by resolution. Existing RTC policy requires RTR funded projects be accompanied with input from impacted local governments.

Section 4. The RTC requests formal action by Denton and Dallas Counties and cities along the corridor before the Texas Transportation Commission takes final action on construction plans on IH 35E.

Section 5. The RTC will request that the SB 1420 Committee issue a report containing determinations that are consistent with air quality conformity, the findings of Mobility 2035 and the National Environmental Policy Act (NEPA) documents related to the IH 35E project.

Section 6. The RTC will assist local stakeholders in initiating conversations with local governments, regional leaders, the Texas Transportation Commission and other interested public and private partners to allocate additional resources to the project, including private equity, local, State and federal funds in order to build as much of the IH 35E project as possible.

Section 7. The RTC will request that the SB 1420 Committee commit to meeting TxDOT's schedule to make the required determinations as soon as possible.

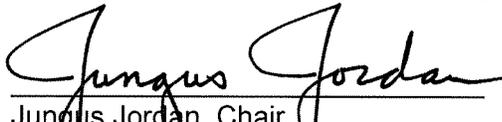
Section 8. The RTC requests that revised cost estimates and financial analyses of the IH 35E project be completed during the Request For Qualifications (RFQ) process for the project, and this information and information concerning any additional funding identified for the project be provided to the SB 1420 Committee on or before the completion of the RFQ process, and requests that the SB 1420 Committee make determinations that result in one delivery method for the IH 35E project, and that the SB 1420

Committee submit its report to the Executive Director of TxDOT prior to the issuance of a Request for Proposals (RFP) for the project.

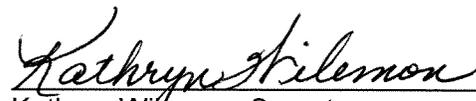
Section 9. The RTC will request that TxDOT complete the procurement process for the IH 35E project as expeditiously as possible, hopefully no later than December 2012.

Section 10. The RTC will commit that excess revenue derived within the limits of the project will not be used on other projects until the IH 35E project from IH 635 to US 380 is completed, as described in the NEPA documents. Existing RTC policy requires that revenues shall remain in the counties in which the revenue-generating project is located.

Section 11. A copy of this resolution shall be transmitted to the Texas Transportation Commission, the TxDOT Executive Director, the IH 35E SB 1420 Committee, impacted State legislators and impacted local governments.


Jungus Jordan, Chair
Regional Transportation Council
Councilmember, City of Fort Worth

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 10, 2012.


Kathryn Wilemon, Secretary
Regional Transportation Council
Councilmember, City of Arlington

**RESOLUTION APPROVING FUNDING STRATEGY FOR IH 35E OPTIONS
(R13-05)**

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

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the IH 35E Project consists of adding general-purpose lanes, managed/toll lanes, and frontage-road improvements from IH 635 in Dallas County to US 380 in Denton County, and has been designated as a high-priority project by the Regional Transportation Council; and,

WHEREAS, the Regional Transportation Council adopted a Resolution (R12-01-R) concerning the development of the IH 35E Project on May 10, 2012; and,

WHEREAS, the North Texas Tollway Authority (NTTA) has waived primacy for the IH 35E Project; and,

WHEREAS, the Texas Transportation Commission made a conditional award of a design-build contract to AGL Constructors for the IH 35E Project subject to certain conditions; and,

WHEREAS, the conditional award includes a base project for which funding has been identified (\$980 million), along with nine optional improvements with an additional cost of \$372.6 million that the Texas Department of Transportation (TxDOT) can exercise if additional funding becomes available; and,

WHEREAS, it is necessary to identify the funding sources in order for TxDOT to exercise these options no later than August 29, 2013, otherwise, the cost of these additional improvements will increase substantially.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

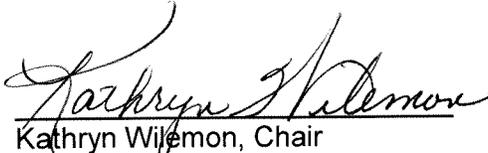
Section 1. The Regional Transportation Council recommends that the Texas Department of Transportation exercise the options for the IH 35E Project with funds as identified in Attachment 1.

Section 2. RTC approves the use of Denton County Regional Toll Revenue funds as a backstop in the event the funding sources identified in Attachment 1 are less than anticipated and to assist TxDOT with the cash flow needs of the Project until such funding sources are available, subject to approval by the Denton County Commissioners Court.

Section 3. RTC instructs NCTCOG staff to work with the North Texas Tollway Authority and the private-sector partners on the LBJ Project to integrate transportation elements and potential revenue sources into the appropriate funding plans.

Section 4. This resolution shall be transmitted to the Texas Transportation Commission, Texas Department of Transportation Executive Director, Texas Department of Transportation Dallas District, and impacted local governments along the IH 35E Project corridor.

Section 5. This resolution shall be in effect immediately upon its adoption.


Kathryn Wilmon, Chair
Regional Transportation Council
Mayor Pro Tem, City of Arlington

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on July 11, 2013.


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

Summary of Additional Options for IH 35E

Options	Description	Right-of-Way (ROW) Cost (\$ in Millions)	Construction Cost (\$ in Millions)	Total	Recommended Improvement?*
1	IH 635 Interchange (partial)	\$0.0	\$44.5	\$44.5	Yes – Partial
2	Managed Lanes from Turbeville Road to Loop 288	0.0	59.8	59.8	No
3	Additional General Purpose Lanes from IH 635 to SH 121	0.0	27.5	27.5	No
4	Belt Line Road Mainlane Improvements	0.0	0.0	0.0	Already Included in Base Cost
5	Dickerson Parkway Interchange	27.1	30.1	57.2	Yes
6	Corinth Parkway Interchange	2.6	20.8	23.4	Yes
7	Collector-Distributor System in the SH 121/President George Bush Turnpike area	0.0	30.7	30.7	Yes
8	Direct Connector Ramps between IH 35E and SH 121 (North Side)	53.5	65.2	118.7	Yes
9	Post Oak Drive Interchange	2.0	8.8	10.8	Yes
Sum of All Options		\$85.2	\$287.4	\$372.6	
Sum of Recommended Options		\$85.2	\$200.1	\$285.3	

*Recommended options highlighted in gray shading. Partial improvements at "IH 635 Interchange" are to improve the effectiveness of the IH 35E Managed Lanes south and north of LBJ.

Summary of Funding for IH 35E Options**

Source	Amount
Pending TIFIA Loan	\$215.0
TxDOT ROW Funds for IH 35E Base Case***	128.0
TxDOT ROW Funds for IH 35E Options	85.2
	\$428.2

**Denton County Regional Toll Revenue (RTR) funds will “back stop” and/or cash flow the options while TIFIA negotiations are finalized and TxDOT ROW funds are secured. It is not anticipated that RTR funds will be expended prior to securing the additional funding outlined above.

***TxDOT ROW funds will offset existing RTR funds on Phase 1 (base case) and RTR funds will subsequently be moved to fund the additional options.

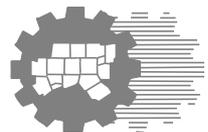


PROPOSED PARTNERSHIP ON IH 635E

IH 635 East Legislative Delegation Meeting

Michael Morris, P.E.

