



**2.2. Final Action Regarding the Texas Department of Transportation Congestion Relief Program**

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of final changes to the Texas Department of Transportation (TxDOT) Congestion Relief Partnership with the RTC is requested.

Background: In February 2016, the Texas Transportation Commission (TTC) approved statewide funding of \$1.3 billion for partnerships with metropolitan areas of the State for congestion projects. The Dallas-Fort Worth region's share of the total funding is \$163.8 million for the western subregion and \$364 million for the eastern subregion, or \$527.8 million total. Through this agenda item, staff requests RTC action on changes to specific projects resulting from the larger dollar amount as shown in [Reference Item 2.2](#). Associated adjustments to the region's east/west equity are included in a later agenda item (see [Electronic Item 3.4](#)).

**2.3. Clean Fleets North Texas 2015 Call for Projects Funding Recommendations**

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of funding recommendations for the Clean Fleets North Texas 2015 Call for Projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2015 CFP to provide approximately \$2.5 million in grant funds for fleet projects in North Central Texas. Applications were accepted from August 2015 through October 2015. Staff has completed review and emissions quantification of the proposed projects and developed recommendations regarding projects to be funded. 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 Dallas-Fort Worth 2010 Eight-Hour Attainment Demonstration document. Last month, the Surface Transportation Technical Committee took action to recommend funding for the Clean Fleets North Texas CFP. [Electronic Item 2.3.1](#) provides an overview of the call for projects. Additional detail is available in [Reference Item 2.3.2](#).

**2.4. Approval of Personal Services Agreement for Transit Planning and Programming Assistance**

Presenter: Michael Morris, NCTCOG

Item Summary: Jessie Huddleston, Transportation Program Manager for Regional Transit Coordination and Operations, has

moved her family outside the region. Regional Transportation Council (RTC) approval of a one-year personal services agreement with Ms. Huddleston for an amount not to exceed \$60,000 is requested.

Background: The North Central Texas Council of Governments Transportation Director has identified a business need to extend a personal services agreement to assist the Regional Transportation Council in the performance of its triennial review with the Federal Transit Administration and upcoming transit developments within the region.

1:05 – 1:20

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

Action       Possible Action       Information      Minutes: 15  
Presenter: Michael Morris, NCTCOG

1. Earth Day: North Texas Tollway Authority Thank You
2. Jessie Huddleston's Departure
3. Legislation and Finance Partnership Subcommittee Follow Up: Chair Jungus Jordan ([Electronic Item 3.1](#))
4. 2016 Transportation Investment Generating Economic Recovery VIII Call for Projects: Deadline April 14, 2016 ([Electronic Item 3.2](#))
5. United States Department of Transportation Requests Applications for the \$800 Million New FASTLANE Grant Program: Deadline April 14, 2016 ([Electronic Item 3.3](#))
6. East/West Equity Update ([Electronic Item 3.4](#))
7. American Recovery and Reinvestment Act Update ([Electronic Item 3.5](#)), Completion of the \$885 Million ([Electronic Item 3.6](#)), and Thank You Letter to Congress and the President
8. First Responder Alternative Fuel Vehicles Trainings ([Electronic Item 3.7](#))
9. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.8](#))
10. February Public Meeting Minutes ([Electronic Item 3.9](#))
11. March Public Meeting Notice ([Electronic Item 3.10](#))
12. Fixing America's Surface Transportation Act Fact Sheet ([Electronic Item 3.11](#))
13. Recent Correspondence ([Electronic Item 3.12](#))
14. Recent News Articles ([Electronic Item 3.13](#))
15. Recent Press Releases ([Electronic Item 3.14](#))
16. Transportation Partners Progress Reports

1:20 – 1:40

4. **Mobility 2040, 2016 Transportation Conformity, and 2015-2018 Transportation Improvement Program Projects Affected by Mobility 2040**

Action       Possible Action       Information      Minutes: 20  
Presenters: Chad McKeown and Chris Klaus, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of a resolution adopting Mobility 2040 and the corresponding 2016 Transportation Conformity results. A copy of the resolution is provided in [Reference Item 4.1](#). Final Plan recommendations and air quality conformity analysis results are summarized in [Electronic Item 4.2](#). The Mobility 2040 document is available for review in [Electronic Item 4.3](#). Impacts to the Transportation Improvement Program (TIP)/Statewide

Transportation Improvement Program (STIP) affected by Mobility 2040 will also be discussed. This action includes:

- Adoption of Mobility 2040
- Adoption of 2016 Transportation Conformity results
- Inclusion of the RTC Policy Bundle in Mobility 2040
- Inclusion of the RTC Policy Position on the Cotton Belt corridor in Mobility 2040
- Provision for Transportation Improvement Program projects impacted by Mobility 2040

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

Mobility 2040 also seeks to achieve transportation goals through policies that complement infrastructure development. This effort includes the RTC Policy Bundle, a voluntary initiative to encourage local cities, counties, and transportation providers to enact measures that enhance the region's maturing transportation system. The policies are identified in [Electronic Item 4.4](#). Additional policy development has occurred in parallel with Mobility 2040. This includes a policy to expedite project delivery on the Cotton Belt corridor. If the Cotton Belt corridor cannot be advanced, the policy outlines a plan to review other implementation options. This policy is outlined in [Reference Item 4.5](#).

Scope, timing, and funding changes in Mobility 2040 will impact a subset of projects in the 2015-2018 TIP/STIP. Projects that are impacted by changes in Mobility 2040 are provided in [Electronic Item 4.6](#) for the Council's information. All impacted projects will be amended in the 2017-2020 TIP.

Due to the region's ozone nonattainment status, MPOs must perform a transportation conformity analysis to ensure the MTP will not cause any new violations of the air quality standard, increase the frequency or severity of violations of the standard, or delay timely attainment of the standard. The Transportation Conformity document is available for review in [Electronic Item 4.7](#).

1:40 – 1:50

5. **Recommendation for Revenue Sharing on the Y Connection Being Constructed within the IH 35E/IH 635 Interchange**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Texas Department of Transportation (TxDOT) has requested Regional Transportation Council (RTC) staff facilitate a resolution of the revenue sharing between TxDOT and the LBJ Infrastructure Group associated with the increase in revenues to the LBJ Project due to the IH 35E/IH 635 “Y Connection.” Staff is requesting an RTC resolution approving the principles to guide staff in facilitating a fair revenue sharing position.

Background: As part of the IH 35E Project, the RTC recommended and TxDOT exercised an option to construct the Y Connection (sometimes referred to as the Wishbone Connection) that connects the IH 35E managed lanes through the IH 35E/IH 635 Interchange. The Y Connection is designed to allow IH 35E/LP 12 managed lane users to continue through the IH 35E/IH 635 Interchange on a continuous managed lane facility as opposed to exiting the managed lanes, mixing with general purpose traffic through the interchange, and reentering the managed lanes after the interchange. The Y Connection increases revenue to the LBJ Project and the LBJ Comprehensive Development Agreement provides for the allocation of increased revenue on such projects. TxDOT is requesting RTC staff assist TxDOT and the LBJ Infrastructure Group in facilitating a fair revenue sharing position. [Electronic Item 5.1](#) is a map showing the location of the Y Connection. [Reference Item 5.2](#) is a draft resolution.

1:50 – 2:00

6. **Federal Transit Administration Direct Recipient Status for the McKinney Urbanized Area**

Action       Possible Action       Information      Minutes: 10

Presenters: Michael Morris and Sarah Chadderdon, NCTCOG

Item Summary: Staff will request Regional Transportation Council concurrence of the North Central Texas Council of Governments serving as the direct recipient for Federal Transit Administration (FTA) funds in the McKinney Urbanized Area (UZA).

Background: The FTA has specific roles and responsibilities for allocating and receiving federal funds in small urban areas, like the McKinney UZA. Direct recipients of FTA funds decide how transit services get provided, ensure that service complies with State and federal rules, and drawdown available funding from FTA directly. The City of McKinney considered filling this role, but has indicated it does not wish to pursue it at this time. It is staff’s recommendation to have the North Central Texas Council of Governments serve as the direct recipient for the McKinney UZA in order to keep the \$2.6 million annual federal allocation generated by the residents of the McKinney UZA from being redistributed to other small urban areas across the State. Details are provided in [Reference Item 6](#).

- 2:00 – 2:05**    7.    **High-Occupancy Vehicle Subsidy Report and Modification to Toll Managed Lane Policy**  
 Action     Possible Action     Information    Minutes:    5  
 Presenter:    Dan Lamers, NCTCOG  
 Item Summary:    Staff will provide an update to the Regional Transportation Council (RTC) on the most recent managed lane performance report and will request the RTC modify the Toll Managed Lane Policy to extend the date for implementation of the 3+ requirement to receive the peak period high-occupancy vehicle (HOV) discount.  
 Background:    As part of the adoption of the Toll Managed Lane and High-Occupancy Vehicle/Express Managed Lane policies, the RTC requires regular reports provided by the Texas Department of Transportation regarding the amount expended for the HOV subsidy on the comprehensive development agreement managed lane facilities, as well as the North Texas Tollway Authority customer service demands. Staff will present an overview of the performance of operational managed lanes in the region. In addition, the RTC’s Toll Managed Lane Policy requires that the occupancy level required to be eligible to receive the peak period HOV discount be increased from 2+ to 3+ on or before June 1, 2016. As the amount expended to date has been less than anticipated, staff is recommending that the implementation of the 3+ requirement be postponed until June 1, 2018, or sooner if expenditure levels increase faster than now expected.
- 2:05 – 2:15**    8.    **DFW Connector Pilot Study Update**  
 Action     Possible Action     Information    Minutes:    10  
 Presenter:    Ken Kirkpatrick, NCTCOG  
 Item Summary:    The Regional Transportation Council will be briefed on the status of the DFW Connector Pilot Program related to pay-by-mail surcharges.  
 Background:    The DFW Connector Pilot Project was initiated with the commencement of tolls on the project in July 2015. The pilot seeks to test whether increasing the pay-by-mail toll surcharge will offset the toll collection risk associated with users of the managed lanes who do not have toll tags. Lessons learned in the pilot could be applied to the IH 35W managed lanes, when open, in order to reduce the toll collection risk that the Texas Department of Transportation has in that corridor.
- 2:15 – 2:25**    9.    **Project Milestone Policy Update**  
 Action     Possible Action     Information    Minutes:    10  
 Presenter:    Christie Gotti, NCTCOG  
 Item Summary:    Staff will brief the Council on the latest developments regarding the Project Milestone Policy.  
 Background:    In June 2015, the Regional Transportation Council approved the Project Milestone Policy that focused on reviewing projects that were selected ten or more years ago. The policy will remove low-priority projects from the Transportation Improvement

Program (TIP)/Statewide Transportation Improvement Program (STIP) and leave funding capacity for higher-priority projects that are ready to proceed to implementation within the current TIP/STIP. Since November 2015, staff has been working with local implementing agencies to assess the status of projects. [Electronic Item 9.1](#) contains the preliminary findings from the review of projects identified through the Project Milestone Policy. Additional information is provided in [Electronic Item 9.2](#).

- 2:25 – 2:35**
10. **Try Parking It Web Site Relaunch and Employer Trip Reduction Program**  
 Action       Possible Action       Information      Minutes: 10  
Presenter: Natalie Bettger, NCTCOG  
Item Summary: Staff will present information on the newly relaunched TryParkingIt.com Web site and provide an update on the Regional Employer Trip Reduction (ETR) Program.  
Background: The NCTCOG Travel Demand Management (TDM) Program focuses on implementing alternative forms of transportation that assist in the reduction of drive alone vehicle trips on regional roadways in North Central Texas. The Try Parking It Web site and the Regional Employer Trip Reduction Program are major components of the TDM Program. TryParkingIt.com, the region's commuter tracking and ride-matching Web site, was originally launched in 2006 and was updated in 2010 with a ride-matching component that allowed commuters to locate both carpool and vanpool matches throughout the region. In December 2015, TryParkingIt.com was relaunched as a hosted Web site with more modern functionality and with the addition of transit, biking, and walking matches/mentors; multi-modal trip logging; and an integrated rewards system. The ETR Program has also recently undergone a change in the implementation of the Program.
11. **Progress Reports**  
 Action       Possible Action       Information  
Item Summary: Progress Reports are provided in the items below.
- RTC Attendance ([Reference Item 11.1](#))
  - STTC Minutes and Attendance ([Electronic Item 11.2](#))
  - Local Motion ([Electronic Item 11.3](#))
12. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
13. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, April 14, 2016, at the North Central Texas Council of Governments.**

**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
February 11, 2016**

The Regional Transportation Council (RTC) met on Thursday, February 11, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Jenkins, Ron Jensen, Jungus Jordan, Stephen Lindsey, David Magness, Scott Mahaffey, Matthew Marchant, Ray Smith (representing Maher Maso), Ann Zadeh (representing Cary Moon), Stan Pickett, Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Gary Slagel, Mike Taylor, Stephen Terrell, Oscar Trevino, Oscar Ward, Bernice J. Washington, Duncan Webb, Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Antoinette Bacchus, Rick Bailey, Melissa Baker, Berrien Barks, Adam Beckom, Bryan Beck, Natalie Bettger, Brandi Bird, Brandy Bissland, David Boski, Bruce Bradford, Kristina Brevard, Charles Brewer, Ron Brown, Chris Burkett, Loyl Bussell, David Cain, Angie Carson, Sarah Chadderdon, Derek Cheatham, Michael Copeland, Hal Cranor, Clarence Daugherty, Kim Diederich, Jerry Dittman, David Dreiling, David Dryden, Chad Edwards, Traci Enna, Kevin Feldt, Keineth Fuller, Bob Golden, Alan Greer, Mary Griffin, Philip Haigh, Tony Hartzel, Luke Harvey, Jeff Hathcock, Tommy Henderson, Rebekah Hernandez, Jesse Herrera, Robert Hinkle, Jodi Hodges, Jessie Huddleston, Greg Janes, Eric Jensen, Dan Kessler, Karen Khan, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Susan Langdon, April Leger, Sonny Loper, Mark Lorraine, Paul Luedtke, Steve McCullough, Chris Metz, Michael Miles, Cliff Miller, Erin Moone, Michael Morris, Ron Natinsky, Emily Nicholson, Mickey Nowell, Nick Page, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Dean Radeloff, Tito Rodriguez, Kyle Roy, Moosa Saghian, Steve Salin, Russell Schaffner, Nikki Simon, Jahnae Stout, Gerald Sturdivant, Gary Thomas, Lauren Trimble, Frank Turner, Daniel Vedral, Leslie Wade, Mitzi Ward, Kendall Wendling, Sandy Wesch, Elizabeth Whitaker, Cheryl Williams, Jason Williams, Amanda Wilson, Brian Wilson, Mykol Woodruff, and Kate Zielke.

1. **Approval of January 14 and January 20, 2016, Minutes:** The minutes of the January 14 and January 20, 2016, meetings were approved as submitted in Reference Item 1.1 and Reference Item 1.2. Glen Whitley (M); Mike Cantrell (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Unified Planning Work Program Modifications:** A motion was made to approve modifications to the FY2016 and FY2017 Unified Planning Work Program provided in Reference Item 2.1.1. Additional information was provided in Electronic Item 2.1.2  
  
Glen Whitley (M); Robert Franke (S). The motion passed unanimously.
3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris introduced Captain Mike Stephan, Base Commander of the Naval Air Station Fort Worth Joint Reserve Base. Captain Stephan highlighted information about the military installation and thanked Regional Transportation Council (RTC) members and local leaders for helping to protect the installation through development planning of the area, support for the regional planning initiatives, and relationships that assist with continued operation in the region. He presented a token of gratitude to members for the RTC's continued partnership with the base. Michael Morris thanked the City of Mesquite for bringing to staff's attention an issue related to contracting public transportation services. Correspondence from Mesquite was provided in



Electronic Item 3.1. Staff has been working on a strategy to assist Mesquite that benefits the region as well, which is anticipated to be completed by May. Regarding the Texoma Area Paratransit System, the agency is no longer providing service in the region. He thanked the Denton County Transportation Authority for providing service in Frisco and Dallas Area Rapid Transit for providing service in the McKinney Urbanized Area and the City of Allen. Wise County has found a transit provider and further discussion is needed for the rural portion of Collin County. He added that the loan approved by the RTC was not used. Money is still owed to TAPS and it is working to get reimbursement. Related to Earth Day 2016, Mr. Morris thanked the North Texas Tollway Authority for Regional Toll Revenue funds that came to region in the past and noted he would like to thank the entity formally through an upcoming Earth Day initiative. Staff is working on some potential projects or programs that will involve the RTC. January public meeting minutes were provided in Electronic Item 3.2, the February public meeting notice was provided in Electronic Item 3.3, and the current Mobility Matters was provided at the meeting. Information regarding the air quality State Implementation Plan was provided in Electronic Item 3.4 and air quality funding opportunities for vehicles were provided in Electronic Item 3.5. Dallas-Fort Worth Clean Cities recognition and annual report information was provided in Electronic Item 3.6. Recent correspondence was provided in Electronic Item 3.7, recent news articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.9. Transportation partner progress reports were provided at the meeting.

4. **Proposed Policy for Possible Employer Location:** Michael Morris highlighted the proposed policy regarding how the Regional Transportation Council (RTC) may wish to consider requests for infrastructure assistance associated with the location of new employers to the Dallas-Fort Worth region. A copy of the draft policy was provided in Reference Item 4. Following approval to assist American Airlines, Sandy Greyson requested staff develop a policy for handling such requests to ensure that all interested localities have an equitable chance to participate. At its January 14, 2016, meeting, RTC members discussed the draft policy. Many expressed concerns and voted to take no action in order to have additional time to review the policy. One option is to instruct staff to continue work on the policy. The other option is to have no policy. Staff will notify the RTC that a request for assistance has been received, and the RTC will then have an opportunity to consider the request. Sandy Greyson discussed her original request for a policy that would allow all entities an equitable chance to compete for a large employer locating in the region. In hind sight and following last month's discussion, she noted that a policy does not seem realistic. The employer and the entity will likely have already reached an agreement regarding location prior to the request for assistance. She asked if staff believed policy guidelines for the types of requests considered should be established. Mr. Morris responded that staff did not believe policy guidelines are necessary. In the absence of guidelines, the decision will be brought before the RTC and considered based on the merits of the individual request. Ms. Greyson asked if staff would simply present the request for action, or if the item would be presented for information as well. Mr. Morris noted that the request would likely be brought to the RTC once, for action. If determined necessary, the RTC may choose to bring it back a second time. A motion was made to table the draft Regional Transportation Council Policy Position to Assist Local Governments in Attracting Large Employers to the Region, provided in Reference Item 4. Jungus Jordan (M); Andy Eads (S). The motion passed unanimously. Bernice J. Washington requested that in the future, staff offer as much information as possible so members are equipped to make an appropriate decision.
5. **Mobility 2040 and Transportation Conformity:** Chad McKeown provided an update on the development of Mobility 2040, the next long-range transportation plan for the region. Guiding principles have been focused on roadway, transit, and bicycle/pedestrian improvements. The multimodal solutions that have been developed for the Plan provide a variety of transportation choices for the region, that will be increasingly important as the

region matures and approaches a population of approximately 10.7 million. He highlighted Mobility 2040 prioritization to first maximize the existing system and then implement strategic infrastructure investment. Based on the latest information, expenditures for Mobility 2040 total \$118.9 billion. Since the Plan is multimodal, Mobility 2040 includes over 500 miles of existing and funded projects with an additional 1,291 miles of planned off-street bicycle and pedestrian trails referred to as the Regional Veloweb. Transit builds on the existing rail system to provide choice through both the regional rail extension to many fast growing areas, as well as the addition of the new high-intensity bus concept that will allow guaranteed speed for premium bus service. The existing rail system, proposed extensions to the rail system, and corridors identified for high-intensity bus lines were highlighted. The Cotton Belt corridor was discussed, and details of the proposed draft policy were presented in Agenda Item 6. Mobility 2040 will include the Regional Transportation Council (RTC) Policy Position on Transit Implementation in the Cotton Belt Corridor. The recommendation is for a regional rail line from Dallas/Fort Worth International Airport to Plano with one-seat ride connectivity with TEX Rail. Mr. McKeown highlighted major roadway recommendations. Recommendations include freeways, tollways, and managed lane facilities and are responsive to the guiding principle of the need for reevaluation of toll facilities. Based on feedback received from Denton County and the City of Fort Worth, one change has been made to the recommendations. When originally presented, IH 35W in Denton County included only new or additional freeway capacity. Based on the feedback, the corridor now includes additional freeway capacity as well as tolled managed lanes. Mobility 2040 also includes funded improvements to major arterials highlighted in the presentation and detailed in Electronic Item 5.2, as well as major corridors for future evaluation included in the illustrative map. The illustrative map identifies areas of transportation need that are not included in the financially constrained portion of the Plan. Mr. McKeown noted a draft of the Mobility 2040 document is available for review online through the link provided in Electronic Item 5.1. Also included in Mobility 2040 is the RTC Policy Bundle concept. The voluntary initiative will provide additional choices in meeting congestion and transportation issues with policies instead of projects. As noted, participation is voluntary. If entities decide to participate, a range of policies will be available to choose from that are grouped based on the level of effort to implement the policies. These include joint staff coordination meetings, governing body approval, ordinances, or elections. Mr. McKeown noted Mobility 2040 recommendations have been presented to the public for comment.

Chris Klaus provided information regarding 2016 Transportation Conformity. As a result of the region being in nonattainment for ozone, the Clean Air Act requires the MPO to perform an air quality conformity determination on the Mobility Plan to ensure the transportation system complies with applicable Motor Vehicle Emission Budgets (MVEB) established for the region. Staff analyzes the ozone precursors of nitrogen oxides (NOx) and volatile organic compounds (VOCs) in the region for various analysis years using the latest planning assumptions available when the analysis begins. Over a year ago, the North Central Texas Council of Governments (NCTCOG) assisted in developing and providing to the Texas Commission on Environmental Quality (TCEQ) emission inventories for the transportation system. Upon completion, these emission inventory estimates are anticipated to be the required MVEB for the 10-county nonattainment area. However, the Environmental Protection Agency has set the budgets at 148.36 tons per day for NOx and 77.182 tons per day for VOCs, which is higher than staff's submitted inventories. Staff has committed to adhere to the original estimates submitted to TCEQ. Mr. Klaus highlighted the differences between emission inventories related to planning assumptions. Each of the four analysis years in Mobility 2040 fall below the set budget for both NOx and VOCs for the ten-county ozone nonattainment area. Upon local approval of Mobility 2040, conformity results will be provided to federal and State partners for review. Staff anticipates a United States Department of Transportation 2016 Transportation Conformity determination in the June timeframe.

Stan Pickett noted that in December, the City of Mesquite requested that NCTCOG study the IH 635 corridor between IH 20 and US 80 and asked if the corridor has been included as part of Mobility 2040. Mr. McKeown responded that current focus is on the LBJ Express and LBJ East projects, but that the IH 635 corridor between IH 20 and US 80 can be added to the illustrative map. Matthew Marchant, referencing the major roadway map, noted capacity maintenance on US 75 to SH 121. He asked if new lanes were not expected on US 75 through 2040. Mr. McKeown noted in that section, portions of the corridor recently completed or under construction are assumed to be completed by the base year in the network, 2017. The map indicates projects beyond 2017. Mr. Morris noted the comment by Mr. Pickett and a comment expressed to staff by Glen Whitley and suggested to include the requested corridor studies in the Unified Planning Work Program, study the projects to ensure there are no unintended consequences, and bring the projects to staff for the next Mobility Plan.

6. **Cotton Belt Corridor Policy**: Michael Morris presented the draft Regional Transportation Council (RTC) Policy Position on Transit Implementation in the Cotton Belt Corridor. A copy of the draft policy position was provided in Electronic Item 6. He noted that RTC members along the corridor have been contacted, and there is not consensus on the next steps forward. In summary, the policy states that the RTC has proposed a Cotton Belt corridor as a rail component for many years in its Mobility Plan and Dallas Area Rapid Transit (DART) has approved rail funding in its 2035 financial plan. It requests that DART explore possibilities of expediting rail service in the eastern side of the corridor. If rail service cannot be expedited, the policy requests that some form of DART-selected premium transit service should be implemented. If approved, the policy will be integrated into Mobility 2040. Sandy Greyson thanked staff for responding to comments she made at a recent public meeting. She noted a remaining question about the inconsistent use of terms throughout the policy such as premium bus transit, premium transit service, and high-intensity bus. She asked why consistent terms were not used throughout the policy. Mr. Morris noted the policy included the definition of premium transit service because this level of service is referred to in Mobility 2040 and the proposed policy will be implemented within the Mobility Plan. A variety of initiatives will be used to provide the level of service and the definition includes all other terms. Staff's desire is that the policy applies to many options and use of specific terms does not eliminate an option. Ms. Greyson discussed staff's intent to not limit the policy, noting the importance of citizens understanding the intent was not to limit options. Clay Jenkins noted the suggestion to include performance metrics and asked if that had been included in the policy. Mr. Morris discussed the four-year time constraint that was included in the policy. There is no reason to believe that DART will not operate in good faith to expedite rail. He added that metrics have not been added in order to give Dallas Area Rapid Transit the greatest flexibility. Bruce Arfsten clarified that the City of Addison is not in favor of bus rapid transit as an option in the Cotton Belt corridor and that the four-year time frame is not seen as an option. Mr. Morris clarified that while the policy may not be entirely satisfactory to either side, the effort is to reach a middle ground. Staff has worked to provide insight to DART on options in a portion or all of the corridor, but Addison has not been interested. He noted there are technical questions that must be resolved before bus could be implemented in the corridor. Ms. Greyson asked why the policy does not contain technical questions regarding rail in the corridor. Mr. Morris noted if bus were to be implemented, there may be unintended consequences to a rail investment. Instead of spending a lot of time on the feasibility of bus, the position creates an opportunity for DART to help expedite rail. There could be unintended consequences if it cannot, but it is a public sector corridor and there are questions why the corridor could not be used for another purpose. RTC members can address the issue if rail is not expedited, so staff is suggesting to keep the position. Even though both sides are not satisfied, the proposed policy creates an opportunity to bring closure to the process. Mr. Arfsten noted that Addison's other concern is that if bus rapid transit is implemented, it may become a long-term solution with

no rail in the future. Mr. Morris discussed the technical issues related to grade separations in the corridor that may be needed for bus rapid transit, but that would not be compatible with rail. The grade solution for bus is cheaper, but creates a throw-away project because it is not compatible with rail. In this instance, bus rapid transit may not be as inexpensive as believed because it may need to be designed according to rail specifications. Gary Slagel noted that the DART Board has rail in its 2035 plan, and is trying to expedite its implementation. The Board will discuss the four-year term included in the proposed policy and may choose to take a formal position at its meeting on February 23. Mr. Morris suggested that DART leave flexibility and added that the spirit of the policy is partnership. He cautioned that if a longer term is requested by DART, it may appear as if DART does not understand the desire to expedite rail. However, if a shorter term is requested, there may not be sufficient time to work through the necessary details to implement rail. Ms. Greyson responded to Mr. Arfsten's comment regarding the City of Addison. She noted there has been a suggestion on the table for a number of years to address Addison's concern by beginning rail in Addison and moving west. To her knowledge, Addison has not been in favor of the suggestion. Ms. Slagel noted that DART is pursuing two paths, one dual track from Dallas/Fort Worth (DFW) International Airport to Plano and a first-phase single track from Addison to DFW International Airport.

- 7. Federal Legislative Update:** Amanda Wilson provided information on the new long-term transportation bill, the Fixing America's Surface Transportation (FAST) Act. The bill was signed into law December 4, 2015, and is effective until September 30, 2020. The five-year bill authorizes surface transportation programs with over \$305 billion in funding. It includes a 5 percent increase for highway programs and 8 percent increase for transit programs in FY2016, and a 2 percent increase in each program for FY2017-FY2020. Funding totals for various programs and agencies were highlighted with highway and transit receiving the largest amount of funding. She noted this is the first time the Federal Railroad Administration and Amtrak have been funded in the same bill as highway and transit. She also noted the \$7.5 billion rescission of unobligated balances in FY2020 spread among states. Related to Metropolitan Planning Organization (MPO) planning, there were minor changes. Planning efforts should consider intercity transportation, intercity buses and facilities, and commuter vanpool programs, system resiliency and reliability, natural disaster risk reduction, and travel/tourism. There is also a new, optional Congestion Management Plan. This does not replace the existing Congestion Management Process. The purpose is to look at access to jobs to reduce vehicle miles traveled during the peak period, improve connectivity between where jobs are and job seekers, support access to jobs, consult with employers to find out how it would be best to get people to those jobs. One of the biggest changes for transportation is the renaming of the Surface Transportation Program (STP), now titled the Surface Transportation Block Grant Program (STBGP). Funding is suballocated to states for overall statewide surface transportation projects and some is suballocated directly to MPOs. The amount suballocated to MPOs increases from 51 percent to 55 percent over the life of the bill. In addition, there is now a set aside for the previous Transportation Alternative Program (TAP) now referred to as STBGP set-aside. Funding allocations will be continued with 50 percent to both the State and MPOs. Two new freight programs are included in the bill. The first is a competitive grant program. States, large MPOs, and cities are eligible to apply. The second is the National Highway Freight Program focused on highways, rail, ports, and intermodal projects. Ms. Wilson highlighted additional items related to the Federal Highway program. Project delivery and streamlining continues to be a priority. The Texas Department of Transportation has been part of a pilot program to assume the responsibility for the environmental review process and this is being expanded to the nation. The Transportation Infrastructure Finance and Innovation Act received a 71 percent funding cut, but the existing balance remains in the program. Related to transit, there are minor programmatic changes. The Bus Discretionary Program was reinstated and bus and bus facilities received a funding increase. Positive train control

received \$199 million in one-time funding for positive train control implementation and the deadline was extended. Details were provided in Electronic Item 7.