July 28, 2015





OVERVIEW

Legislative Background and Context

Ideas for IH 635 East

Legislative Next Steps



Legislative Background and Context (Annual Transportation Need According to TxDOT)

\$3 billion Capacity

\$1 billion Maintenance

\$1 billion Energy Roads

\$5 billion Plus “Tolls and Loans” Still Permissible

Value of “Tolls and Loans”

\$3 billion - \$4 billion

Expectation: IH 635E should have
less tolls but some tolls necessary



Legislative Background and Context (New Revenues)

Proposition 7 Election in November

If Positive, Two Year Delay (FY18)

Proposition 1 is Legislatively Sub-allocated but
not Other Revenue Sources

May need to get new Revenue to Urban
Regions

Legislative Background and Context

Lawmakers have provided opportunities for new funding for transportation

Revenue Source	Priced Facility Use	Transit Use	Estimated Statewide Revenue (in billions)					
			2015	2016	2017	2018	2019	2020
Prop. 1	No	No						
End Diversions	Yes	No						
Sales Tax*	No	No						
Excise Tax*	No	No						
Total Revenue			\$1.74	\$1.81	\$1.79	\$4.84	\$4.84	\$5.53

* Pending voter approval

Ideas for IH 635 East (Brainstorming with TxDOT)

IH 635 East from US 75 to Miller

5-2-2-5 with frontage roads and noise walls. Express lanes tolled. May be eliminated with additional TxDOT revenues in future legislative sessions as part of a regional approach.

IH 635 East from Miller to IH 30

5-1-1-5 with frontage roads and noise walls. No tolls on express lanes (2/3 of 11 mile section not tolled).

Examine feasibility of truck lanes in non-tolled express lanes for time periods and traffic direction not utilized by commuters.





Legislative Next Steps

Do not oppose expanded use of HOV lane for toll users (will be eliminated on 2/3 of corridor).

Construction under way.

Equivalent of one freeway lane in each direction (extremely cost effective).

This creates opportunity for TxDOT to partner with the RTC to build a permanent facility more quickly.



July 8, 2015

CSJ: 2374-01-137, 2374-02-053
I-635: From US 75 to I-30
Dallas County

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

Dear Mr. Morris:

The LBJ East (I-635) reconstruction project received a Finding of No Significant Impact (FONSI) for the environmental assessment (EA) in January 30, 2003. The EA documented nine locations along the corridor where noise walls are justified for noise abatement.

In February 2015, the Texas Department of Transportation (TxDOT) let a project to construct one of the nine noise walls in the City of Garland on I-635. The noise wall is located between Centerville Road and La Prada Drive on the northeast side of the highway along TxDOT right of way.

LBJ East is currently undergoing planning to reevaluate the EA. As part of the public involvement process, the City of Dallas and Dallas residents adjacent to highway have requested the construction of the remaining noise walls. TxDOT has stated the noise walls would be the first stage of construction in the reconstruction of LBJ and could be constructed as soon as funding was identified. The noise walls would only be constructed after polling of adjacent property owners.

Therefore, TxDOT is requesting the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council to allocate funds for the remaining noise walls on LBJ. The total costs for the eight remaining walls are \$39,500,000.

If you have any questions, please contact Stephen Endres, P.E. at 214-320-4469.

Sincerely,

James K. Selman, P.E.
Dallas District Engineer

**REGIONAL TRANSPORTATION COUNCIL RESOLUTION
ON THE DEVELOPMENT OF THE IH 635 EAST PROJECT
(R14-06)**

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

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with NCTCOG and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the metropolitan transportation plan, currently Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update, identifies the need for improvements to IH 635 from US 75 to IH 30 (IH 635 Phase 3). The recommendations include the expansion of the general purpose lanes and the construction of tolled managed lanes and continuous frontage roads in the corridor; and,

WHEREAS, the IH 635 East corridor directly connects with the IH 635 West comprehensive development agreement (CDA) project near US 75, and in order to facilitate efficient traffic flow between the two sections, it is desirable to implement Express/High-Occupancy Vehicle (HOV) managed lanes in the existing IH 635 East HOV lanes as an interim project until the permanent improvements can be made; and,

WHEREAS, the Texas Department of Transportation (TxDOT) is currently preparing the necessary environmental documents for both the permanent improvements identified in the metropolitan transportation plan and the interim implementation of Express/HOV managed lanes.

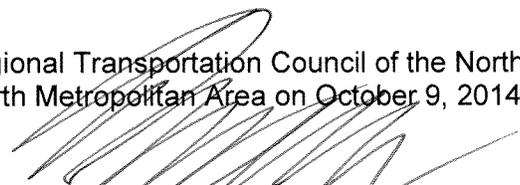
NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The RTC supports proceeding with the interim project for IH 635 Phase 3, which includes improvements needed to implement Express/HOV managed lanes within the corridor (e.g., widening pavement, installing toll gantries, adding enforcement areas, and operational authorizations).
- Section 2.** The RTC supports necessary legislative changes to grant TxDOT comprehensive development agreement authority for the IH 635 Phase 3 project for the permanent solution.
- Section 3.** The RTC commits that excess revenue derived within the limits of the project will not be used on other projects until the IH 635 Phase 3 project is completed, as described in the metropolitan transportation plan. The existing RTC Excess Toll Revenue Sharing: Managed Lane Policy requires that revenues shall remain in the counties in which the revenue-generating project is located.
- Section 4.** A copy of this resolution shall be transmitted to the Texas Transportation Commission, the TxDOT Executive Director, impacted State legislators and impacted local governments.



Mike Cantrell, Chair
Regional Transportation Council
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on October 9, 2014.



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

DRAFT

**RESOLUTION REAFFIRMING THE INTRODUCTION OF A TOLLED ELEMENT TO THE
INTERIM HOV LANE ON IH 635 EAST FROM US 75 TO IH 30
(R15-03)**

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

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the RTC is responsible for the approval of projects and project funding in the Transportation Improvement Program (TIP); and,

WHEREAS, the RTC has approved all interim HOV lanes to be advanced to a permanent toll managed lane facility as quickly as possible; and,

WHEREAS, on October 9, 2014, the RTC approved funding for and requested the Texas Department of Transportation (TxDOT) to advance interim improvements on IH 635 East to advance immediate capacity and air quality improvements to thousands of drivers; and,

WHEREAS, on November 20, 2014, NCTCOG staff presented the RTC position at the TxDOT public hearing advancing improvements on the interim facility; and,

WHEREAS, on January 12, 2015, the Federal Highway Administration approved the environmental clearance for this project with a Blanket Categorical Exclusion; and,

WHEREAS, on February 26, 2015, the Texas Transportation Commission selected the contractor to make improvements on IH 635 East.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council reaffirms the introduction of a tolled element to the interim HOV lane on IH 635 East from US 75 to IH 30.

Section 2. The Regional Transportation Council selects November 3, 2015, (Election Day) as an opportunity to shift the funding for approximately 50 percent of the future tolled projects to “pay as you go” with a successful approval of Proposition 7 by voters of Texas and an assignment of new revenues by the Texas Transportation Commission to projects in the Dallas-Fort Worth region.

Section 3. Contingent on Section 2, the Regional Transportation Council instructs staff to develop a proposal to advance the noise walls and the permanent IH 635 East project with a scaled back tolling approach on both the interim HOV lane and the permanent Express lane.

DRAFT

Section 4. The Regional Transportation Council reaffirms the importance and independence of a Federal Highway Administration action on an environmental impact process and the importance and independence of a Texas Transportation Commission procurement process selecting construction contractors.

Section 5. This resolution will be transmitted to the Texas Department of Transportation Executive Director, the District Engineer from the Dallas District, the members of the Texas Transportation Commission, and any other party requesting this position of the Regional Transportation Council.

Section 6. This resolution shall be in effect immediately upon its adoption.

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

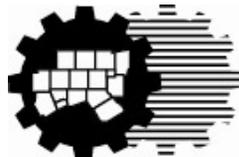
I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on August 13, 2015.