8. **Managed Lanes Communication Workshop Update:** Amanda Wilson provided an overview of the recent Managed Lanes Communication Workshop held on January 14, 2016. Regional Transportation Council (RTC) Chair Mark Riley brought together RTC policy officials and public information officers from the transportation providers to discuss identifying a communications plan that will help the public better understand managed lanes. A copy of the meeting agenda and presentation was provided in Electronic Item 8. The primary message heard from comments regarding a public campaign to help users understand managed lanes is to keep it simple. Suggestions included brief videos that can be shared on social media, a regional message for agencies to share, ability to access resources to share with constituents, and targeted information for a variety of audiences, use of analytics/data, as well as interesting stories and analogies that are relevant to the user. Next steps include developing a communications plan, and efforts have begun to collect assets that the North Texas Tollway Authority, the Texas Department of Transportation, and the developer of the LBJ Express and North Tarrant Express projects for distribution. Staff hopes to have additional information available to RTC members over the summer. Ms. Wilson noted that staff is happy to integrate any additional comments from members into the communications plan.
9. **Update Regarding the Texas Department of Transportation Congestion Relief Program:** Michael Morris thanked elected officials for attending the January 28, 2016, Texas Transportation Commission meeting, at which the allocation of \$1.3 billion statewide was confirmed for the Texas Department of Transportation (TxDOT) Congestion Relief partnership. Ms. Gotti provided an update regarding the TxDOT Congestion Relief partnership approved by the Regional Transportation Council (RTC) at its January 14, 2016, meeting. Updated funding totals since the last meeting were highlighted, including changes since the mail out. She noted the \$1.3 billion allocation statewide resulting in \$527 million to the region versus the \$406 million previously presented. This allocation translates to approximately \$163.8 million in the west and \$364 million in the east. It was noted that TxDOT used the previous 69 percent east/31 percent west for the allocation of funding. Staff will update the Council regarding the current equity percentages through the east/west quarterly report at the March 10, 2016, meeting. The project list for the initiative remains the same: SH 121/SH 360 Interchange, SH 199, and IH 820 (from SH 121 to Randol Mill) in the west and IH 35E (Southern Gateway and Lowest Stemmons) in the east. Supplemental projects also remain the same. For SH 121 at SH 360, the project cost has changed from \$60 million to \$61 million in TxDOT Congestion Relief funding. No changes are proposed for SH 199 leaving the project at \$56.5 million. She noted significant changes for the IH 820 project. As originally presented, the amounts were flexible depending on the total funding received through the initiative. The project cost has been revised to \$147.8 million with the following revenue: \$46.3 million in Congestion Relief funding, \$90 million in savings from the IH 35W project, and \$11.5 million of TxDOT Bridge funding. The additional funding will allow for a larger portion of the project to be implemented. On the IH 35E Southern Gateway project, changes have been made to reflect the base project versus the deck park. The overall funding amounts remain unchanged and discussions are continuing with TxDOT on the best option for how to implement the project. Regarding IH 35E Lowest Stemmons, the previous proposal was \$20 million in Congestion Relief funding and \$80 million in Proposition 1 funding. Due to the higher allocation, the proposal is to fund the total project cost of \$100 million with Congestion Relief funding only. Ms. Gotti noted that these changes will be presented to the RTC at its March 10, 2016, for final action of the project amounts.
10. **2017-2020 Transportation Improvement Program Development Draft Listings:** Adam Beckom provided an overview of the 2017-2020 Transportation Improvement Program (TIP)

development process and draft listings. Efforts began by reviewing all active projects in the region, including meetings with implementing agencies to review funding, scopes, and staging. Needed adjustments to existing projects were then made. Revised project listings were developed and balanced to available revenues in the Unified Transportation Plan. In addition, Mobility Plan and air quality conformity review of projects was conducted. Draft listings will be presented for public review in March with final listings provided to members in April. Draft TIP roadway and transit project listings were provided in Electronic Item 10.1. Roadway projects are listed using a double-entry sheet showing projects as they are listed currently and the changes proposed as part of the effort. One of the main focus areas has been implementation of the Project Milestone Policy. Submittal packets from implementing agencies are under review. As previously presented, these include projects that were selected for funding more than 10 years ago but that have not moved forward to construction. Staff will request final action on the projects at the April 2016 meeting along with 2017-2020 TIP listings. Mr. Beckom noted draft project listings reflect updates and status information received from implementing agencies and have been financially constrained to the current Unified Transportation Program (UTP). The UTP is set for update this month, so staff will be monitoring for any changes that come out of the Texas Transportation Commission meeting. Michael Morris encouraged members to review projects that have been funded over 10-years and to meet with staff as soon as possible. Mr. Beckom added that final comments from agencies are needed by February 12 for inclusion in the public meeting item. Any comments received after that time are not guaranteed to be reflected in the final draft project listings to be presented at public meetings in March. The timeline was reviewed. In March, draft listings will be presented to the public. STTC action will also be requested in March, and STTC action will be requested in April. The final document is due to TxDOT in May and Texas Transportation Commission approval is anticipated in the August timeframe. Federal approval is expected in October.

11. **Air Quality Freight Initiatives:** Jeff Hathcock provided an update on air quality freight initiatives. Heavy-duty diesel vehicles contribute approximately 41 percent of all on-road nitrogen oxides (NO<sub>x</sub>) emissions in the region, and the air quality emphasis areas that these initiatives fall under are high-emitting vehicles, idling, and energy/fuel use. The first initiative is the Saving Money and Reducing Truck Emissions (SMARTE) Program. In June 2015, staff began outreach with drivers, fleet managers, and vendors. Resources for businesses within the region were highlighted and staff also engaged the businesses with various air quality initiatives such as the Clean Fleet Policy, the DFW Clean Cities Coalition, the SmartWay Transport Partnership, and anti-idling efforts. Regarding idling, a map was highlighted showing cities and counties that have adopted a memorandum of agreement with the Texas Commission on Environmental Quality and have also adopted idling limitations within their boundaries. Related infrastructure includes existing truck stop electrification sites to help reduce idling when trucks are on government mandated break periods. The heavy-duty diesel inspection maintenance pilot program was also highlighted. Staff evaluated the feasibility of incorporating heavy-duty diesel vehicles into the State's inspection/maintenance program for the reduction of NO<sub>x</sub> emissions. Viable technologies to be considered for the emissions testing were identified. Staff then refined the on-road heavy-duty emissions measurement system design and are investigating other remote sensing technologies. An improved system to collect real world data will soon be deployed and results are expected in the fall of 2016. Truck lane restrictions were also discussed, which includes over 486 miles in the region. Efforts are ahead of schedule, and all short and medium term truck lane restrictions are in place except IH 635, SH 114, and IH 30 due to construction. These exceptions are anticipated to be ahead of schedule as well. Mr. Hathcock also noted a new department of public safety regulation regarding commercial vehicle weight enforcement. All agencies that have not received recorded commercial vehicle enforcement training through the DPS must attend an updated DPS training course before weight enforcements can be conducted. Information regarding the Texas Freight

Mobility Plan, the State's first comprehensive plan that focuses on goods movement was highlighted. The plan provides details on all modes of freight transportation and infrastructure and includes opportunities, strategies, and policies that will be implemented to enhance economic growth and goods movement throughout the State. Future projects are prioritized in the plan and NCTCOG is actively focused on the prioritization of regional initiatives. Following approval from the Texas Transportation Commission on January 28, TxDOT must ensure the plan is fiscally constrained prior to required Federal Highway Administration approval. Additional details regarding each of these initiatives were provided in Electronic Item 11.

12. **Lawsuits Against Volkswagen Group of America, Inc., Audi of America, LLC, and Porsche Cars North America:** Chris Klaus presented information regarding the recent lawsuits against Volkswagen Group of America, Inc., Audi of America, LLC, and Porsche Cars North America. Last year, the Environmental Protection Agency (EPA) announced that 2.0 liter and 3.0 liter diesel vehicles from Volkswagen, Audi, and Porsche were found to have emission defeat devices that were activated during an emissions test. The software turned off during regular operation increasing fuel mileage and performance with higher emissions. The vehicles are believed to release up to 40 times the permitted levels of nitrogen oxides for light-duty vehicles. The California Air Resources Board and the EPA are the two regulatory agencies that govern vehicle emissions standards. Volkswagen has proposed vehicles recalls, which have yet to be accepted by the EPA or CARB. Affected vehicles were highlighted. The State of Texas has filed two separate lawsuits. The first is for deceptive trade practices misleading and providing false information on the product. The second is for violating the Texas Clean Air Act. A separate suit has also been filed by Harris County. At the federal level, the United States Department of Justice, on behalf of the EPA, has filed a civil complaint. Nearly 600,000 2.0 liter and 3.0 liter diesel engines are impacted in the United States. Sanctions could total more than \$40 billion. North Central Texas Council of Governments staff has performed an estimation of the registered, impacted vehicles in the region. Staff believes that the number of affected vehicles could be near 3,000. Staff proposes that the Regional Transportation Council submit a letter to the Department of Justice and the Attorney General requesting that if a financial settlement is reached, funds be disbursed to nonattainment regions in Texas to offset increased emissions. Staff estimates, based on the impacted vehicles in the region, funds could be equivalent to one year of AirCheckTexas repair and replacement funding or approximately \$17 million. A draft of the letter was provided in Electronic Item 12.1 and additional details were provided in Electronic Item 12.2. RTC action to submit the letter will be requested at the March 10, 2016, RTC meeting.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 13.1, Surface Transportation Technical Committee meeting minutes and attendance was provided in Electronic Item 13.2., and the current Local Motion was provided in Electronic Item 13.3.
14. **Other Business (Old or New):** There was no discussion on this item.
15. **Future Agenda Items:** Regional Transportation Council (RTC) Chair Mark Riley noted that the RTC Legislative and Finance Subcommittee would meet prior to the March 10, 2016, meeting.
16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, March 10, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.

DRAFT



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

March 10, 2016

The Honorable John C. Cruden  
Assistant Attorney General  
United States Department of Justice  
Environment & Natural Resources Division  
Law and Policy Section  
950 Pennsylvania Avenue, N.W.  
Washington, DC 20530-0001

The Honorable Ken Paxton  
Attorney General of the State of Texas  
Office of the Attorney General  
PO Box 12548  
Austin, TX 78711-2548

Dear Assistant Attorney General Cruden and Attorney General Paxton:

The Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for North Central Texas and responsible for meeting federal transportation conformity requirements, is requesting a portion of any financial settlement which results from the Department of Justice's (DOJ) Civil Action filed on January 4, 2016, (Volkswagen AG, Audi AG, Volkswagen Group of America, Inc., Volkswagen Group of America Chattanooga Operations, LLC, Dr. Ing. H.c. F. Porsche AG, and Porsche Cars North America, Inc.) and the Texas Attorney General's (AG) lawsuit filed on October 8, 2015, (Volkswagen Group of America, Inc. and Audi America, LLC), be distributed equitably to all nonattainment counties.

The actions by both the DOJ and Texas AG were a result of findings that Volkswagen AG installed illegal emissions defeat devices in light-duty vehicles with diesel engines. These defeat devices allow tailpipe emissions up to 40 times the legal level of Nitrogen Oxides (NO<sub>x</sub>).

These settlement funds would be earmarked to implement air quality projects and/or programs to off-set the increased emissions from the diesel vehicles equipped with the emission test defeat devices. This is important because the Dallas-Fort Worth region is NO<sub>x</sub>-limited, which means decreases or increases in NO<sub>x</sub> emissions, such as the increases resulting from the emissions test-cheat devices, have a more profound effect on the overall ozone levels.

It is a federal requirement that regions designated nonattainment for ozone must demonstrate transportation conformity for the long-range Metropolitan Transportation Plan (MTP). As the region develops or amends the MTP, the North Central Texas Council of Governments (NCTCOG), as staff to the RTC, must ensure it complies with these federal requirements and the associated motor vehicle emissions budgets for NO<sub>x</sub> and volatile organic compounds set by the State Implementation Plan. To develop the on-road emissions inventories for the region, NCTCOG uses the Environmental Protection Agency's (EPA) Motor Vehicle Emissions



**DRAFT**

Assistant Attorney General Cruden and Attorney General Paxton  
Page Two

March 10, 2016

Simulator, which includes local inputs and built-in federal vehicle emission standards. The overall emissions for the region are based on many factors, including the assumption vehicle's emission systems design and function are in compliance with State and federal emissions standards. As a result of the recent findings, certain Volkswagen, Audi, and Porsche diesel vehicles are operating above the federally allowed NO<sub>x</sub> emissions limits, air quality planning has underestimated these emissions and additional emission reduction control strategies are necessary. Financial assistance through any level of settlement funds would allow nonattainment areas such as the Dallas-Fort Worth region to implement said emission reduction control strategies to offset unhealthy emission impacts.

NCTCOG will continue to partner with the EPA and the Texas Commission on Environmental Quality through developing emissions inventories and providing assistance with on-road vehicle emissions data for our region. Although restitution for the individual owners of vehicles equipped with emissions test-cheat devices is prudent, providing a portion of any financial settlement resulting from violations of the Clear Air Act to the nonattainment regions will benefit all citizens through the continued improvement for air quality.

If you have any questions or concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

Mark Riley  
Chair, Regional Transportation Council  
County Judge, Parker County

JPL:ch

cc: Bethany Engel, Trial Attorney, US Department of Justice  
Barbara L. McQuade, US Attorney, US Department of Justice  
Anthony W. Benedict, Assistant Attorney General, State of Texas  
Pedro Perez, Jr., Assistant Attorney General, State of Texas  
Richard Hyde, P.E., Executive Director, TCEQ  
David Brymer, Director, Air Quality Division, TCEQ  
Michael Morris, P.E., Director of Transportation, NCTCOG  
Ken Kirkpatrick, Counsel for Transportation, NCTCOG  
Chris Klaus, Senior Program Manager for Air Quality Planning and Operations, NCTCOG

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

## Regional Transportation Council

Chris Klaus, Senior Program Manager

March 10, 2016



North Central Texas  
Council of Governments

# OVERVIEW

**Volkswagen (Volkswagen, Audi, & Porsche) 2.0 and 3.0 liter diesel engine vehicles**

**Found to exceed the Environmental Protection Agency's (EPA) standard for emissions of Nitrogen Oxides (NO<sub>x</sub>)**

**Vehicles included "defeat" devices (software)**

**Software sensed when vehicles undergoing an emissions test and activated equipment to reduce emissions**

**Software turned the equipment off during regular driving to save fuel or improve performance; increasing emissions**

**Up to 40 times the permitted levels of NO<sub>x</sub>**

**Volkswagen vehicle recall proposals have yet to be accepted**

# AFFECTED DIESEL VEHICLES

## 2.0 Liter Vehicles



VOLKSWAGEN  
**Jetta**  
2009-2015



VOLKSWAGEN  
**Beetle and Beetle Convertible**  
2013-2015



VOLKSWAGEN  
**Passat**  
2012-2015



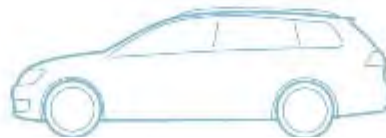
AUDI  
**A3**  
2010-2015



VOLKSWAGEN  
**Jetta SportWagen**  
2009-2014



VOLKSWAGEN  
**Golf**  
2010-2015



VOLKSWAGEN  
**Golf SportWagen**  
2015

# AFFECTED DIESEL VEHICLES

## 3.0 Liter Vehicles



VOLKSWAGEN  
**Touareg**  
2009-2016



AUDI  
**A6 Quattro**  
2014-2016



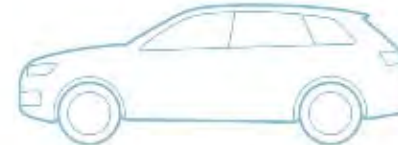
AUDI  
**A7 Quattro**  
2014-2016



AUDI  
**A8 & A8L**  
2014-2016



AUDI  
**Q5**  
2014-2016



AUDI  
**Q7**  
2009-2015



PORSCHE  
**Cayenne**  
2013-2016

# LEGAL ACTION

**State of Texas filed two separate lawsuits against Volkswagen:**

- 1) Deceptive Trade Practices – Consumer Protection Act Suit alleging false, misleading, and deceptive trade practices**
- 2) Texas Clean Air Act Suit\* alleging violations of emission control statutory and regulatory requirements**

**Both suits seek injunctive relief, civil penalties, attorney fees and costs.**

**\*A separate suit has been filed by Harris County for violations occurring in Harris County.**



# LEGAL ACTION

**The Department of Justice (DOJ) filed a civil complaint against Volkswagen for Alleged Clean Air Act Violations**

**Alleges these vehicles had illegal defeat devices installed**

**Alleges violation of the Clean Air Act by offering vehicles designed differently from applications for certification**

**Seeks Injunctive Relief and Assessment of Civil Penalties**

**Nearly 600,000 2.0 and 3.0 liter diesel engine vehicles in the U.S.**

**Sanctions could total more than \$40 Billion**



# DIESEL VEHICLES AFFECTED IN DFW 10-COUNTY NONATTAINMENT AREA

County	Number of Affected Vehicles
Collin	467
Dallas	718
Denton	503
Ellis	80
Kaufman	61
Johnson	94
Parker	171
Rockwall	57
Tarrant	750
Wise	54
<b>Grand Total</b>	<b>2,955</b>

**Total vehicles registered:  
5,056,847<sup>1</sup>**

**Approximate vehicles  
registered: 2,955<sup>2</sup>**

<sup>1</sup>Texas Department of Motor Vehicle Registration Data, July 2015

<sup>2</sup>Eastern Research Group



# REQUESTED ACTION

## Letter to the DOJ and the Texas Attorney General

Staff is requesting the Regional Transportation Council submit a letter (Reference Item 2.1.1) to the DOJ and Texas Attorney General requesting, if a financial settlement is reached, funds be dispersed to Texas nonattainment regions for implementing air quality projects and/or programs.

# AIR QUALITY UPDATE

## For Further Information

**Chris Klaus**  
**Senior Program Manager**  
**817-695-9286**  
**[cklaus@nctcog.org](mailto:cklaus@nctcog.org)**

**Jenny Narvaez**  
**Principal Transportation Planner**  
**817-608-2342**  
**[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)**

**Jody Purvis Loza**  
**Senior Air Quality Planner**  
**817-704-5609**  
**[jloza@nctcog.org](mailto:jloza@nctcog.org)**

FINAL

RTC PROPOSED PROJECTS FOR TxDOT  
CONGESTION RELIEF PROGRAM:  
ALL ARE NON-TOLLED FACILITIES

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REGIONAL TRANSPORTATION COUNCIL

March 10, 2016

# BACKGROUND

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Expedite congestion relief projects

Texas Department of Transportation (TxDOT) to allocate \$1.3 billion statewide (confirmed)

Need early construction timeframes

Only available in Houston, Austin, San Antonio, and Dallas-Fort Worth

TxDOT Commission discussion on January 28, 2016, with action on February 25, 2016

# FUNDING PARTNERSHIP

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Create a funding partnership with the Texas Department of Transportation (TxDOT) and Texas Transportation Commission (TTC) to implement priority projects in the West and East

All projects move forward as a congestion relief package

Provide performance measures along with proposed project list

TxDOT commits funding (new Congestion Relief Program)

RTC commits funding and creates supplemental project commitments

- Surface Transportation Program – Metropolitan Mobility (STP-MM)
- Congestion Mitigation Air Quality Improvement Program (CMAQ)
- Regional Toll Revenue (RTR)

# FUNDING ALLOCATIONS

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The final TTC action included a statewide allocation of \$1.3 billion

<b>TxDOT District</b>	<b>Dallas-Fort Worth Allocation (\$ in Millions)</b>
Fort Worth	163.80
Dallas	364.00
<b>Total</b>	<b>527.80</b>

# PROPOSED CONGESTION RELIEF PROJECTS

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## Western Subregion

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SH 121/SH 360 Interchange  
(staged)

SH 199 (staged)

IH 820 (from SH 121 to Randol  
Mill, staged)

## Eastern Subregion

(Previously Presented Priorities)

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IH 35E

Southern Gateway (IH 35E and US 67)

Lowest Stemmons (IH 35E)

### **SUPPLEMENTAL PROJECTS:**

IH 635 East

Noise Walls

Skillman/Audelia

US 75 (Peak Hour Shoulder Use)

# WESTERN SUBREGION

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# SH 121 AT SH 360 (STAGED)

Project scope includes:

- Reconstruction of the SH 121/SH 360 interchange

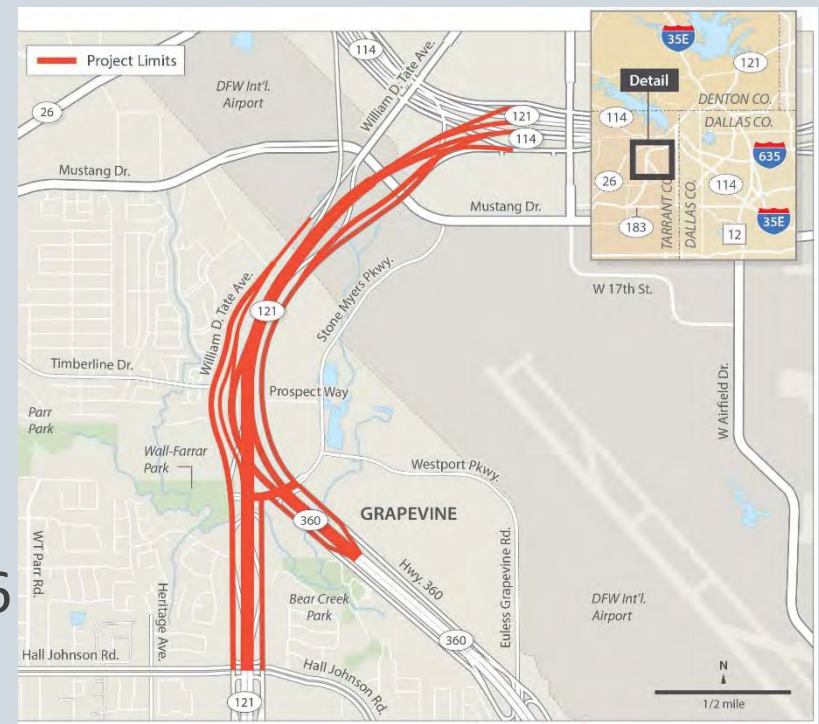
Cost: \$61 million

Revenue:

- \$61 million TxDOT Congestion Relief Program

Timeframe:

- Start Construction: Summer 2016
- Complete Construction: 2018



# SH 199 (STAGED)

## Project scope includes:

- From north of Western Center Blvd. to south of Nine Mile Road
- Widen 4 to 6 main lanes, overpasses over Nine Mile Bridge Road and Hanger Cut Off Road, underpass at Western Center Blvd., and exit/entrance ramps for SH 199

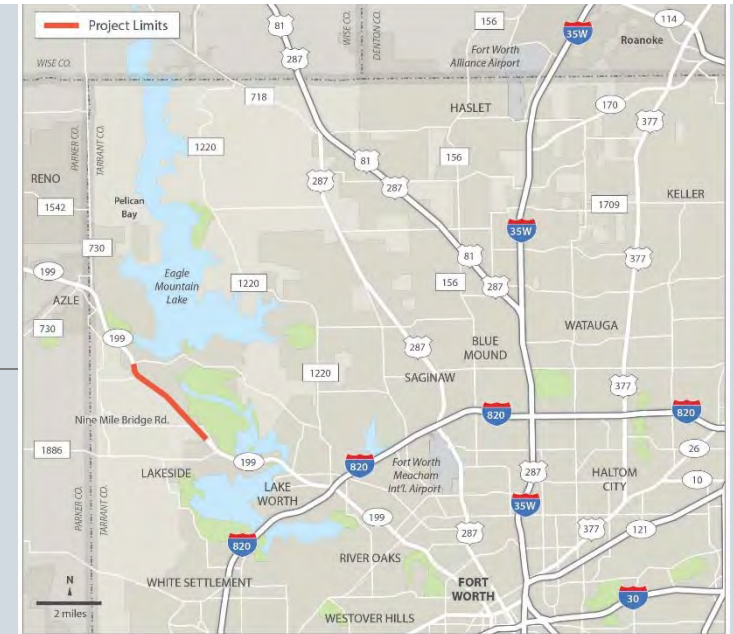
Cost: \$56.5 million

## Revenue:

- \$56.5 million TxDOT Congestion Relief Program

## Timeline:

- Start Construction: Summer 2016
- Complete Construction: 2020



# IH 820 (STAGED)

## Project scope includes:

- From north of SH 121 to Randol Mill Road
- Widen 4 to 6 main lanes, replace Trinity River bridges, re-beam IH 820 bridges, add eastbound SH 121 to southbound IH 820 direct connectors, and add northbound IH 820 to westbound SH 121 direct connectors

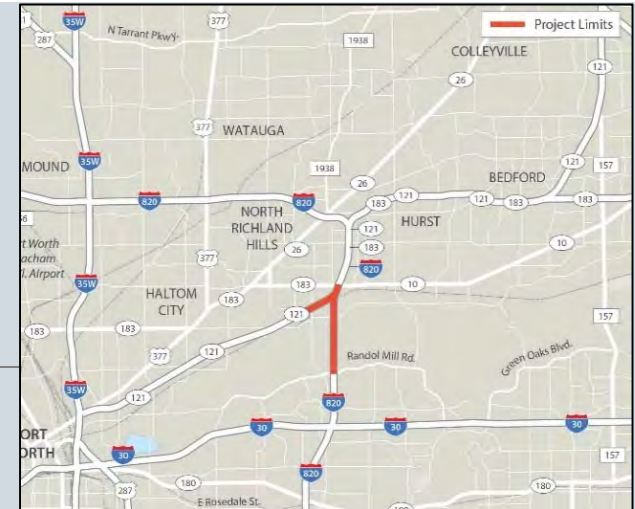
Cost: \$147.8 million

## Revenue:

- \$46.3 million TxDOT Congestion Relief Program
- \$90 million savings from IH 35W project
- \$11.5 million of TxDOT Bridge funding

## Timeline:

- Start Construction: Summer 2017; Complete Construction: 2021



# EASTERN SUBREGION

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# IH 35E: SOUTHERN GATEWAY

Project scope includes<sup>1</sup>:

- IH 35E from the Horseshoe to US 67, &
- US 67 from the IH 35E split to IH 20

Cost is \$655.54 million:

- Base construction and deck park foundations - \$625.54 million
- Deck park - \$30 million (\$20 million RTC and \$10 million local)

Notes:

<sup>1</sup> US 67 South of IH 20 will proceed as an independent project (\$50 million Prop 1)

<sup>2</sup> \$133 million from IH 345 savings and \$5.42 million from MPO Revolver

<sup>3</sup> IH 30 Pass-Through Finance

<sup>4</sup> \$23.58 million from LBJ backstop savings and \$20 million from Horseshoe savings

Timeline:

- Construction Let Date: Summer 2017
- Complete Construction: Summer 2021

Funding Source	(\$ in Millions)		
	TxDOT	RTC	Local
Category 12	138.72 <sup>2</sup>	25.25 <sup>3</sup>	
Category 2		50.00	
CMAQ		54.31	
STP-MM		54.11	
RTR		43.58 <sup>4</sup>	
TxDOT Congestion Relief	264.00		
TAP/RTC Other		16.00	
Local/Private			10.00
<b>Total</b>	<b>402.72</b>	<b>243.25</b>	<b>10.00</b>

# IH 35E: SOUTHERN GATEWAY, CONT'D



# IH 35E: LOWEST STEMMONS

## Project scope includes:

- From IH 30 to North of Oak Lawn
- Construct 4/6 collector distributor lanes and reconstruct 4/6 lane frontage roads (Lowest Stemmons operational improvements)

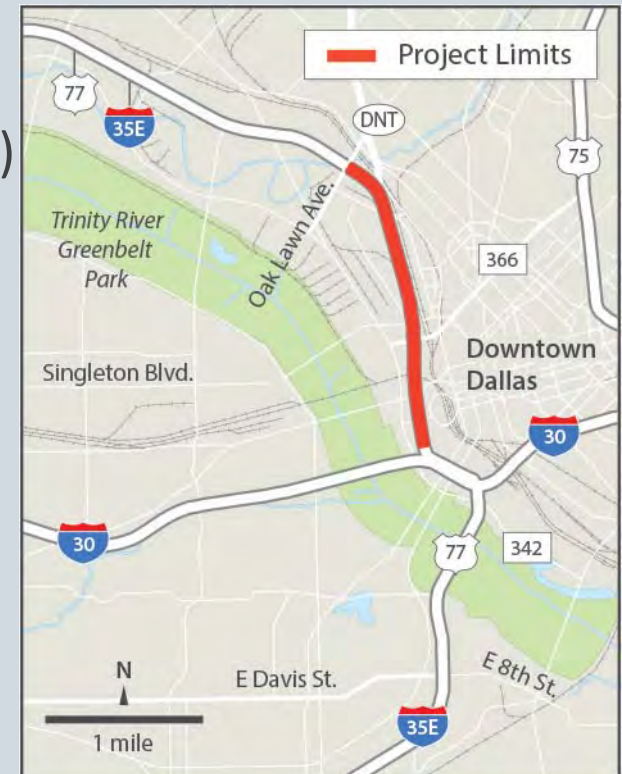
Cost: \$100 million

## Revenue:

- \$100 million of TxDOT Congestion Relief Program

## Timeline:

- Construction Let Date: Summer 2017
- Complete Construction: Winter 2019



# TIMELINE: WORKING FAST TOGETHER

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NCTCOG Public Meetings	January 7-13, 2016
RTC Initial Action	January 14, 2016
TxDOT Listening Sessions	January 19-20, 2016
Specially Called RTC Meeting	January 20, 2016
TxDOT Commission Workshop/Meeting	January 27-28, 2016
RTC Information - Final Information	February 11, 2016
TxDOT Commission Final Action	February 25, 2016
STTC Approval of Final Funding	February 26, 2016
RTC Approval of Final Funding	March 10, 2016



# ACTION REQUESTED

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Approve higher funding levels noted for each project due to receipt of \$1.3 billion statewide (vs. \$1 billion)

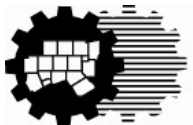
Direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents to reflect these projects and funding levels

# Clean Fleets North Texas 2015 Call For Projects Funding Recommendation

**Regional Transportation Council**

**March 10, 2016**

**Shannon Stevenson  
Program Manager  
Air Quality Planning & Operations**



North Central Texas  
Council of Governments



# Approved Funding

Source	Amount
TCEQ SEP*	\$21,264
CMAQ	\$2,500,000
<b>TOTAL</b>	<b>\$2,521,264</b>

**\*Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) Funds Will be Devoted to School Bus Projects; Staff Proposes to Add Additional SEP Receipts to Projects Recommended in this Funding Program**

# Call For Projects (CFP) Overview

## **Funding**

Up to 80% of Incremental Cost

Six Project Types for On-Road Vehicles

## **Eligibility**

Fleets Operating in Ten-County Ozone Nonattainment Area

Must Adopt Clean Fleet Policy

Projects Must Reduce Nitrogen Oxides (NO<sub>x</sub>) Emissions

## **Quantitative Assessment**

Cost Per Ton of NO<sub>x</sub> Emissions Reduced

**Refueling/Recharging Project Information Requested**

# Summary of Applications

Refer to Reference Item 2.3.2 for More Information

	Requested	Eligible	Recommended
<b>Number of Applicants</b>	<b>23</b>	<b>20</b>	<b>9</b>
<b>Number of Activities</b>	<b>226</b>	<b>128</b>	<b>43</b>
Replacement	131	128	43
New Purchase	95	0	0
<b>Amount of Funding</b>	<b>\$8,108,410</b>	<b>\$7,207,620</b>	<b>\$2,401,654</b>
Public Sector	\$2,977,620	\$2,233,790	\$1,240,045
Private Sector	\$5,130,790	\$4,973,830	\$1,161,609
<b>Funds Approved for CFP</b>			<b>\$2,521,264</b>
<b>Balance Remaining*</b>			<b>\$119,610</b>

\*Balance of funds reserved for purchase, installation and ongoing data charges of Automated Vehicle Locator System (AVLS) to facilitate project tracking.