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

Clean Fleets North Texas 2015 Call for Projects

**Regional Transportation Council
August 13, 2015**

**Chris Klaus
Senior Program Manager
Air Quality Planning & Operations**



**North Central Texas
Council of Governments**

Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment



Low Speeds

Idling



Vehicle Miles of Travel

Energy and Fuel Use



Cold Starts

Hard Accelerations

Proposed Funding

Source	Amount
TCEQ SEP*	\$21,255
CMAQ (FY 16 Programmed Funds)	\$2,500,000
TOTAL	\$2,521,255

***Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) Funds Will be Devoted to School Bus Projects; Additional SEP Funds Received Will Continue to be Added to This Funding Initiative**

Funding Eligibility

Funding Level

Up to 80% of Incremental Project Cost

Project Types – Must Reduce NO_x Emissions

Replacement

Repower

Conversion

Retrofit

On-Board Idle Reduction (School Buses Only)

Qualifying New Purchase

Applicants

Vehicles Operating in 10-County Nonattainment Area

Must Adopt [Clean Fleet Policy](#) Prior to Application

Deadline

Evaluation Criteria

Quantitative Assessment – Primary Consideration

**Cost Per Ton NO_x Emissions Reduced in
Nonattainment Area**

Qualitative Assessment

Partnership

Feasibility/Risk

Multi-Pollutant Emission Reductions*

Cost Per Ton VOC Emissions Reduced

Cost Per Ton PM Emissions Reduced

Cost Per Ton CO₂ Emissions Reduced

Cost Per Gallon Petroleum Reduced

Innovative Project Type(s)

***VOC = Volatile Organic Compounds, PM = Particulate Matter (MAP 21 CMAQ Priority), CO₂ = Carbon Dioxide**

Request for Information

Refueling/Recharging Infrastructure

No Funding Eligibility

Identify Remaining Barriers

Facilitate Future Coordination

Evaluate Potential Future Opportunities



Proposed Schedule

Event	Anticipated Time
STTC Action	July 24, 2015
DFWCC Quarterly Meeting	August 4, 2015
RTC Action	August 13, 2015
Call for Projects Opens	August 17, 2015
Workshop/Webinar	September 3, 2015
Call for Projects Closes	October 23, 2015
Staff Funding Recommendations Finalized	November 16-20, 2015
STTC Action	December 4, 2015
RTC Action	December 10, 2015
Executive Board Authorization	December 17, 2015
Agreements Transmitted	December 2015
Project Implementation	January 2016 & Ongoing

Contact Information

Shannon Stevenson

Program Manager

sstevenson@nctcog.org

817-608-2304

Lori Clark

Principal Air Quality Planner

lclark@nctcog.org

817-695-9232

Jeff Hathcock

Senior Air Quality Planner

jhathcock@nctcog.org

817-608-2354

Website

www.nctcog.org/aqfunding

**House Bill 20 Summary
84th Texas Legislature****HB 20 (Simmons) Relating to the operations of and transportation planning and expenditures by the Texas Department of Transportation and local transportation entities.**

HB 20 requires the Texas Transportation Commission (TTC) to develop rules and implement performance-based planning and programming dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining TxDOT goals and objectives established by the Legislature and the TTC.

The TTC will develop performance metrics and measures as part of 1) the review of strategic planning in the statewide transportation plan, rural transportation plans, and the unified transportation program, 2) the evaluation of decision-making on projects selected for funding in the unified transportation program and statewide transportation improvement program, and 3) the evaluation of project delivery for projects in the department's letting schedule. The TTC will adopt and review performance metrics and measures and must implement periodic reporting schedules for all performance metrics and measures.

Metropolitan Planning Organizations (MPO) are required to develop a 10-year plan for the use of funding allocated to the region with the first four years of the plan being developed to meet the transportation improvement plan requirements. MPOs must also develop project recommendation criteria, which must include consideration of:

- 1) projected improvements to congestion and safety
- 2) projected effects on economic development opportunities for residents of the region
- 3) available funding
- 4) effects on the environment, including air quality
- 5) socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods
- 6) any other factors deemed appropriate by the planning organization

The bill also requires the TTC to prioritize and approve projects included in the statewide transportation plan in order to provide financial assistance. The TTC will establish a performance-based process for setting funding levels for the categories of projects in the unified transportation program and establish a scoring system for prioritizing projects. The Commission may make discretionary funding decisions for no more than 10 percent of the current biennial budget of the department.

The policing of the State Highway System by the Department of Public Safety (DPS) is removed as a permissible use of the State Highway Fund.

Related to design-build, a contract may include a maintenance agreement requiring a design-build contractor to maintain a project for an initial term of no longer than five years. The threshold is increased from \$50 million to \$150 million for projects on which design-build could be used. Design-build use on projects that are mostly designed is prohibited, as well as prohibiting the bundling of multiple projects in one design-build contract.

The Lieutenant Governor will appoint five members to a Senate Select Committee on Transportation Planning and the Speaker of the House will appoint nine members to a House

Select Committee on Transportation Planning. These select legislative committees will review, study, and evaluate the following:

- 1) department projections regarding needed revenue
- 2) the development of funding categories, the allocation of funding to such categories by formula, project selection authority for each funding category, and the development of project selection criteria for commission, department, and district-selected projects
- 3) department rules and policies regarding the development and implementation of performance-based scoring and decision making for project prioritization and selection of commission, department, and district-selected projects
- 4) the use and utilization of alternative methods of financing that have been authorized by the Legislature for projects
- 5) performance metrics and measurement tools used by the department to evaluate the performance of a department project or program
- 6) the department's collaboration with State elected officials, local governments, government trade associations, metropolitan planning organizations, regional mobility authorities, and other entities when adopting rules or formulating policies
- 7) any proposed rule, policy, program, or plan of the Commission or department of statewide significance
- 8) any possible benefits of utilizing zero-based budgeting principles
- 9) any other matter the committee considers appropriate

TxDOT must submit an initial report to the select legislative committees no later than September 1, 2015. The report will provide information necessary for the select legislative committees to review, study, and evaluate the first three factors in the numbered list above. To supplement the initial report, TxDOT will then complete a preliminary report on the remaining factors in the numbered list above. This preliminary report is due to the select legislative committees no later than March 31, 2016.

The select legislative committees must prepare a written report on the reviewed subjects and provide a report to the Legislature no later than November 1, 2016.

The bill takes effect immediately.

Regional Transportation Council Attendance Roster
August 2014-July 2015

RTC MEMBER	Entity	8/14/14	9/11/14	10/9/14	11/13/14	12/11/14	1/8/15	2/12/15	3/12/15	4/9/15	5/14/15	6/11/15	7/9/15
Monica R. Alonzo (07/15)	Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	P	P	E	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	P	P	P	P	E(R)	P	P	P
Carol Bush (01/15)	Ellis Cnty	--	--	--	--	--	P	P	E(R)	P	P	E	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	P	P	P	A	P	P	P	P
Sheri Capehart (7/06)	Arlington	E	P	P	P	P	P	P	P	P	P	E	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	P	P	P	P	P	E
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Mark Enoch (12/06)	DART	P	P	P	P	P	P	P	P	P	P	P	A
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	A	P	P	P	P	P	E(R)	P	E
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	E	P	E	P	P	P
Sandy Greyson (11/11)	Dallas	P	P	P	P	P	P	P	E	P	P	P	E
Mojoy Haddad (10/14)	NTTA	--	--	P	A	A	P	P	P	P	A	P	A
Roger Harmon (1/02)	Johnson Cnty	A(R)	E	P	P	P	P	E(R)	E(R)	P	P	E(R)	E
Clay Jenkins (04/11)	Dallas Cnty	P	P	A	P	P	P	P	A	P	P	P	E
Ron Jensen (06/13)	Grand Prairie	E(R)	P	P	P	P	P	P	A(R)	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	E
Lee Kleinman (09/13)	Dallas	P	E	P	A	P	E	E	E	E	P	P	E
Stephen Lindsey (10/11)	Mansfield	P	P	E(R)	P	P	P	P	P	P	E	P	P
Brian Loughmiller (04/15)	McKinney	--	--	--	--	--	--	--	--	P	P	A	A
David Magness (06/13)	Rockwall Cnty	P	P	P	E(R)	E	P	P	A	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	P	P	P	P	P	P	E(R)
Matthew Marchant (07/08)	Carrollton	P	P	P	P	P	P	P	A	P	P	P	P
Maher Maso (10/08)	Frisco	P	E(R)	E(R)	E(R)	E(R)	P	P	A	E	E(R)	E(R)	P
Cary Moon (06/15)	Fort Worth	--	--	--	--	--	--	--	--	--	--	A	P
Stan Pickett (06/15)	Mesquite	--	--	--	--	--	--	--	--	--	--	P	P
Mark Riley (1/09)	Parker Cnty	E(R)	P	P	P	P	P	P	P	P	P	P	P
Kevin Roden (6/14)	Denton	P	P	P	P	A	P	P	A	P	P	P	P
Amir Rupani (11/14)	Dallas	--	--	--	P	P	A	P	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	--	--	--	--	--	--	P	P	E(R)	P	P	P
Lissa Smith (6/12)	Plano	P	A	P	P	P	P	P	P	E	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	E(R)	E(R)	P	P	P	P	P	E(R)	P	P
Oscar Trevino (6/02)	Nrth Rch Hills	E	P	E(R)	P	P	P	P	A	P	E(R)	P	E(R)
William Velasco (11/11)	Dallas	A(R)	P	P	E	A	P	E	P	P	E	A	P
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
August 2014-July 2015**