# Automated Vehicle Locator System

**Utilize Remaining Funds for Purchase, Installation and Ongoing Data Charges of Automated Vehicle Locator System (AVLS) (e.g. global positioning systems or telematics)**

**Streamlines Reporting Requirements**

**Enables More Accurate Emissions Reduction Calculations**

**Ensures Grant-Funded Vehicles Remain Primarily Within Ozone Nonattainment Area**

# Schedule

<b>Event</b>	<b>Date</b>
<b>STTC Action</b>	<b>July 24, 2015</b>
<b>RTC Action</b>	<b>August 13, 2015</b>
<b>Call for Projects Opens</b>	<b>August 17, 2015</b>
<b>Workshop/Webinar</b>	<b>Week of August 31, 2015</b>
<b>Call for Projects Closes</b>	<b>October 23, 2015</b>
<b>Staff Funding Recommendations Finalized</b>	<b>January 2016</b>
<b>STTC Action</b>	<b>February 26, 2016</b>
<b>RTC Action</b>	<b>March 10, 2016</b>
<b>Executive Board Authorization</b>	<b>March 24, 2016</b>
<b>Agreements Transmitted</b>	<b>April 2016</b>
<b>Project Implementation</b>	<b>April 2016 &amp; Ongoing</b>

# Action Requested

## **Approve Staff Funding Recommendations, Including:**

**Project Recommendations Detailed in Reference Item 2.3.2**

**Reserving a Portion of Funding For Implementation of an Automated Vehicle Locator System**

**Authorization to Award Additional SEP Receipts to Recommended School Bus Activities**

**Authorization to Implement Projects From the Wait List as Funds Become Available**



# Contact Information

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(Click Funding Opportunity Archive)

**Clean Fleets North Texas 2015 Call for Projects  
Summary of Staff Funding Recommendation**

Recommended for Funding				Staff Funding Recommendation			
Rank	Applicant	Applicant Type	Project Description	Number of Activities Recommended	Tons NO <sub>x</sub> Reduced	Recommended Grant Award	Cost per Ton of NO <sub>x</sub> Reduced (Over Project Life)
1	Dallas ISD	Public Sector	Vehicle Replacements	9	16.16	\$499,045	
2	Campbell Kings, Inc.	Private Sector	Vehicle Replacements	4	8.07	\$252,688	
3	Morgan Express Deliveries, Inc.	Private Sector	Vehicle Replacements	2	3.22	\$116,975	
4	Dream Team Deliveries, Inc.	Private Sector	Vehicle Replacements	9	12.19	\$556,496	
5	MJS Holdings, Inc.	Private Sector	Vehicle Replacements	2	2.76	\$142,825	
6	Sestha Package Delivery, Inc.	Private Sector	Vehicle Replacements	1	0.63	\$36,395	
7	City of Dallas	Public Sector	Vehicle Replacements	1	0.76	\$50,000	
8	GTS Express, Inc.	Private Sector	Vehicle Replacements	1	0.69	\$56,230	
9	Denton ISD	Public Sector	Vehicle Replacements	14	8.18	\$691,000	
Subtotal Private Sector				19		\$1,161,609	
Subtotal Public Sector				24		\$1,240,045	
<b>Total Awarded Activities</b>				<b>43</b>	<b>52.65</b>	<b>\$2,401,654</b>	<b>\$45,611</b>
<b>Total Funds Available</b>						<b>\$2,521,264</b>	
<b>Total Funds Remaining*</b>						<b>\$119,610</b>	

\*Balance of funds reserved for purchase, installation and ongoing data charges of Automated Vehicle Locator System (AVLS) to facilitate project tracking.

Recommended for Waitlist; To Be Funded as Dollars Become Available				Staff Funding Recommendation			
Rank	Applicant	Applicant Type	Project Description	Number of Activities Recommended	Waitlist NO <sub>x</sub> (tons) Reduced	Recommended Grant Award	Cost per Ton of NO <sub>x</sub> Reduced (Over Project Life)
1	Denton ISD	Public Sector	Vehicle Replacements	2	1.17	\$105,000	
2	Morgan Express Deliveries, Inc.	Private Sector	Vehicle Replacements	1	0.57	\$60,745	
3	GTS Express, Inc.	Private Sector	Vehicle Replacements	11	5.06	\$587,940	
4	Dream Team Deliveries, Inc.	Private Sector	Vehicle Replacements	1	0.58	\$67,664	
5	T & TR Transport, Inc.	Private Sector	Vehicle Replacements	8	2.99	\$402,130	
6	Sestha Package Delivery, Inc.	Private Sector	Vehicle Replacements	1	0.25	\$36,417	
7	City of Irving	Public Sector	Vehicle Replacements	4	1.17	\$178,490	
8	City of Dallas	Public Sector	Vehicle Replacements	4	2.39	\$400,000	

Rank	Applicant	Applicant Type	Project Description	Number of Activities Recommended	Waitlist NO <sub>x</sub> (tons) Reduced	Recommended Grant Award	Cost per Ton of NO <sub>x</sub> Reduced (Over Project Life)
9	Lois West	Private Sector	Vehicle Replacements	1	0.33	\$56,230	
10	Kyunis Enterprise, Inc.	Private Sector	Vehicle Replacements	1	0.30	\$56,230	
11	M & K Express, Inc.	Private Sector	Vehicle Replacements	1	0.18	\$36,420	
12	Campbell Kings, Inc.	Private Sector	Vehicle Replacements	1	0.26	\$63,172	
13	Tiger Express, Inc.	Private Sector	Vehicle Replacements	1	0.29	\$75,146	
Subtotal Private Sector				27		\$1,442,094	
Subtotal Public Sector				10		\$683,490	
<b>Total</b>				<b>37</b>	<b>15.53</b>	<b>\$2,125,584</b>	<b>\$136,865</b>

Not Recommended for Award				
Applicant	Applicant Type	Number of Activities	Project Description	Remarks
City of Benbrook	Public Sector	9	Qualifying New Purchase, Vehicle Replacements	No NO <sub>x</sub> reduction on 5 activities; 4 activities not cost effective
City of Euless	Public Sector	26	Vehicle Replacements	No NO <sub>x</sub> reduction on 3 activities; 23 activities not cost effective
City of Irving	Public Sector	4	Vehicle Replacements	Not cost effective
City of Sachse	Public Sector	5	Vehicle Replacements	Not cost effective
Dallas County Schools	Private Sector	50	Qualifying New Purchase	Ineligible: Negative incremental cost; no NO <sub>x</sub> reduction
Denton Enterprise Airport	Public Sector	1	Vehicle Replacements	Not cost effective
Dream Team Deliveries, Inc.	Private Sector	1	Vehicle Replacements	Not cost effective
Eastfield College	Public Sector	5	Vehicle Replacements	Not cost effective
Fashion Glass & Mirror	Private Sector	20	Qualifying New Purchase	Ineligible: Negative incremental cost; no NO <sub>x</sub> reduction
Kyunis Enterprise, Inc.	Private Sector	1	Vehicle Replacements	Not cost effective
Prosper ISD	Public Sector	20	Qualifying New Purchase	Ineligible: Negative incremental cost; no NO <sub>x</sub> reduction
Sestha Package Delivery, Inc.	Private Sector	3	Vehicle Replacements	Not cost effective
T & TR Transport, Inc.	Private Sector	1	Vehicle Replacements	Not cost effective
Subtotal Private Sector		76		
Subtotal Public Sector		70		
<b>Total</b>		<b>146</b>		

**AGENDA**

**Regional Transportation Council  
Legislation and Finance Partnership Subcommittee  
Thursday, March 10, 2016  
11 am – 12 pm  
NCTCOG Transportation Council Room**

**1. Introductions**

**2. Review RTC Legislative Program for 84<sup>th</sup> Texas Legislature**

Action       Possible Action       Information

Item Summary: Regional Transportation Council Subcommittee members will be provided with an overview of the previous legislative program, as well as a scorecard of the legislation addressed and passed during the 84<sup>th</sup> Texas Legislature. The legislation to actively pursue section of the legislative program is included as Electronic Item 2.1, the legislation to support and monitor section is included as Electronic Item 2.2, and a legislative scorecard is included as Electronic Item 2.3.

**3. Issue/Problem Identification**

Action       Possible Action       Information

Item Summary: Subcommittee members will be encouraged to brainstorm and discuss issues or problems that may need to be addressed in the 85<sup>th</sup> Texas Legislature. Representatives from the three regional transit agencies, DFW Airport, the North Texas Tollway Authority and other stakeholders have been invited to join the conversation to discuss the issues that are most important to each entity.

**4. Transportation Revenue Sources**

Action       Possible Action       Information

Item Summary: The Subcommittee will discuss potential transportation revenue sources, including transportation revenue sources that other regions have adopted in prior legislative sessions.

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

## TIGER Grants

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# TIGER Discretionary Grants

U.S. Transportation Secretary Anthony Foxx has announced \$500 million will be made available for transportation projects across the country under an eighth round of Transportation Investment Generating Economic Recovery (TIGER) competitive grant program.

Like the first seven rounds, FY 2016 TIGER discretionary grants will fund capital investments in surface transportation infrastructure and will be awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area, or a region. The 2016 TIGER grant program will focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural. The Consolidated Appropriations Act, 2016, does not provide dedicated funding for the planning, preparation, or design of capital projects; however, these activities may be funded as part of an overall construction project.

Since 2009, TIGER has provided nearly \$4.6 billion to 381 projects in all 50 states, the District of Columbia and Puerto Rico, including 134 projects to support rural and tribal communities. Overall, the Department has received more than 6,700 applications requesting more than \$134 billion for transportation projects across the country. The TIGER grant program supports innovative projects, including multi-modal and multi-jurisdictional projects. These federal funds leverage money from private sector partners, states, local governments, metropolitan planning organizations, ports, and transit agencies. The 2015 TIGER round alone is leveraging \$500 million in federal investment to support \$1.4 billion in overall transportation investments.

TIGER funding is provided in the Consolidated Appropriations Act, 2016, signed by President Obama on December 18, 2015. Applications are due April 29, 2016.

Updated: Tuesday, February 23, 2016

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## *Subscribe to TIGER Email Updates*

*Read our news release on 2016 TIGER grant availability.*

*Read Secretary Foxx's blog post on 2016 TIGER availability.*

- *TIGER 2015 Awards*
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- *TIGER 2012 Awards*
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- *TIGER 2010 Capital Projects*
- *TIGER 2010 Planning Projects*
- *TIGER I Awards*

## *Related Documents*

- [TIGER Notice of Funding Opportunity](#)
- [2016 TIGER Applications FAQs](#)
- [2016 TIGER Benefit-Cost Analysis Guidance](#)
- [Tiger Benefit-Cost Analysis \(BCA\) Resource Guide](#)

## *Contact Us*

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# FASTLANE Grants

## USDOT Requests Applications for \$800 Million New FASTLANE Grant Program

WASHINGTON – The U.S. Department of Transportation (USDOT) announced that it is now soliciting applications for the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies ([FASTLANE](#)) grant program. The FASTLANE program is a new program in the Fixing America's Surface Transportation (FAST) Act to fund critical freight and highway projects across the country. The FAST Act authorizes \$800 million in funding for the FASTLANE program for fiscal year 2016, with 25 percent reserved for rural projects, and 10 percent for smaller projects.

“Our nation needs a strong multimodal freight system to both compete in the global economy and meet the needs of consumers and industry,” said U.S. Transportation Secretary Anthony Foxx. “We now have an opportunity to fund high-impact projects that address key challenges affecting the movement of people and freight.”

The [FASTLANE grant program](#) provides funding for projects of national or regional significance. FASTLANE grants provide dedicated funding for projects that address major issues facing our nation's highways and bridges. For the first time in the U.S. Department of Transportation's 50-year history, the program establishes broad, multiyear eligibilities for freight infrastructure, including intermodal projects.

FASTLANE grants will address many of the challenges outlined in the USDOT report *Beyond Traffic*, including increased congestion on the nation's highways and the need for a strong multimodal transportation system to support the expected growth in freight movement both by ton and value. It is also in line with the Department's draft [National Freight Strategic Plan](#) released in October 2015, which looks at challenges and identifies strategies to address impediments to the efficient flow of goods throughout the nation.

FASTLANE grants, authorized by the FAST Act's Nationally Significant Freight and Highway Projects (NSFHP) program, will fund small and large projects, based on project size, that meet statutory requirements. Large projects (equal to the lesser of \$100 million or a certain specified statutory percentage of the project state's FY 2015 apportionment) are eligible for a minimum award of \$25 million. Small projects, which consist of projects below the minimum large project size through

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for a minimum award of \$5 million.

The NSFHP program is authorized at \$4.5 billion through 2020. Applications for FY 2016 are due on April 14, 2016. For more information, including a schedule of webinars on the program, please visit [www.transportation.gov/FASTLANEgrants](http://www.transportation.gov/FASTLANEgrants). The Notice of Funding Opportunity (NOFO) is available [HERE](#).

Updated: Friday, February 26, 2016

### *Related Links*

- [Freight Main Page](#)

### *Related Documents*

- [Nationally Significant Freight and Highway Projects Fact Sheets](#)
- [FASTLANE Notice of Funding Opportunity](#)

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## U.S. DEPARTMENT OF TRANSPORTATION

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### East/West Equity Summary

In February 2010, the Regional Transportation Council (RTC) passed a policy (Policy 10-03) to track Texas Department of Transportation (TxDOT) funding approvals that do not follow current eastern/western regional formula allocations. Since then, staff has inventoried TxDOT project commitments that are not formula allocated with the intent to track equity over time.

As of January 2016, the East/West Equity in the region is 71.36% in the East and 28.64% in the West. These percentages are a cumulative total of the funding shares associated with the two surface transportation bills prior to the Fixing America's Surface Transportation (FAST) Act: 1) Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and 2) Moving Ahead for Progress in the 21st Century Act (MAP-21). The tables below detail the amount of funds that will be needed to balance the East/West Equity to the desired levels. Please note that with the passage of the FAST Act, the East/West Equity shares will need to be revisited later this year.

#### East/West Equity Status as of January 2016 (\$ in Millions)

	West	East	Total
MAP-21	\$320.98	\$847.62	\$1,168.60
SAFETEA-LU	\$649.76	\$1,558.48	\$2,208.24
Cumulative Total	\$970.74	\$2,406.10	\$3,376.84
Cumulative Total Percentage Shares	28.75%	71.25%	100.00%

#### Ideal Funding Share Based on the RTC Approved Split (\$ in Millions)

	West	East	Total
MAP-21 (33/67)*	\$385.64	\$782.96	\$1,163.51
SAFETEA-LU (31/69)	\$684.55	\$1,523.69	\$2,208.24
Total	\$1,070.19	\$2,306.65	\$3,376.84

\*For MAP-21 the funding shares were an average of the two broad categories of funding: 1) Surface Transportation Program-Metropolitan Mobility (STP-MM) and other mobility types of funding are to be split 32% West/68% East, and 2) Congestion Mitigation and Air Quality Improvement Program (CMAQ) and other air quality or bike pedestrian funding sources would be split 34% West/66% East. The average of the two categories is 33% West/67% East.