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

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster

May 2014-June 2015

STTC MEMBERS	Entity	5/23/14	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15	5/22/15	6/26/15
Antoinette Bacchus	Dallas Cnty	A	A	A	A	A	A	A	A	A	P	P	A
Paul Ballard	FWTA	--	--	--	--	--	--	--	--	--	P	P	P
Bryan Beck	Fort Worth	P	P	P	P	P	A	A	P	A	P	A	P
Kristina Brevard	DCTA	--	--	--	--	--	--	--	P	P	P	P	P
Keith Brooks	Arlington	P	P	P	P	P	A	P	P	P	P	P	P
John Brunk	Dallas	P	P	P	P	P	P	P	A	P	P	P	A
Mohammed Bur	TxDOT, Dallas	--	--	--	--	--	P	P	P	P	P	A	P
Chris Burkett	Mansfield	R	P	R	R	P	R	P	P	R	R	R	P
Loyl Bussell	TxDOT, FW	P	A	P	P	P	P	P	P	P	P	P	P
Jack Carr	Plano	P	P	P	P	P	P	P	P	A	P	P	A
Dave Carter	Richardson	P	P	P	P	A	P	P	A	P	P	P	P
John Cordary, Jr.	TxDOT, FW	--	--	--	--	--	--	--	--	P	P	P	P
Hal Cranor	Eules	P	P	A	P	A	P	P	P	P	R	P	P
Clarence Daugherty	Collin County	--	--	--	--	A	P	P	P	P	A	P	A
Chad Davis	Wise Cnty	P	P	P	A	P	P	A	A	P	P	P	P
Greg Dickens	Hurst	R	P	R	P	R	R	R	R	P	A	A	R
Sherrelle Diggs	Rowlett	P	A	P	P	A	A	A	P	A	P	P	P
Massoud Ebrahim	Greenville	P	P	P	A	P	A	R	P	A	A	P	P
Chad Edwards	DART	--	--	--	--	P	P	P	P	P	P	P	P
Claud Elsom	Rockwall Cnty	P	A	P	A	P	A	P	P	P	P	P	P
Holly Ferguson	TCEQ	--	--	A	A	A	A	A	P	A	P	P	A
Keith Fisher	Keller	A	A	P	P	P	P	R	P	P	P	P	A
Eric Fladager	Fort Worth	P	P	P	P	A	A	P	P	P	P	P	P
Chris Flanigan	City of Allen	R	P	P	R	P	R	P	P	A	R	P	P
Gary Graham	McKinney	P	P	P	R	P	R	R	R	P	R	P	A
Tom Hammons	City of Carrollton	P	A	A	A	A	A	A	A	A	P	A	P
Curvie Hawkins	FWTA	P	P	P	P	P	P	A	A	A	P	P	P
Chris Holsted	Wylie	R	P	P	A	P	P	P	P	A	P	A	P
Thomas Hoover	Bedford	A	A	A	A	P	A	A	A	P	A	A	P
Matthew Hotelling	Flower Mound	P	P	P	A	A	P	P	P	P	P	P	P
Kirk Houser	City of Dallas	P	P	P	P	A	P	P	P	P	A	A	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	--	--	--	P	P	R	P	P	P	R	P	P
Paul Iwuchukwu	Arlington	P	P	P	P	P	P	P	P	P	P	P	A
Tim James	Mesquite	A	R	P	P	A	P	P	A	P	P	P	A
David Jodray	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Kelly Johnson	NTTA	P	A	A	A	A	P	A	A	A	A	A	A
Tom Johnson	DeSoto	P	P	P	P	A	P	A	P	P	P	A	A
Sholeh Karimi	Grand Prairie	A	P	P	P	P	P	P	P	P	P	P	P
Chiamin Korngiebel	Dallas	R	P	P	P	A	P	A	P	P	A	A	P
Richard Larkins	Grapevine	--	--	--	--	--	--	--	--	P	A	P	P

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

Surface Transportation Technical Committee Attendance Roster

May 2014-June 2015

STTC MEMBERS	Entity	5/23/14	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15	5/22/15	6/26/15
Paul Luedtke	Garland	P	P	A	P	A	P	A	P	A	A	P	P
Stanford Lynch	Hunt Cnty	P	R	P	R	P	P	A	P	R	R	A	P
Rick Mackey	TxDOT Paris	A	A	A	P	P	P	P	P	P	A	P	P
Srini Mandayam	Mesquite	P	P	P	P	P	P	P	P	P	A	R	P
Geroge Marshall	Coppell	P	P	P	P	A	A	P	P	R	R	P	P
Clyde Melick	Waxahachie	P	P	P	P	P	P	P	P	P	P	P	P
Laura Melton	Burleson	--	--	A	A	A	A	A	A	A	A	A	A
Brian Moen	Frisco	A	A	A	A	A	A	A	A	A	P	A	A
Cesar Molina, Jr.	Carrollton	A	P	A	P	P	P	P	P	A	A	P	A
Lloyd Neal	Plano	P	P	P	A	A	P	P	P	A	P	P	A
Mark Nelson	Denton	R	P	P	P	P	P	P	P	P	P	A	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	P	A
Kevin Overton	Dallas	--	--	--	--	--	A	P	A	P	P	P	A
Dipak Patel	Lancaster	A	P	R	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	A	P	P	P	P	P	A
John Polster	Denton Cnty	P	P	P	P	P	P	P	P	P	P	A	P
Lisa Pyles	Town of Addison	A	A	A	A	A	A	A	A	A	P	P	P
William Riley	Tarrant Cnty	P	P	P	P	P	P	P	P	P	A	P	A
Greg Royster	DFW Int. Airport	P	P	P	A	A	P	P	P	P	P	P	A
Moosa Saghian	Kaufman County	--	--	--	--	--	--	--	--	--	--	P	P
David Salmon	Lewisville	R	P	P	P	R	P	P	R	P	R	A	P
Elias Sassoon	Cedar Hill	P	R	A	A	R	P	P	P	P	P	R	P
Gordon Scruggs	The Colony	P	P	P	P	P	A	P	R	P	P	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	--	--	--	--	--	--	--	P	A	P	P	A
Randy Skinner	Tarrant Cnty	P	A	P	P	P	P	P	P	A	P	A	P
Caleb Thornhill	Plano	--	--	A	P	P	P	A	P	P	A	P	P
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Jonathan Toffer	Dallas Cnty	A	A	P	A	A	A	A	P	P	A	A	P
Timothy Tumulty	Rockwall	--	P	P	P	A	A	R	P	P	A	P	A
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	A	P	P	A	P	P	P	P	A	P	A	P
Caroline Waggoner	North Richland Hills	--	--	--	--	A	P	P	P	P	P	P	P
Jared White	Dallas	P	A	P	P	A	P	P	P	P	P	P	A
Bill Wimberley	Hood County	P	P	A	P	P	P	P	P	P	R	P	A
Alicia Winkelblech	Arlington	P	P	P	P	P	A	P	P	R	R	P	P
Mykol Woodruff	TxDOT, Dallas	--	--	--	--	--	--	--	--	P	P	P	P

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

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

June 26, 2015

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 26, 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: Paul Ballard, Bryan Beck, Kristina Brevard, Keith Brooks, Mohammed Bur, Chris Burkett, Loyl Bussell, Dave Carter, John Cordary Jr., Hal Cranor, Chad Davis, Jim Juneau (representing Greg Dickens), Sherrelle Diggs, Massoud Ebrahim, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Tom Hammons, Curvie Hawkins, Chris Holsted, Thomas Hoover, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, David Jodray, Sholeh Karimi, Chiamin Korngiebel, Richard Larkins, Paul Luedtke, Stanford Lynch, Ricky Mackey, Srin Mandayam, George Marshall, Clyde Melick, Mark Nelson, Dipak Patel, John Polster, Lisa Pyles, Moosa Saghian, David Salmon, Elias Sassoon, Gordon Scruggs, Lori Shelton, Randy Skinner, Caleb Thornhill, Mark Titus, Johnathan Toffer, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Alicia Winkelblech, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Carli Baylor, Adam Beckom, David Boski, Ken Bunkley, Brian Flood, Christie Gotti, Jill Hall, Tommy Henderson, Duane Hengst, Edgar Hernandez, Rebekah Hernandez, Chris Hoff, Tim Juarez, Nandita Kaundinya, Dan Kessler, Chris Klaus, Sonny Loper, Chad McKeown, Nick Page, Jamie Patel, Vercie Pruitt-Jenkins, Kyle Roy, Penny Sansom, Jim Sparks, Dean Stuller, Gerald Sturdivant, Matt Thompson, Mitzi Ward, Elizabeth Whitaker, Amanda Wilson, and Brian Wilson.

1. **Approval of May 22, 2015, Minutes:** The minutes of the May 22, 2015, meeting were approved as submitted in Reference Item 1. John Polster (M); Chad Edwards (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A motion was made to recommend Regional Transportation Council approval of revisions to the 2015-2018 Transportation Improvement Program provided in Reference Item 2.1.

John Polster (M); Claud Elsom (S). The motion passed unanimously.

3. **Draft FY2016 and FY2017 Unified Planning Work Program:** Vickie Alexander presented the draft FY2016 and FY2017 Unified Planning Work Program (UPWP). This document is required by federal transportation legislation in order to receive federal transportation planning funds. In addition to documenting planning and programming activities utilizing planning funds, the North Central Texas Council of Governments has elected to summarize all work activities and associated funding in the UPWP. The document is divided into five major task in a format used by all metropolitan planning organizations, and each major tasks includes various subtasks that contain specific projects. Tasks were highlighted, as well as some of the major planning initiatives in the document such as the University Partnership Program, Mobility 2040, the 2017-2020 Transportation Improvement Program, high-speed rail, SH 183/SH 199, and asset management. Staff anticipates having approximately \$5.4 million in Federal Transit Administration (FTA) 5303 funds, \$13 million in Federal Highway Administration PL funds, and \$6.2 million in FY2015 carry-over funds for a total of

approximately \$24.6 million in available transportation planning funds based on current estimates. Staff anticipates approximately \$20.2 million in expenditures leaving approximately \$4 million to carry over to FY2018. Ms. Alexander emphasized that funding has been estimated under Moving Ahead for Progress in the 21st Century (MAP-21) since no new federal transportation authorization has been approved. Staff will bring back amendments if changes to funding occur in the future. She noted that the Transportation Planning Funds represent approximately 14 percent of the total budget allocated in the UPWP, which overall includes approximately \$151 million. Ms. Alexander also reviewed the schedule, noting that the draft UPWP had been online for public review since June 8. The draft document was provided to the Texas Department of Transportation (TxDOT) for review and comment, and those comments are being incorporated into the document. The 30-day public comment period closes July 7. The final document will be submitted to TxDOT following RTC and Executive Board approvals in July. Reference Item 3.1 contained additional information on the draft FY2016 and FY2017 UPWP, and an updated draft of the document for consideration was provided in Electronic Item 3.2. Copies of the draft document were made available to members at the meeting upon request. A motion was made to recommend RTC approval of the FY2016 and FY2017 Unified Planning Work Program provided in Electronic Item 3.2. John Polster (M); Randy Skinner (S). The motion passed unanimously.

4. **SH 360 Interchange Partnership:** Michael Morris discussed the SH 360 interchange partnership. SH 360 south of Green Oaks is being constructed as a toll road by the Texas Department of Transportation (TxDOT), operated by the North Texas Tollway Authority, and back-stopped by the Regional Transportation Council (RTC). The project includes eight baseline thoroughfare street components. TxDOT received bid options to construct different configurations of the intersections and began meeting with cities regarding the baseline bids for each intersection, as well as full configurations. Cities were given the option to stay with the baseline bid or contribute funds to build the ultimate configuration at the current bid estimates. Mr. Morris noted that four interchanges are located in Arlington and Grand Prairie, and four interchanges are located in Mansfield. He noted that a ninth intersection (at Matlock) would probably not be constructed because of its proximity to US 287. Details were provided in Reference Item 4. All entities have determined that building the ultimate configuration now is the better option, and North Central Texas Council of Government (NCTCOG) staff believes this option also prevents an increase in RTC financial risk on the larger SH 360 corridor. The cost share was highlighted for each entity, with Arlington contributing approximately \$1.1 million, Grand Prairie contributing approximately \$7 million, Mansfield contributing approximately \$10 million, and Tarrant County contributing approximately \$3 million. It is proposed that the RTC contribute approximately \$7 million, which is approximately 25 percent of the total costs for the interchanges to be built at the ultimate configurations by the contractor with no introduction of risk to the RTC. The RTC's contribution would be in Congestion Mitigation and Air Quality Improvement Program funds. In the following item, Mr. Morris noted that staff will present that the funds will come from the east in an effort to bring east/west equity back into balance. Chris Burkett noted that it is a good partnership for the cities to have the ultimate configurations constructed now. A motion was made to recommend RTC approval of the partnership detailed in Reference Item 4 to build the ultimate configurations for the interchanges included in the SH 360 project. Chris Burkett (M); Randy Skinner (S). The motion passed unanimously.
5. **Texas Department of Transportation-Related \$30 Million Loan Repayment and Accounting of SH 360 Interchange Partnership:** Christie Gotti presented information regarding the \$30 million loan repayment. In June 2012, the Regional Transportation