#### Amount Needed to Bring the Equity Shares to the Desired RTC Amounts (\$ in Millions)

	West	East
MAP-21 (33/67)	\$64.66	(\$64.66)
SAFETEA-LU (31/69)	\$34.79	(\$34.79)
Total	\$99.45	(\$99.45)

Therefore, the East is over by \$99.45M and the West is under by \$99.45M. Through this policy, the RTC can take corrective actions as necessary. Staff will work on a recommendation for future RTC consideration.

## Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Jan-13	Additional MAP-21 Funds (US 67 [Cleburne bypass]) <sup>1</sup>	\$ 30.00	\$ -	\$ 30.00	\$ -
Mar-13	Statewide Allocation to the Region of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for TxDOT Congestion Management Program <sup>2</sup>	3.40	6.60	33.40	6.60
Aug-13	Category 12 funds for SH 183 (including part of NTE), SH 114, and Loop 12	183.89	416.11	217.29	422.71
Feb-14	NTE/LBJ HOV 2/3+ Subsidy <sup>3</sup>	6.85	(6.85)	224.14	415.86
Jun-14	IH 345 from IH 30 to SP 366 over IH 30, US 75, and DART RR	-	185.00	224.14	600.86
	IH 35W (Skinny) from US 81/287 Split to SH 114	115.84	24.16	339.98	625.02
	SH 114 from Trophy Lake Drive to Kirkwood Blvd.	4.00	4.00	343.98	629.02
	SH 170 from west of Parish Rd to west of SH 114 Interchange	-	10.50	343.98	639.52
	Dallas Area Rapid Transit (Dallas and Fort Worth Districts) <sup>4</sup>	-	60.00	343.98	699.52
Aug-14	IH 35E from US 77 South of Waxahachie to US 77 North of Waxahachie (In Ellis County)	-	120.00	343.98	819.52
Jul-15	Repayment of \$20M loan to the West (for IH 35W) from the East (SH 183) is considered to be repaid from the \$600M in Cat 12 funds noted above in August 2013 TTC approval. This entry reflects an adjustment of \$20M from the Western ledger to the Eastern ledger.	(20.00)	20.00	323.98	839.52
Jul-15	Repayment of \$10M loan to the West (for IH 35W) from the East (SL 9) using CMAQ funds	(10.00)	10.00	313.98	849.52
Jul-15	SH 360 Interchange Partnership (\$7M Regional Tollroad Revenue (RTR) to come from Eastern RTR allocation) <sup>5</sup>	7.00	(7.00)	320.98	842.52
Jan-16	TxDOT Congestion Relief Program <sup>6</sup>	-	5.10	320.98	847.62
Updated MAP-21 Equity Share as of August 2015		\$ 320.98	\$ 847.62	27.47%	72.53%

NOTES: 1) FM 2499 and SH 121 Section 13 projects excluded from calculation due to their location with Dallas, Denton, and Tarrant Counties.

2) CMAQ funding allocation previously changed to reflect new funding distribution approved by the RTC on September 12, 2013.

3) \$6.85M in RTR funds transferred to the West, funds will not be sent back to the East from the West as this action helps to achieve the desired RTC approved distribution.

4) \$40M for the Western Subregion to be identified in the future and reflected in the West/East tracking once approved (\$60M for DART reaffirmed in February 2015).

5) SH 360 action for \$300M (SH 360 from Sublett/Camp Wisdom to Ellis County Line) - Will not be reflected as it is a loan.

6) The TxDOT Congestion Relief Program funding was allocated using the 69%/31% (\$364M/\$163.8M) funding split. The current MAP-21 funding split for mobility projects is 68%/32%. The \$5.1M difference in funding shares is reflected.

East-West Equity Share (SAFETEA-LU and MAP-21)	Cumulative Total	
	West	East
SAFETEA-LU East-West Equity Total	\$ 649.76	\$ 1,558.48
MAP-21 East-West Equity Total	\$ 320.98	\$ 847.62
Cumulative Total	\$ 970.74	\$ 2,406.10
Percentage Shares	28.75%	71.25%

## Overview of Actions Affecting Western/Eastern Funding Shares (\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Start	Over-Obligation on North Tarrant Express (Category 2)	\$ 156.60	\$ -	\$ 156.60	\$ -
Jan-10	FM 1187 in Mansfield (ARRA)	11.10	-	167.70	-
Mar-10	Send Western SH 161 RTR Funds to Eastern Subregion (as part of SH 161 & Southwest Parkway Agreement)	-	2.39	167.70	2.39
Apr-10	IH 35E Bridge over Trinity River (Bridge Program)		75.00	167.70	77.39
Apr-10	Mountain Creek Parkway Bridge (Bridge Program)		5.20	167.70	82.59
May-10	SH 26 in Grapevine (ARRA)	17.50		185.20	82.59
May	Various Locations in the DFW Region (Safe Routes to School Program)	3.40	6.90	188.60	89.49
Jun-10	US 75, IH 30, SH 114, SP 348, IH 35W, SH 360 (Proposition 12 - Engineering)	39.00	58.50	227.60	147.99
Jun-10	SH 26 in Colleyville (Pass Through Finance)	19.10		246.70	147.99
Jun-10	IH 30 HOV/Managed (Pass Through Finance)		63.13	246.70	211.12
Jun-10	FM 1171 in Denton Co (Pass Through Finance)		41.40	246.70	252.52
Jun-10	SH 34 in Terrell (Category 12)		19.00	246.70	271.52
Jul-10	Send \$5M STP-MM savings from SH 26 in Grapevine from Western to Eastern Subregion		5.00	246.70	276.52
Jul-10	2010 Statewide Transportation Enhancement Program	8.27	10.58	254.97	287.10
Aug-10	FM 1641 in Kaufman County (ARRA)		3.24	254.97	290.34
Aug-10	SH 121 from DART/Cotton Belt to FM 2499 (ARRA)	5.40		260.37	290.34
Oct-10	IH 35E at FM 407 Interchange and North Tarrant Express (Proposition 14)	135.00	30.00	395.37	320.34
Nov-10	Move RTC/Local from East to West for US 287 at Berry/Vaughn (RTC Local)	1.25	(1.25)	396.62	319.09
Feb-11	Move STP-MM from West to East as a result of the US 287 at Berry/Vaughn swap (STP-MM)	(1.25)	1.25	395.37	320.34
Apr-11	Advanced funding to FY 2011 Using Category 12 Funds	22.07	28.32	417.44	348.66
May-11	US 380 from West of FM 156 to IH 35E (Prop 14)		20.50	417.44	369.16
Sep-11	Strategic Partnership with TxDOT/Proposition 12 Allocation	99.00	757.45	516.44	1,126.61
Jun-12	Additional Revenue from the TxDOT \$2 Billion Funding Initiative	101.34	405.34	617.78	1,531.95
Jun-12	\$30M contingency loan from Dallas County (from SH 183 & SL 9) to Tarrant County (for IH 35W)	30.00	(30.00)	647.78	1,501.95
Oct-12	Fiscal Year 2013 Earmark Funding from FHWA/TxDOT reallocation	1.98	0.53	649.76	1,502.48
Mar-13	Category 12 Funding for US 287 Ennis Bypass	-	56.00	649.76	1,558.48
		\$ 649.76	\$ 1,558.48	29.42%	70.58%

No change since last presented in October 2015

## **American Recovery and Reinvestment Act of 2009 and Partnership Projects Status Update**

Attached is the status of all projects funded in the Dallas-Fort Worth region as part of the American Recovery and Reinvestment Act of 2009 (ARRA) and partnership projects approved at the same time. As of February 2016, all ARRA projects have been completed with \$885 million in expenditures. Projects funded from other sources, some in addition to ARRA funds, are considered Partnership Projects. These projects were part of an innovative funding solution to maximize the recovery effort in the Dallas-Fort Worth region. One remaining partnership project will be tracked through regular Transportation Improvement Program (TIP) processes. Since all ARRA funds are expended, there will be no further quarterly ARRA project status reports.

Please visit: <http://www.nctcog.org/recovery> for additional information on the North Central Texas Council of Government's ARRA efforts.



# AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

## Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
<b>PARTNERSHIP PROJECTS THAT ARE UNDER CONSTRUCTION</b>										
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	RIVERFRONT BLVD	FROM UPRR TO CONTINENTAL	RECONSTRUCT & WIDEN FACILITY FROM 6 TO 8 LANES	\$0	\$0	\$0	\$15,500,000	UNDER CONSTRUCTION; ESTIMATED COMPLETION DATE DECEMBER 2016.
<b>TOTAL FOR PARTNERSHIP PROJECTS THAT ARE UNDER CONSTRUCTION</b>						\$0	\$0	\$0	\$15,500,000	
<b>PROJECTS THAT ARE COMPLETED OR CANCELLED</b>										
ALLEN	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			SYNCHRONIZE 24 TRAFFIC SIGNALS AND INSTALL AND UPGRADE TRAFFIC SIGNAL SYSTEM HARDWARE TO ENSURE SYNCHRONIZATION PLANS ARE WORKING PROPERLY	\$392,500	\$392,500	\$0	\$0	COMPLETED
ALLEN	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$693,000	\$693,000	\$0	\$0	COMPLETED
ARLINGTON	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 3 CNG VEHICLES	\$20,805	\$20,805	\$0	\$58,125	COMPLETED
ARLINGTON	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$3,428,100	\$3,428,100	\$0	\$0	COMPLETED
ARLINGTON / HANDITRAN	TARRANT	DFW MPO TRANSIT	PREVENTIVE MAINTENANCE, CAPITAL COST OF CONTRACTING, VEHICLE AND TECHNOLOGY ACQUISITION	----	----	\$600,000	\$600,000	\$0	\$0	COMPLETED
ARLINGTON ISD/ TEXAS RAILROAD COMMISSION	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 24 PROPANE BUSES AND INSTALL REFUELING INFRASTRUCTURE	\$508,174	\$508,174	\$0	\$1,729,128	COMPLETED
ARLINGTON ISD/ TEXAS RAILROAD COMMISSION	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 24 PROPANE SCHOOL BUSES	\$192,000	\$192,000	\$0	\$2,453,124	COMPLETED
BEDFORD	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 26 INTERSECTIONS	\$1,856,000	\$1,856,000	\$0	\$0	COMPLETED

# AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

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GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
BEDFORD	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$201,200	\$201,200	\$0	\$0	COMPLETED
CARROLLTON	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,189,100	\$1,189,100	\$0	\$0	COMPLETED
CEDAR HILL	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			DEVELOP AND IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 12 INTERSECTIONS	\$308,688	\$308,688	\$0	\$0	COMPLETED
CEDAR HILL	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$176,600	\$176,600	\$0	\$0	COMPLETED
CENTRAL TEXAS RURAL TRANSIT DISTRICT	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$1,625,000	\$1,625,000	\$0	\$0	COMPLETED
CENTRAL TEXAS RURAL TRANSIT DISTRICT	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$600,000	\$600,000	\$0	\$0	COMPLETED
CITY OF LAKE DALLAS	DENTON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 LIGHT DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
CITY OF MCKINNEY	COLLIN	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS		PURCHASE 2 HEAVY DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
CLETRAN - CITY/COUNTY TRANS. / CLEBURNE	JOHNSON	TXDOT TRANSIT	FACILITY	----	----	\$200,000	\$200,000	\$0	\$0	COMPLETED
CLETRAN - CITY/COUNTY TRANS. / CLEBURNE	JOHNSON	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$447,000	\$447,000	\$0	\$0	COMPLETED
COLLIN COUNTY COMMITTEE ON AGING	COLLIN	DFW MPO TRANSIT	OPERATING ASSISTANCE	----	----	\$99,299	\$99,299	\$0	\$0	COMPLETED

# AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

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COLLIN COUNTY COMMITTEE ON AGING	COLLIN	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION, PREVENTIVE MAINTENANCE AND PROJECT ADMINISTRATION	----	----	\$893,691	\$785,692	\$107,999	\$0	COMPLETED; \$107,999 WILL BE DE-OBLIGATED
COLLIN COUNTY COMMITTEE ON AGING	COLLIN	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$360,000	\$360,000	\$0	\$0	COMPLETED
COMMUNITY SERVICES, INC.	ELLIS	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$377,025	\$377,025	\$0	\$0	COMPLETED
COPPELL	DALLAS/ DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$171,200	\$171,200	\$0	\$0	COMPLETED
DALLAS COUNTY SCHOOLS/ TEXAS RAILROAD COMMISSION	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT		PURCHASE 28 PROPANE SCHOOL BUSES AND UPGRADE 1 PROPANE INFRASTRUCTURE SITE	\$200,694	\$200,694	\$0	\$1,639,120	COMPLETED
DALLAS COUNTY SCHOOLS/TEXAS RAILROAD COMMISSION	DALLAS	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 10 PROPANE SCHOOL BUSES	\$163,160	\$163,160	\$0	\$720,470	COMPLETED
DALLAS-FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 37 SHUTTLE VANS TO CNG AND PURCHASE 2 CNG SWEEPERS	\$387,250	\$387,250	\$0	\$1,239,013	COMPLETED
DALLAS-FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 13 HEAVY- DUTY COMPRESSED NATURAL GAS VEHICLES	\$52,000	\$52,000	\$0	\$2,293,590	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	TRANSIT ENHANCEMENTS	----	----	\$612,412	\$612,412	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	IRVING 1-2	----	ENGINEERING, DESIGN, & CONSTRUCTION ACTIVITIES	\$60,628,755	\$60,628,755	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	NW/SE LRT	----	NW/SE LIGHT RAIL BUILD- OUT PHASE 2A	\$86,249,716	\$86,249,716	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	FIXED GUIDEWAY MODERNIZATION	----	RADIO REPLACEMENTS	\$300,940	\$300,940	\$0	\$0	COMPLETED

# AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

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DCTA	DENTON	DFW MPO TRANSIT	VEHICLES, TECHNOLOGY, PASSENGER AMENITIES AND TRANSIT ENHANCEMENTS	----	----	\$4,143,011	\$4,143,011	\$0	\$0	COMPLETED
DCTA	DENTON	DFW MPO TRANSIT	FACILITY CONSTRUCTION AND IMPROVEMENTS	----	----	\$1,750,000	\$1,750,000	\$0	\$0	COMPLETED
DENTON	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,117,000	\$1,117,000	\$0	\$0	COMPLETED
DENTON COUNTY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$575,080	\$575,080	\$0	\$0	COMPLETED
DENTON ISD/ TEXAS RAILROAD COMMISSION	DENTON	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 7 PROPANE SCHOOL BUSES AND INSTALL ONE REFUELING INFRASTRUCTURE	\$123,696	\$123,696	\$0	\$681,998	COMPLETED
DESOTO	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$187,700	\$187,700	\$0	\$0	COMPLETED
DFW INTERNATIONAL AIRPORT	REGIONAL	US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION	DFW INTERNATIONAL AIRPORT		FULL AND SHALLOW DEPTH CONCRETE PAVEMENT REPAIRS WITHIN THE SAFETY AREAS OF RUNWAY 18R/36L. INCIDENTAL WORK INCLUDES LIGHT CAN REPLACEMENTS, CONDUIT REPLACEMENT, JOINT REPLACEMENTS, PAVEMENT MARKING REPLACEMENTS AND ANY OTHER WORK NECESSARY TO THIS RUNWAY.	\$2,315,000	\$2,315,000	\$0	\$0	COMPLETED
DFW INTERNATIONAL AIRPORT	REGIONAL	US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION	DFW INTERNATIONAL AIRPORT		PAVEMENT REHABILITATION FOR RUNWAY 13L/31R	\$7,369,600	\$7,369,600	\$0	\$0	COMPLETED
DUNCANVILLE	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$148,600	\$148,600	\$0	\$0	COMPLETED