Council (RTC) approved a \$30 million contingency loan from the eastern subregion to the western subregion for improvements on IH 35W at IH 820 as part of the North Tarrant Express expansion. The loan was comprised of two separate projects including \$20 million from the SH 183/Midtown Express project and \$10 million from the Loop 9 project. In August 2013, the Texas Transportation Commission (TTC) awarded \$600 million to the SH 183/Midtown Express project. Since the \$600 million is significantly higher than the \$20 million loaned to the IH 35W project, staff recommended considering that contribution to be the repayment. However, in order to help balance the east/west equity in the region, the accounting will be adjusted to move the \$20 million repayment from the eastern subregion ledger to the western subregion ledger. For the Loop 9 project, staff also proposed to repay the \$10 million loan by funding \$10 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) eligible improvements (intersection/signal type) along the Loop 9 corridor. Ms. Gotti highlighted the targeted east/west equity percentages of 32 percent in the west and 68 percent in the east. She noted that the current distribution was 29 percent in the west and 71 percent in the east, translating to approximately \$28 million over the target in the east. In addition, she noted that the RTC has used its own funding to help balance the equity over time and discussed other considerations including east/west equity. Staff is working with the Texas Department of Transportation (TxDOT) Dallas District and TxDOT Austin on how to implement the Southern Gateway project and anticipates receiving TTC funding. If the Southern Gateway funds are not formula allocated, the western subregion allocation will be further out of balance. Staff proposed to allocate the \$7 million for the SH 360 interchange partnership from the eastern subregion CMAQ allocation to help with the equity balance. Details were provided in Reference Item 5. Bryan Beck requested that staff provide the methodology of how the funds were allocated for the SH 183/Midtown Express project. Ms. Gotti noted that she believed it was by lane miles, but would provide the information. A motion was made to recommend RTC approval of the \$30 million loan repayment, including 1) recognition of the TTC's \$600 million on the SH 183/Midtown Express project as repayment of the previous \$20 million loan (adjusting \$20 million to come from the western share of projects versus the eastern share), 2) approval of \$10 million in CMAQ funds for the Loop 9 corridor from the western subregion allocation, and 3) approval of \$7 million in CMAQ funds for the SH 360 interchange partnership from the eastern subregion allocation. In addition, approval includes allowing staff to administratively amend the 2015-2018 Transportation Improvement Program/Statewide Transportation Improvement Program to reflect the changes, if needed. Randy Skinner (M); Chris Burkett (S). The motion passed unanimously.

6. **Implementation of a Project Milestone Policy During the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program Development Process:** Adam Beckom provided an update on the project milestone policy that will be implemented through the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) development process. This policy, approved by the Regional Transportation Council (RTC) at its June 11 meeting, impacts projects funded ten or more years ago in which construction has not started. The intended outcomes of the policy include increasing the amount of available funds for ready-to-go projects, providing a realistic assessment of project status for funding decisions, and balancing project construction schedule capacity within current financial constraints. Reference Item 6.1 provided a listing of impacted projects, including 41 projects totaling approximately \$118 million with an undetermined status and 14 projects totaling approximately \$108 million with a known status. Details were provided in Electronic Item 6.2. Implementing agencies will be notified about the listed projects through formal correspondence. Agencies can justify keeping projects by providing a realistic, achievable schedule with Texas Department of

Transportation and North Central Texas Council of Governments concurrence, and documentation of policy board support. If the latest policy support document is greater than six months old, new policy board action is requested. In addition, agencies must also provide documentation of local matching fund availability. Chad Davis asked how many projects are at risk. Mr. Beckom noted that there are a total of 65 projects on the list. Of the total, staff is aware of the status for 14 of the projects but is uncertain of the status of 41 of the projects for which many have had not updates since the last TIP development process.

7. **Mobility 2040:** Chad McKeown discussed the development of the region's next long-range transportation plan, Mobility 2040. New items for Mobility 2040 were highlighted, with specific focus on demographics, financial assumptions, and recommendations. The North Central Texas Council of Governments Executive Board has approved the 2040 demographic forecasts that show the metropolitan planning area population will reach approximately 10.7 million by the year 2040 and that employment will reach approximately 6.7 million. The majority of this growth is anticipated in Collin, Dallas, Denton, and Tarrant counties and is anticipated to have a considerable impact on project recommendations. In addition, financial assumptions from the recent legislative session will impact anticipated revenue, as well as the type of projects for which funding is allowed. Four main sources of revenue are anticipated: 1) Proposition 1, 2) the end of diversions, 3) portions of the sales tax, and 4) portions of the excise tax. Potential funding and the anticipated timeframe for each category were highlighted, with approximately \$1.74 billion anticipated statewide starting in 2015 to about \$5.5 billion by 2020. More centralized growth in population and employment will impact project recommendations, but new revenue restrictions will also impact project scopes in terms of tolled versus tax-funded projects. Efforts for additional transit funding have not been successful, but at the same time demographics are becoming more favorable for the implementation of transit projects so the reevaluation of local government support for new or expanded passenger rail service will impact transit recommendations. There will also continue to be focus on strategic improvements. Mr. McKeown highlighted the Mobility 2040 development schedule noting that Regional Transportation Council action is anticipated in March 2016. In addition, he noted the Mobility Plan Workshop scheduled for 11:30 am on July 9, 2015.
8. **2015 Federal Transit Administration Programs Call for Projects: Project Recommendations:** Jamie Patel presented draft recommendations for the 2015 Federal Transit Administration Programs Call for Projects. Funding is being awarded for two programs, the Urbanized Area Formula Program and the Enhanced Mobility for Seniors and Individuals with Disability Program. The goal of projects in the Urbanized Area Formula Program is to get low-income individuals to and from employment. Per Regional Transportation Council (RTC) policy, 2 percent of funds are set aside annually from this program to be awarded competitively to nontraditional providers such as cities and nonprofit organizations implementing Job Access/Reverse Commute (JA/RC) projects. Any funding remaining from the competitive process will go back to transit authorities in the Dallas-Fort Worth and Denton-Lewisville urbanized areas. Projects seeking funding through the Enhanced Mobility of Seniors and Individuals with Disabilities Program should serve seniors and individuals with disabilities when public transportation is unavailable, insufficient, or inappropriate. The funds available for competitive award are those funds remaining after fulfilling existing transit agency needs. Ms. Patel highlighted the funding process for these programs. Both programs are reimbursement grant programs, with agencies being reimbursed for the eligible portions of capital, operating, or planning expenses. Federal and local match funding percentages were highlighted for each type of eligible expense. Through this call, applicants could also request Transportation Development Credits to leverage the

local match on capital expenses only. Approximately \$4.9 million was available for projects. Approximately \$2.9 million was available for JA/RC project in the Dallas-Fort Worth-Arlington urbanized area and approximately \$216,000 in the Denton-Lewisville urbanized area. Approximately \$1.5 million was available for Enhanced Mobility projects in the Dallas-Fort Worth-Arlington urbanized area and approximately \$213,000 in the Denton-Lewisville urbanized area for capital and operating projects only. She noted that the same evaluation process was used for both programs. The initial screening ensured projects were eligible, complete, and addressed the appropriate strategies from the regional coordination plan, Access North Texas. Ms. Patel reviewed the project evaluation scoring for the projects submitted. Details were provided in Electronic Item 8. Staff recommended two JA/RC projects for award through the Urbanized Area Formula Program: 1) a Dallas/Fort Worth International Airport project to provide shuttle service from the TRE Centreport station to the south parking lot and 2) a Catholic Charities of Fort Worth project to provide service in targeted areas across Tarrant County. For the Enhanced Mobility for Seniors and Individuals with Disabilities Program staff recommended three projects: 1) a Kaufman County Senior Citizen Services project to purchase service for medical trips for seniors to Dallas from Ellis, Rockwall and Kaufman counties, 2) a Community Council of Greater Dallas and MHMR of Tarrant County project to hire staff to provide navigation assistance and resource management activities in Dallas and Tarrant Counties only, and 3) a Senior Center Resources and Public Transit project to pilot one direct connection from Hunt County to Dallas County. There were no projects submitted in the Denton-Lewisville urbanized area. Available JA/RC funding will be returned to the Denton County Transit Authority, and the balance from the Enhanced Mobility program will be carried over to the next call for projects. Staff will present the recommended projects for approval at the July 24 committee meeting.