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EULESS	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$454,200	\$454,200	\$0	\$0	COMPLETED
FLOWER MOUND	DENTON/ TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$607,700	\$607,700	\$0	\$0	COMPLETED
FORT WORTH	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			HARDWARE AND SOFTWARE IMPROVEMENTS AND EQUIPMENT UPGRADES AT 14 TRAFFIC SIGNALS AND RECONSTRUCT 2 TRAFFIC SIGNALS	\$750,000	\$750,000	\$0	\$0	COMPLETED
FORT WORTH	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$6,738,300	\$6,738,300	\$0	\$0	COMPLETED
FRISCO	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			RE-TIME AND MONITOR 24 TRAFFIC SIGNALS	\$134,400	\$134,400	\$0	\$0	COMPLETED
FRISCO	COLLIN/ DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$825,800	\$825,800	\$0	\$0	COMPLETED
FWTA	TARRANT	DFW MPO TRANSIT	VEHICLE ACQUISITION, PREVENTIVE MAINTENANCE, TRANSIT ENHANCEMENTS, AND OTHER CAPITAL ITEMS	----	----	\$20,148,975	\$20,148,975	\$0	\$0	COMPLETED
GARLAND	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,978,800	\$1,978,800	\$0	\$0	COMPLETED

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GRAND PRAIRIE	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			SYNCHRONIZE, UPGRADE AND RETIME 164 INTERSECTIONS	\$419,900	\$419,900	\$0	\$0	COMPLETED
GRAND PRAIRIE	DALLAS/ TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,474,400	\$1,474,400	\$0	\$0	COMPLETED
GRAND PRAIRIE / GRAND CONNECTION	DALLAS	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$192,500	\$192,500	\$0	\$0	COMPLETED
GRAPEVINE	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			INSTALL A TRAFFIC ADAPTIVE SYSTEM (TAS) ON 11 EXISTING TRAFFIC SIGNALS	\$308,000	\$308,000	\$0	\$0	COMPLETED
GRAPEVINE	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$503,500	\$503,500	\$0	\$0	COMPLETED
GRAPEVINE- COLLEYVILLE ISD	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 4 PROPANE SCHOOL BUSES AND INSTALL REFUELING INFRASTRUCTURE	\$134,514	\$134,514	\$0	\$347,664	COMPLETED
GYPSUM SUPPLY, LTD.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 HEAVY DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
HALTOM CITY	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 8 PROPANE VEHICLES AND INSTALL REFUELING INFRASTRUCTURE	\$149,210	\$149,210	\$0	\$215,006	COMPLETED
HALTOM CITY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$165,700	\$165,700	\$0	\$0	COMPLETED
HURST	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$165,500	\$165,500	\$0	\$0	COMPLETED

# AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

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IRVING	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$2,058,600	\$2,058,600	\$0	\$0	COMPLETED
IRVING HOLDINGS, INC. DBA YELLOW CAB	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 100 LIGHT DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
KAUFMAN AREA RURAL TRANS. (KART)	ROCKWALL	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$302,000	\$302,000	\$0	\$0	COMPLETED
KAUFMAN AREA RURAL TRANS. (KART)	KAUFMAN	TXDOT TRANSIT	SIGNAGE AND TECHNOLOGY ACQUISITION	----	----	\$310,000	\$310,000	\$0	\$0	COMPLETED
KELLER	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$155,000	\$155,000	\$0	\$0	COMPLETED
LANCASTER	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$143,300	\$143,300	\$0	\$0	COMPLETED
LEWISVILLE	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$913,000	\$913,000	\$0	\$0	COMPLETED
MANSFIELD	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$179,700	\$179,700	\$0	\$0	COMPLETED
MCKINNEY	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,071,500	\$1,071,500	\$0	\$0	COMPLETED
MESQUITE	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,200,900	\$1,200,900	\$0	\$0	COMPLETED

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MESQUITE TRANS. FOR THE ELDERLY AND DISABLED (MTED)	DALLAS	DFW MPO TRANSIT	VEHICLE ACQUISITION AND PREVENTIVE MAINTENANCE	----	----	\$322,500	\$322,500	\$0	\$0	COMPLETED
MIDLOTHIAN POLICE DEPARTMENT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE ONE LIGHT- DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
NCTCOG	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PROJECT ADMINISTRATION, SUPPLIES FOR PUBLIC AWARENESS CAMPAIGN AND MARKETING PLAN	\$265,182	\$265,182	\$0	\$63,475	COMPLETED
NCTCOG	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	ADMINISTRATIVE	\$48,927	\$48,927	\$0	\$0	COMPLETED
NCTCOG	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	ADMINISTRATIVE	\$43,332	\$43,332	\$0	\$0	COMPLETED
NCTCOG (FORT WORTH DISTRICT)	TARRANT	DFW MPO TRANSIT	PROJECT ADMINISTRATION AND VEHICLE ACQUISITION	----	----	\$1,105,760	\$1,105,760	\$0	\$0	COMPLETED
NCTCOG (CLETRAN - CITY/COUNTY TRANS/ CLEBURNE)	JOHNSON	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$380,000	\$380,000	\$0	\$0	COMPLETED
NCTCOG (KAUFMAN AREA RURAL TRANS. (STAR/KART)	ROCKWALL	DFW MPO TRANSIT	VEHICLES, TECHNOLOGY, AND FACILITY IMPROVEMENTS	----	----	\$1,113,524	\$1,113,524	\$0	\$0	COMPLETED
NCTCOG (PUBLIC TRANSIT SERVICES (PTS))	PARKER	DFW MPO TRANSIT	VEHICLE, TECHNOLOGY, AND SECURITY ACQUISITION	----	----	\$1,264,000	\$1,264,000	\$0	\$0	COMPLETED
NCTCOG (SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN))	DENTON	DFW MPO TRANSIT	VEHICLE, TECHNOLOGY, AND SECURITY ACQUISITION	----	----	\$640,000	\$640,000	\$0	\$0	COMPLETED



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GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG (DALLAS DISTRICT)	DALLAS	DFW MPO TRANSIT	PROJECT ADMINISTRATION AND VEHICLE ACQUISITION	----	----	\$1,101,100	\$1,101,100	\$0	\$0	COMPLETED
NCTCOG/ SOUTHLAKE	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 LIGHT DUTY HYBRID VEHICLE; CONSTRUCT 2 BIODIESEL (B-20) AND 1 ETHANOL REFUELING FACILITIES	\$64,500	\$53,131	\$11,369	\$73,070	COMPLETED; COST SAVINGS TO BE RETURNED TO FUNDING AGENCY
NCTCOG/ CANTEEN VENDING	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	1 PRIVATE ACCESS ELECTRIC RECHARGING FACILITY	\$21,941	\$21,941	\$0	\$12,035	COMPLETED
NCTCOG/ CANTEEN VENDING	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 2 HEAVY DUTY ELECTRIC VEHICLES	\$130,233	\$130,233	\$0	\$230,047	COMPLETED
NCTCOG/COCA- COLA ENTERPRISES, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 24 HEAVY DUTY HYBRID VEHICLES AND 3 HEAVY DUTY COMPRESSED NATURAL GAS VEHICLES	\$657,058	\$657,058	\$0	\$2,381,453	COMPLETED
NCTCOG/ DALLAS	DALLAS	TIGER DISCRETIONARY GRANT PROGRAM	DOWNTOWN DALLAS STREETCAR	DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM DOWNTOWN DALLAS TO OAK CLIFF	PLANNING, ENGINEERING, ENVIRONMENTAL, ROW, AND CONSTRUCTION FOR DALLAS STREETCAR EXTENSION; RAIL TRANSIT	\$26,000,000	\$26,000,000	\$0	\$6,569,708	COMPLETED
NCTCOG/ DALLAS	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 21 HEAVY DUTY AND 7 LIGHT DUTY CNG VEHICLES, 27 LIGHT DUTY HYBRID VEHICLES, AND 24 NEIGHBORHOOD ELECTRIC VEHICLES; CONSTRUCT 1 CNG REFUELING FACILITY AND 2 ELECTRIC RECHARGING FACILITIES; DEVELOP CNG AND HYBRID VEHICLE TECHNICIAN TRAINING CURRICULUM	\$2,809,849	\$2,809,849	\$0	\$3,991,129	COMPLETED
NCTCOG/ DALLAS	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	----	PURCHASE 7 HYBRID ELECTRIC VEHICLES	\$28,000	\$28,000	\$0	\$167,993	COMPLETED

# AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

## Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG/ DALLAS COUNTY SCHOOLS	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 53 BUSES TO PROPANE AND UPGRADE 5 PROPANE INFRASTRUCTURE SITES	\$1,062,548	\$1,062,548	\$0	\$2,548,232	COMPLETED
NCTCOG/ DALLAS-FORT WORTH INTERNATIONAL AIRPORT	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 28 HEAVY DUTY AND 21 LIGHT DUTY CNG VEHICLES	\$590,845	\$590,845	\$0	\$1,901,452	COMPLETED
NCTCOG/ DALLAS-FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 37 SHUTTLE VANS TO CNG AND PURCHASE 2 CNG SWEEPERS	\$387,250	\$387,250	\$0	\$1,239,013	COMPLETED
NCTCOG/DALLAS- FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 13 HEAVY- DUTY COMPRESSED NATURAL GAS VEHICLES	\$52,000	\$52,000	\$0	\$2,293,590	COMPLETED
NCTCOG/DENTON	DENTON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 3 HEAVY DUTY HYBRID VEHICLES AND 1 LIGHT DUTY PLUG-IN HYBRID ELECTRIC VEHICLE; CONSTRUCT 1 BIODIESEL (B-20) AND ETHANOL REFUELING FACILITY AND 1 ELECTRIC VEHICLE RECHARGING FACILITY	\$925,514	\$732,652	\$192,862	\$1,281,922	COMPLETED; PORTION OF COST SAVINGS USED TO OFFSET NCTCOG ADMINISTRATIVE COSTS; BALANCE RETURNED TO FUNDING AGENCY
NCTCOG/DESIGN TRANSP., INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 30 AUXILIARY POWER UNITS AND AERODYNAMICS FOR 107 TRAILERS	\$419,704	\$419,704	\$0	\$1,500	COMPLETED
NCTCOG/EULESS	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	EXPAND ONE REFUELING FACILITY TO PROVIDE BIODIESEL	\$56,228	\$56,228	\$0	\$22,869	COMPLETED
NCTCOG/EVANS TRANSP.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 1 AUXILIARY POWER UNIT AND LOW ROLLING RESISTANCE TIRES FOR 1 TRACTOR AND 1 TRAILER	\$18,900	\$18,900	\$0	\$173	COMPLETED

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NCTCOG/FORT WORTH	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE ONE HEAVY-DUTY HYBRID VEHICLE	\$51,500	\$51,500	\$0	\$135,917	COMPLETED
NCTCOG/FORT WORTH	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 2 VEHICLES TO PROPANE AND UPGRADE 3 PROPANE INFRASTRUCTURE SITES	\$165,685	\$165,685	\$0	\$148,065	COMPLETED
NCTCOG/FORT WORTH INDEPENDENT SCHOOL DISTRICT	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 25 HEAVY DUTY HYBRID VEHICLES	\$1,635,256	\$1,635,256	\$0	\$2,026,018	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 5 HEAVY DUTY ELECTRIC VEHICLES AND 4 HEAVY DUTY CNG VEHICLES	\$619,768	\$619,768	\$0	\$850,631	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	CONSTRUCT 1 ELECTRIC RECHARGING FACILITY	\$44,500	\$44,500	\$0	\$109,375	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (EPADERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 5 DELIVERY TRUCKS	\$31,000	\$31,000	\$0	\$110,070	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (EPADERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF LOW ROLLING RESISTANCE TIRES FOR 28 TRUCKS AND 18 TRAILERS	\$69,000	\$69,000	\$0	\$85,500	COMPLETED
NCTCOG/GARLAND	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 13 LIGHT DUTY HYBRID VEHICLES AND ONE HEAVY DUTY HYBRID VEHICLE	\$84,463	\$84,463	\$0	\$490,116	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG-IN HYBRID ELECTRIC VEHICLES AND EXPANSION OF 1 ALTERNATIVE FUEL INFRASTRUCTURE SITE TO PROVIDE ELECTRICAL RECHARGING	\$23,400	\$23,400	\$0	\$47,168	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG-IN HYBRID ELECTRIC VEHICLES	\$4,000	\$4,000	\$0	\$28,140	COMPLETED

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## Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG/ GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG-PLUG-IN HYBRID ELECTRIC VEHICLES AND EXPANSION OF 1 ALTERNATIVE FUEL INFRASTRUCTURE SITE TO PROVIDE ELECTRICAL RECHARGING	\$23,400	\$23,400	\$0	\$47,168	COMPLETED
NCTCOG/ GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG-IN HYBRID ELECTRIC VEHICLES	\$4,000	\$4,000	\$0	\$28,140	COMPLETED
NCTCOG/GLEN ROSE ISD	SOMERVELL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 SCHOOL BUSES	\$44,624	\$44,624	\$0	\$137,622	COMPLETED
NCTCOG/ HIGHWAY OF HOPE	JOHNSON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 NEIGHBORHOOD ELECTRIC VEHICLE	\$2,000	\$2,000	\$0	\$13,615	COMPLETED
NCTCOG/HT BAR, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE/INSTALLATION OF 38 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES FOR 14 TRUCKS, AND AERODYNAMICS FOR 36 TRAILERS	\$449,895	\$449,895	\$0	\$30,975	COMPLETED
NCTCOG/ HTBAR, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 8B LONG HAUL TRUCKS	\$60,567	\$60,567	\$0	\$181,702	COMPLETED
NCTCOG/LETGO GROUP, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 8A DELIVERY TRUCKS	\$43,452	\$43,452	\$0	\$130,356	COMPLETED
NCTCOG/LIPAN ISD	HOOD	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 SCHOOL BUSES	\$41,508	\$41,508	\$0	\$124,524	COMPLETED
NCTCOG/ MANSFIELD INDEPENDENT SCHOOL DISTRICT	ELLIS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 13 HEAVY DUTY CNG VEHICLES AND 4 HEAVY DUTY CNG RETROFITS; CONSTRUCT 1 CNG REFUELING FACILITY	\$380,839	\$380,839	\$0	\$602,987	COMPLETED