9. **Proposed Air Quality and Management/Operations Programs and Projects: Response to New Air Quality Conformity Initiatives:** Christie Gotti briefed the Committee on the latest efforts to extend existing and develop new Regional Transportation Council (RTC) Air Quality Management/Operations programs and projects as development of the 2017-2020 Transportation Improvement Program (TIP) begins. Potential project types include management and operations projects such as the Mobility Assistance Patrol program, regional air quality projects such as the vanpool program and clean air programs, and North Central Texas Council of Governments (NCTCOG)-implemented regional projects such as aviation and Freeway Incident Management. New programs/projects or those with new elements were highlighted including: land use/transportation and bike/pedestrian initiatives (school siting); corridor studies and capital asset management; regional Intelligent Transportation Systems quality implementation; regional minor intersection equipment program; metropolitan planning organization planning, support, technical expertise, innovative legal and financial mechanisms; revenue and project tracking and fiscal management/information systems; solar panel demonstration; emission strategies for ozone precursors; and air quality energy efficiency initiatives. A recommended project list was included in Electronic Item 9. Project funding totaled approximately \$63 million split between Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program-Metropolitan Mobility, Regional Toll Revenue (RTR), and RTC Local funds. Transportation Development Credits will be used in lieu of local match in many cases and the Texas Department of Transportation will be asked for assistance for a couple of the projects. An accounting of the portion of funds to be used by NCTCOG staff or consultants to implement regional projects and programs, as well as the balance of funds that is passed through to local/transportation agencies in the region was provided. Ms. Gotti also briefed the Committee on a proposed partnership with Denton County regarding Regional Toll Revenue and Proposition 1 funds. Staff proposed to increase the Proposition 1 allocation to

projects with Denton County RTR funds through the upcoming Proposition 1 project selection. There are many projects already proposed to receive Proposition 1 funds that have existing RTR funds in order to free up RTR funds for off-system facilities or regional programs. Staff has worked with Denton County and proposed to split the RTR funds with 50 percent to remain in the Denton County RTR accounts and 50 percent to be allocated regional accounts for use on the projects presented. The RTC will be asked to approve the proposed projects at its August meeting, and may be asked to take early action on the Air Quality Marketing and Education Program since the project will run out of funds prior to the normal approval process. RTC will also be asked to approve staff to administratively amend the TIP to include the proposed projects and funding. If approved by the RTC in August, these projects will be included in the next TIP/Statewide Transportation Improvement Program cycle if needed, or through the 2017-2020 TIP.

- 10. State and Federal Legislative Update:** Rebekah Hernandez provided a federal legislative update. At the end of May, Congress passed a two-month extension on Moving Ahead for Progress in the 21st Century (MAP-21), with another extension or long-term bill necessary by August. She noted that the Department of Transportation recently notified state officials that federal reimbursements for state road and transit projects will be delayed beginning August 1 if the Highway Trust Funding is not replenished with additional revenue. In addition, the Senate Environment and Public Works Committee passed a six-year proposal, the DRIVE Act, a \$278 billion reauthorization. She noted that this is a positive step, but one of many needed for a long-term bill. Ms. Hernandez also provided a state legislative update and specifically highlighted items related to the Regional Transportation Council (RTC) State Legislative Program. It was noted that no bills passed related to public-private partnerships on the IH 635E project, and that no bills or riders passed that prohibited funding for high-speed rail. Regarding transportation funding, HB 1 was passed and included Article VII that will provide an additional \$3.7 billion in transportation funding over the biennium. This will be achieved by ending diversions and through Proposition 1 funding which was increased for mobility and capacity in urban areas. She also discussed SJR 5 that will be on the ballot in November 2015. If approved by voters, \$2.5 billion of general sales tax revenue over \$28 billion will go to the State Highway Fund per year beginning in September 2017. Also, 35 percent of the motor vehicle sales tax that exceeds \$5 billion will be dedicated to the State Highway Fund beginning in September 2019. In the fiscal note of this bill, approximately \$430 million is estimated for the first fiscal year. The AirCheckTexas program received full funding in HB 1, with \$87 million allocated over the biennium with the funding now used for its intended purpose. Regarding legislation to support, Texas Emissions Reduction Plan funding will increase \$81 million over the biennium, and HB 735 will allow for the collection of the number of alternative fuel vehicles registered in the state. Ms. Hernandez noted that HB 1633 requiring notification of a permit to drill an oil or gas well in or near a TxDOT easement was vetoed by the Governor. Related to legislation to monitor, HB 20 will require the Texas Transportation Commission/Texas Department of Transportation (TxDOT) to develop and implement a performance-based planning process that will look at performance metrics, project prioritization, and a scoring system for projects across the state. Metropolitan Planning Organizations (MPOs) will also be required to develop a new ten-year plan. In addition, the lieutenant governor and speaker of the house will appoint a legislative committee for oversight, and design-build terms will be amended to be used only on larger projects. Additional bills include HB 122 that prohibits issuing debt from Texas Mobility Funds and from using the funds on toll roads, and HB 565 that prohibits a private toll road corporation from using eminent domain authority and clarifies that they may work with a public toll project entity. In addition, SB 1237 requires MPO policy boards representing regions with populations over 350,000 to broadcast meetings live and archive

these meetings online and HB 2612 will require TxDOT to create a report regarding how much money it would take to eliminate toll roads throughout the state. She noted that a summary of all transportation and air quality-related legislation of interest was provided to members by e-mail, and also provided to members at the meeting as Reference Item 10.

11. **Surface Transportation Technical Committee Officers:** Dan Kessler noted that the North Central Texas Council of Governments Executive Board endorsed the selection of Surface Transportation Technical Committee officers for the 2015-2016 term: Chair Jim O'Connor, Vice Chair Loyl Bussell, and Secretary Todd Plesko. He also noted Regional Transportation Council (RTC) officers approved at the June 11, 2015, RTC meeting: Chair Mark Riley, Vice Chair Ron Jensen, and Secretary Robert Franke.
12. **Fast Facts:** Mr. Morris asked that the Fast Fact for Clean Air Action Day be presented prior to Item 3 in the agenda. Whitney Vandiver gave an overview of Clean Air Action Day and thanked participants for their support. Members Paul Ballard and Curvie Hawkins took transit to the Centreport station where they were picked up by North Central Texas Council of Government staff, and Mark Titus and Chris Flanigan carpooled. Other members were encouraged to complete at least one action in support of the event. Details regarding Clean Air Action Day were provided in Electronic Item 12.1.

Jody Loza provided an update on the 2015 ozone season. She noted that to date the region has experienced six exceedance days and that the current design value was 79 parts per billion. Details were provided in Electronic Item 12.2.

Jody Loza also noted that the United States Department of Transportation has issued a positive transportation conformity determination. Correspondence was provided in Electronic Item 12.3.

Amy Hodges highlighted current air quality funding opportunities for vehicles, specifically noting the Texas Commission on Environmental Quality Light Duty Motor Vehicle Purchase or Lease Incentive Program. Details were provided in Electronic Item 12.4.

Marissa Fewell noted the upcoming Work Place Charging Challenge Roadshow Event scheduled locally for July 30. Details were provided in Electronic Item 12.5.

Brian Wilson noted that Progress North Texas 2015, the annual state of the region report, was provided at the meeting. Additional copies were made available to members upon request.

Jahnae Stout noted that a summary of June public meetings was provided to members by e-mail earlier in the week as Reference Item 12.10. Comments from the May 11-June 9, 2015, online public input opportunity were provided in Electronic Item 12.6.

Adam Beckom highlighted the current east/west equity allocations in Electronic Item 12.7.1 and Electronic Item 12.7.2, noting that funding was approximately 29.5 percent in the west and 70.4 percent in the east. In addition, information regarding American Recovery and Reinvestment Act projects was provided in Electronic Item 12.7.3 and Electronic Item 12.7.4. Two projects remain under construction or in the implementation phase and are both scheduled to be closed out in the summer.

The current Local Motion was provided in Electronic Item 12.8 and transportation partner progress reports were provided in Electronic Item 12.9.

13. **Other Business (Old and New)**: There was no discussion on this item.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 24, 2015, at the North Central Texas Council of Governments.

The meeting adjourned at 2:45 pm.

local motion

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

August 2015 | nctcog.org/localmotion

Inside

Regional Transportation Council meetings will be streamed live on the Internet beginning in September. Read more on page 4.

Meetings

August 5, 8:30 am
TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76002

August 7, 1 pm
DRMC

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

August 13, 1 pm

Regional Transportation Council
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

August 28, 1:30 pm
Surface Transportation
Technical Committee
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Clean Air Action day participation grows 28%

Clean Air Action Day, a day encouraging North Texans to team up to make clean air decisions, experienced tremendous growth this year, with many residents committing to make small changes in an effort to improve the environment.

Twenty-eight percent more residents participated in this year's event, held June 26, and commitments increased almost as much, 27 percent.

The most popular commitments for 2015 were maintaining vehicles, avoiding idling and combining trips. Each of these options garnered more than 200 participants. One commitment showing a significant increase in participation was bicycling or walking, growing from 15 percent to 20 percent in 2015.

By the Numbers

Clean Air Action Day commitments increased by 27%.

Partners also took the event into their own hands, encouraging many ways of helping people improve air quality. The city of Plano, for example, had 239 children sign Clean Air Contracts to commit to being environmentally friendly. The University of North Texas Health Science Center encouraged electricity conservation, double-sided printing and the use of reusable water bottles and bags.

Thanks to all who participated in this year's Clean Air Action Day. The momentum for this event continues to grow substantially, with more North Texans joining the cause every year. Be sure to log commitments at AirNorthTexas.org and consider striving for better air quality all year long.

Clean Air Action Day was established in 2010 to encourage locals to contribute to improve the regional air quality through small changes to their routines. The event is held annually on the first Friday of summer. Ten North Texas counties are in nonattainment for the pollutant ozone and have until 2017 to meet the federal standard.

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.



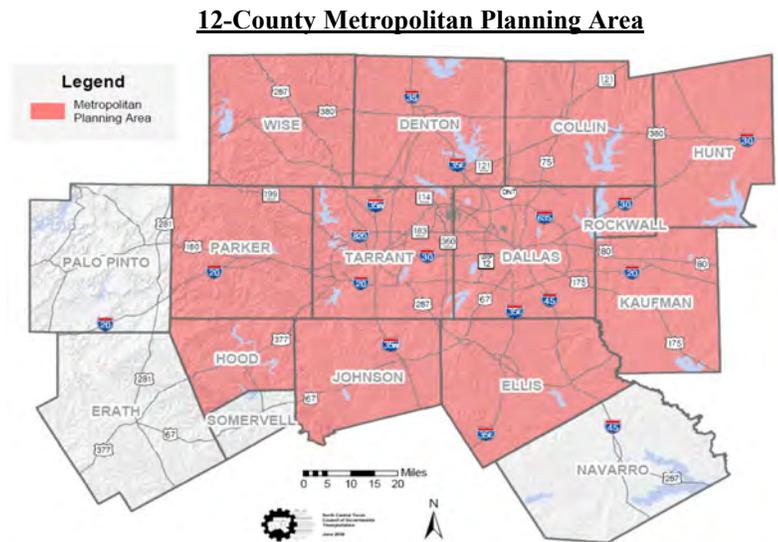
our region

Study examines bicycle-pedestrian connections to region's rail network

North Texas' network of walking and bicycling infrastructure around rail stations was recently documented in a study that will help decision-makers prioritize investments needed to improve access to transit services.

The NCTCOG study identified existing and planned sidewalks, trails and bikeways around 74 light rail and commuter rail stations operated by Dallas Area Rapid Transit, the Trinity Railway Express and the Denton County Transportation Authority in 14 cities across four counties. The

study also considered how far pedestrians must walk between stations and their destinations, which may be impacted by gaps in the sidewalk network and other barriers such as waterways, major roadways and highways lacking pedestrian accommodations. The results will help community stakeholders and decision-makers better understand which areas need further study and possible infrastructure investments as the region seeks to improve network connectivity, increase the "first mile/last mile" connections to each station and find opportunities to make transit trips easier for potential riders. More information about the study can be found at NCTCOG.org/routestorail.



Rangers announce opening of new commuter lot at Globe Life Park

Another new park-and-ride lot has opened in the center of the region. The new facility is a result of a partnership between the Texas Rangers and North Central Texas Council of Governments. Last month, the Rangers and city of Arlington announced a designated 100 parking spaces in Lot G at Globe Life Park in Arlington are now available from 6:30 am to 7 pm weekdays at no cost to commuters and event-goers. In addition, the lot will offer easy access to Interstate Highway 30 from its location on East Copeland Road at AT&T Way. On July 29, Rangers infielders Elvis Andrus and Rougned Odor helped launch the park-and-ride by meeting at the lot, then carpooling to the ballpark. The move by the Rangers followed the announcement earlier in July that a 328-space park-and-ride lot near Belt Line Road and IH 30 in Grand Prairie is now open. It is hoped the central location of these facilities will encourage ridesharing to work and special events among residents of an area with a growing list of such options.

On the Web: TryParkingIt.com

CALL for PROJECTS

\$2.5M available for clean fleets in North Texas

The North Central Texas Council of Governments is expected to open the Clean Fleets North Texas 2015 Call for Projects in August. This call for projects, which the Regional Transportation Council must first approve, will provide approximately \$2.5 million for public and private fleets operating in the 10-county ozone nonattainment area. Funded projects will help reduce vehicle emissions and assist the Dallas-Fort Worth area in meeting the federal ozone standard. Project types eligible for grant funding include qualifying new-vehicle purchase, replacement, repower, retrofit, engine conversion and installation of idle-reduction technologies on school buses.

Up to 80 percent in grant funding will be awarded to eligible projects. Applications will be accepted August 17 through 5 pm October 23. Applicants must adopt the Clean Fleet Policy prior to the deadline. For more information, visit NCTCOG.org/aqfunding or email aqgrants@nctcog.org.

public involvement

EVs to take center stage Sept. 19

Did you know that Texas is ranked sixth in the number of electric vehicles (EVs) on the road?

The North Central Texas Council of Governments and Dallas-Fort Worth Clean Cities Coalition invite residents to Grapevine Mills Mall on September 19 to learn about this exciting technology. This National Drive Electric Week event starts at 10 am and aims to help North Texans learn more about EVs and vehicle charging options. The event will include hands-on activities for adults and children, as well as entertainment, giveaways and “ride and drives.”

Additional information and registration details can be found at DFWCleanCities.org/evnt.

Mobility 2040: take survey, submit comments

Over 2,300 people have taken a survey as part of the development process for Mobility 2040, the region’s next long-range transportation plan. The survey will be available at NCTCOG.org/survey2040 until September, and print copies will be mailed upon request. Planners are encouraging the public to take the survey and submit comments to inform the planning process.

Mobility 2040 will serve as a blueprint for the region’s multimodal transportation system and guide spending of federal and state transportation funds for the next 20-plus years. During that time, the region’s population is projected to grow to 10.7 million.

Draft recommendations of the long-range transportation plan are expected to be available late this year, and RTC approval would likely come in spring 2016.

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\$2.5 million

The amount of money available as part of the upcoming Clean Fleets North Texas 2015 Call for projects.

policymakers —

RTC meetings to be streamed live

Regional Transportation Council meetings will be accessible live from anywhere in the region or around the world beginning in September. Senate Bill 1237, approved during the 84th Legislature, requires metropolitan planning organizations in regions with populations of 350,000 or more to record meetings of their policy boards and make them available live via the Internet. Although RTC meetings have not been available live online before, NCTCOG has been recording the meetings since 2012 and posting them at NCTCOG.org/meetings. Select public meetings and workshops are also recorded and posted to the same location.

Last September, NCTCOG streamed its first live event, a public meeting about the Blacklands Corridor, allowing people unable to attend the chance to follow the proceedings.

On the Web: NCTCOG.org/trans/committees/rtc/index.asp

Turn the key and idle free

With the heat of summer officially here, minimizing unnecessary vehicle exhaust has become critically important in maintaining healthy ozone levels. So whether you are waiting on a friend to carpool to work or using the drive-thru lane to grab lunch, remember that your actions directly impact regional air quality. Simple decisions such as parking in the shade to stay cool or walking inside to order your food can have a big impact this summer. To learn more visit, EngineOffNorthTexas.org.

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.