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GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG/ MANSFIELD INDEPENDENT SCHOOL DISTRICT	JOHNSON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 6 HEAVY DUTY CNG VEHICLES AND 4 HEAVY DUTY CNG RETROFITS; CONSTRUCT 1 CNG REFUELING FACILITY	\$380,839	\$380,839	\$0	\$602,987	COMPLETED
NCTCOG/ MCKINNEY	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERSION OF 3 LIGHT- DUTY HYBRID-ELECTRIC VEHICLES TO PLUG-IN HYBRID ELECTRIC VEHICLES	\$35,700	\$35,700	\$0	\$10,274	COMPLETED
NCTCOG/ NEW BERN TRANSPORT CORPORATION	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 41 HEAVY DUTY HYBRID VEHICLES	\$1,723,812	\$1,723,812	\$0	\$2,693,981	COMPLETED
NCTCOG/NORTH RICHLAND HILLS	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 1 FIRE ENGINE AND 2 AMBULANCES	\$218,622	\$218,622	\$0	\$705,712	COMPLETED
NCTCOG/PAM TRANSPORT, INC. (FORMERLY T.T.X., INC.)	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	CONSTRUCT 1 CNG REFUELING FACILITY	\$735,600	\$735,600	\$0	\$685,062	COMPLETED
NCTCOG/PAM TRANSPORT, INC. (FORMERLY T.T.X., INC.)	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 28 HEAVY DUTY CNG VEHICLES	\$1,694,391	\$1,653,674	\$40,717	\$2,066,434	COMPLETED; COST SAVINGS TO BE RETURNED TO FUNDING AGENCY  SALE OF 28 HEAVY DUTY CNG VEHICLES: \$356,570 RETURNED TO DOE
NCTCOG/ PRODUCTION AND RIGGING RESOURCES INC. (DBA PRORIG)	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 1 AUXILIARY POWER UNIT	\$9,500	\$9,500	\$0	\$1,019	COMPLETED
NCTCOG/ RICHARDSON	COLLIN	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 4 LIGHT DUTY HYBRID VEHICLES	\$8,000	\$8,000	\$0	\$103,944	COMPLETED

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GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG/ SOUTHEASTERN FREIGHT LINES	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 47 CLASS 8B LONG HAUL TRUCKS, 32 CLASS 8B SHORT HAUL TRUCKS, 1 CLASS 8A SHORT HAUL TRUCK, AND 1 CLASS 7 SHORT HAUL TRUCK	\$1,534,419	\$1,534,419	\$0	\$5,315,259	COMPLETED
NCTCOG/ SOUTHEASTERN FREIGHT LINES	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 3 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES FOR 34 TRUCKS AND 50 TRAILERS, AERODYNAMICS FOR 42 TRAILERS, CETANE ENHANCERS FOR 100 TRUCKS	\$457,567	\$457,567	\$0	\$14,525	COMPLETED
NCTCOG/ SPLASH TRANSPORT, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 2 HEAVY DUTY HYBRID VEHICLES	\$111,850	\$111,850	\$0	\$157,194	COMPLETED
NCTCOG/ SYSCO CORPORATION	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 3 HEAVY DUTY HYBRID VEHICLES	\$145,353	\$145,353	\$0	\$277,667	COMPLETED
NCTCOG/ TARRANT COUNTY	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 1 CLASS 6 UTILITY VEHICLE	\$46,465	\$46,465	\$0	\$139,394	COMPLETED
NCTCOG/ TARRANT COUNTY	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 8 LIGHT-DUTY HYBRID-ELECTRIC VEHICLES	\$32,000	\$32,000	\$0	\$174,927	COMPLETED
NCTCOG/ UNIVERSITY OF TEXAS, SOUTHWESTERN MEDICAL CENTER	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 3 HEAVY-DUTY VEHICLES TO COMPRESSED NATURAL GAS	\$75,000	\$75,000	\$0	\$150,052	COMPLETED
NCTCOG/ WYLIE ISD	COLLIN	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 4 SCHOOL BUSES	\$116,508	\$116,508	\$0	\$433,465	COMPLETED

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GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NORTH RICHLAND HILLS	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			DEVELOP AND IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 20 INTERSECTIONS; INCLUDES UPGRADING EXISTING EQUIPMENT	\$362,500	\$362,500	\$0	\$0	COMPLETED
NORTH RICHLAND HILLS	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$584,900	\$584,900	\$0	\$0	COMPLETED
NTTA	DALLAS/ TARRANT	TIGER DISCRETIONARY GRANT PROGRAM	SH 161	FROM IH 20 TO NORTH OF IH 30	CONSTRUCT 4 LANE MAINLANES (TOLL)	\$20,000,000	\$20,000,000	\$0	\$0	COMPLETED
PLANO	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 2 LIGHT-DUTY VEHICLES TO PLUG-IN HYBRID ELECTRIC VEHICLES AND INSTALL ONE RECHARGING INFRASTRUCTURE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PLANO	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$2,545,400	\$2,545,400	\$0	\$0	COMPLETED
PNK, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 7 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES AND TRAILER AERODYNAMICS FOR 15 TRUCKS	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PRINCETON ISD/ TEXAS RAILROAD COMMISSION		STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT			\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PROSPER ISD/ TEXAS RAILROAD COMMISSION	DENTON	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 10 PROPANE SCHOOL BUSES	\$345,000	\$345,000	\$0	\$768,538	COMPLETED
PROSPER ISD/ TEXAS RAILROAD COMMISSION	DENTON	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 15 PROPANE SCHOOL BUSES, UPGRADE 1 PROPANE REFUELING FACILITY	\$345,000	\$345,000	\$0	\$3,451,323	COMPLETED
PUBLIC TRANSIT SERVICES (PTS)	PARKER	TXDOT TRANSIT	VEHICLE ACQUISITION AND FACILITY	----	----	\$804,431	\$804,431	\$0	\$0	COMPLETED

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## Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
PUBLIC TRANSIT SERVICES (PTS)	PARKER	TXDOT TRANSIT	TECHNOLOGY AND SHOP EQUIPMENT	----	----	\$40,500	\$40,500	\$0	\$0	COMPLETED
RICHARDSON	COLLIN/ DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,036,200	\$1,036,200	\$0	\$0	COMPLETED
RICHARDSON ISD/TEXAS RAILROAD COMMISSION		STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A		\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
ROWLETT	DALLAS/ ROCKWALL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$481,900	\$481,900	\$0	\$0	COMPLETED
SENIOR CENTER RESOURCES AND PUBLIC TRANSIT, INC./ THE CONNECTION	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$255,343	\$255,343	\$0	\$0	COMPLETED
SENIOR CENTER RESOURCES AND PUBLIC TRANSIT, INC./ THE CONNECTION	OUTSIDE NINE COUNTY NON-ATTAINMENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$26,525	\$26,525	\$0	\$0	COMPLETED
SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN)	DENTON	TXDOT TRANSIT	VEHICLE ACQUISITION AND OTHER CAPITAL ITEMS	----	----	\$390,000	\$390,000	\$0	\$0	COMPLETED
SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN)	DENTON	TXDOT TRANSIT	SHOP EQUIPMENT	----	----	\$138,500	\$138,500	\$0	\$0	COMPLETED
TARRANT COUNTY	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 7 LIGHT DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
TARRANT COUNTY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$2,399,300	\$2,399,300	\$0	\$0	COMPLETED



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TEXOMA AREA PARA-TRANSIT SYSTEM, INC. (TAPS)	WISE	TXDOT TRANSIT	FACILITY AND OTHER CAPITAL ITEMS	----	----	\$512,000	\$512,000	\$0	\$0	COMPLETED
TEXOMA AREA PARA-TRANSIT SYSTEM, INC. (TAPS)	WISE	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$787,117	\$787,117	\$0	\$0	COMPLETED
THE COLONY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$156,200	\$156,200	\$0	\$0	COMPLETED
THE TRANSIT SYSTEM, INC (TTS)	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$266,000	\$266,000	\$0	\$0	COMPLETED
THE TRANSIT SYSTEM, INC (TTS)	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT TRANSIT	FACILITY RENOVATION AND TECHNOLOGY ACQUISITION	----	----	\$53,910	\$53,910	\$0	\$0	COMPLETED
TRINITY RAILWAY EXPRESS (TRE)	DALLAS/ TARRANT	HIGH SPEED RAIL PROGRAM	TRINITY RAILWAY EXPRESS (TRE) VALLEY VIEW DOUBLE TRACK PROJECT		CONSTRUCTION OF A SECOND TRACK, NEW 200 FOOT BRIDGE AND GRADE SEPARATION	\$7,189,643	\$7,189,643	\$0	\$0	COMPLETED
TXDOT	DALLAS	ENHANCEMENT	TENISON TRAIL - EAST DALLAS VELOWAY	WINSTED DR WITHIN OLD SP&SF RR ROW, TO S.E. OVER GARLAND RD TO GLASGOW ST	CONSTRUCT BICYCLE/ PEDESTRIAN PATH	\$1,982,128	\$1,982,128	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 171	PARKER CO LINE TO 0.14 MILES WEST OF US 377	RESURFACE ROADWAY	\$1,020,700	\$1,020,700	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 377	BRAZOS RIVER BRIDGE TO HOLMES DRIVE	RESURFACE ROADWAY	\$1,354,060	\$1,354,060	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 167	US 377 TO FM 4 IN ACTON	RESURFACE ROADWAY	\$431,983	\$431,983	\$0	\$0	COMPLETED

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TXDOT/AMTRAK - BNSF	TARRANT	HIGH SPEED RAIL PROGRAM	CROSSING SIGNAL TIMING, BNSF RAILWAY FORT WORTH SUBDIVISION HEARTLAND FLYER		FINAL DESIGN AND CONSTRUCTION OF SIGNAL TIMING IMPROVEMENTS AT GRADE CROSSINGS BETWEEN FORT WORTH AND GAINESVILLE	\$3,754,180	\$3,754,180	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SP 348	AT LAS COLINAS BLVD IN IRVING	PROVIDE CONSTRUCTION OF GRADE SEPARATION	\$0	\$0	\$0	\$10,000,000	COMPLETED IN NOVEMBER 2012.
TXDOT-DALLAS	COLLIN	DFW MPO MOBILITY	US 380	0.929 MI W OF CR 557 (LAKE LAVON) TO WEST OF CR 608 (IN FARMERSVILLE)	WIDEN EXISTING RURAL 2 LANE HIGHWAY TO 4 LANE DIVIDED	\$0	\$0	\$0	\$27,500,000	COMPLETED IN NOVEMBER 2012.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	MCKINNEY TROLLEY/OLIVE STREET ROADWAY	FROM ELM & COMMERCE (HOUSTON TO CENTRAL EXPRESSWAY) TO MAIN/ELM & COMMERCE LOOP)	DALLAS CBD STREETCAR EXPANSION (BUS LANE RECONSTRUCTION/STREE TCAR PHASE 1B)	\$0	\$0	\$0	\$2,000,000	COMPLETED JUNE 2015.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	US 67	COCKRELL HILL RD TO WHEATLAND RD	PROVIDE AUXILIARY LANE NB AND SB	\$0	\$0	\$0	\$2,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	US 67	WHEATLAND RD TO 2600 FT NORTH OF WHEATLAND RD	PROVIDING AUXILIARY LANES IN BOTH DIRECTIONS	\$0	\$0	\$0	\$2,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 20	AT BELTLINE ROAD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$3,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 20	AT SPUR 408 AND CLARK ROAD RAMP	CONSTRUCT EB TO SB RAMP AT CLARK RD	\$0	\$0	\$0	\$2,000,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SYLVAN AVE BRIDGE/ RAMPS	AT TRINITY PARKWAY	WIDEN AND RECONSTRUCT FREEWAY WITH HOV & COLLECTOR- DISTRIBUTOR ROADS	\$0	\$0	\$0	\$26,060,000	COMPLETED
TXDOT-DALLAS	ELLIS	DFW MPO MOBILITY	US 287	BUS US 287 IN ENNIS TO SOUTH OF SH 34	WIDEN 2-LANE UNDIVIDED HIGHWAY TO 4-LANE DIVIDED HIGHWAY	\$0	\$0	\$0	\$27,800,000	COMPLETED
TXDOT-DALLAS	KAUFMAN	DFW MPO MOBILITY	US 80	AT FM 548	RECONSTRUCT FREEWAY LANES, GRADE- SEPARATED INTERCHANGE, AND FRONTAGE ROADS	\$0	\$0	\$0	\$10,000,000	COMPLETED
TXDOT-DALLAS	ROCKWALL	DFW MPO MOBILITY	IH 30	INTERCHANGE AT JOHN KING BLVD.	CONSTRUCT INTERCHANGE AT BYPASS STREET INCLUDING FRONTAGE	\$0	\$0	\$0	\$18,082,344	COMPLETED

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TXDOT-DALLAS	ROCKWALL	DFW MPO MOBILITY	FM 740	FM 3097 TO FM 1140	WIDEN 2 LN RURAL TO 4 LN DIV URBAN	\$0	\$0	\$0	\$13,860,000	COMPLETED IN SEPTEMBER 2013.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SH 183	EAST OF STORY ROAD TO WEST OF O'CONNOR ROAD	CONSTRUCT EASTBOUND FRONTAGE ROAD AND SOUND WALLS	\$0	\$0	\$0	\$11,000,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 635	EAST OF CENTERVILLE RD. TO NORTHWEST HIGHWAY	CONSTRUCT NB FRONTAGE ROAD IN CITY OF GARLAND	\$0	\$0	\$0	\$10,000,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SH 78	NORTH OF PGBT TO DALLAS/COLLIN COUNTY LINE	WIDEN FROM 4 LANE TO 6 LANE DIVIDED	\$0	\$0	\$0	\$7,000,000	COMPLETED
TXDOT-DALLAS	COLLIN	ENHANCEMENT	RICHARDSON TRAIL	ALMA ROAD TO 0.24 MILES SOUTH OF RENNEN ROAD	CONSTRUCT 10 FOOT WIDE CONCRETE TRAIL	\$975,650	\$975,650	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	SANTA FE TRESTLE BRIDGE TRAIL	EXISTING TRAILHEAD AT MOORE PARK TO N. TRINITY RIVER LEVEE, DOWNTOWN	SANTA FE TRESTLE HIKE AND BIKE TRAIL	\$3,547,603	\$3,547,603	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	LANCASTER HISTORIC DISTRICT	CITY OF LANCASTER HISTORIC DISTRICT	SCENIC BEAUTIFICATION PROJECT TO PROVIDE STREET FURNITURE ELEMENTS/ LIGHTS, BENCHES, TABLES, TRASH CANS, BIKE RACKS	\$470,932	\$470,932	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	LBJ/ SKILLMAN PEDESTRIAN BRIDGE	DART LINE FROM AUDELIA RD NORTHEAST TO 626 FT BRIDGE TO SKILLMAN DART STATION	CONSTRUCT PEDESTRIAN BRIDGE COVER, IH 635 (LBJ) TO DART STATION	\$1,324,690	\$1,324,690	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	SPRING VALLEY/ COIT RD. AMENITIES	NW SIDE OF COIT RD FROM SPRING VALLEY NORTH TO HAY MEADOW DRIVE	PEDESTRIAN/ BICYCLE TRAILS	\$582,240	\$582,240	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	WOODALL RODGERS DECK/ PLAZA/ SP 366	WEST OF SAINT PAUL TO EAST OF PEARL ST	CONSTRUCTION OF DECK & PLAZA OVER FREEWAY	\$16,700,000	\$16,700,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NON-ATTAINMENT AREA	ENHANCEMENT	IH 45	TOURIST AND VISITOR CENTER	SAFETY REST AREA	\$15,501,391	\$15,501,391	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 114	SPUR 348 TO O'CONNOR BLVD IN IRVING	RESURFACE ROADWAY	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 114	FREEPORT PKWY TO SPUR 348	RESURFACE ROADWAY	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED

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TXDOT-DALLAS	COLLIN	TXDOT MAINTENANCE & REHABILITATION	FM 982	US 380 TO 0.1 MI SOUTH OF CR 400	REBUILD ROADWAY	\$6,104,390	\$6,104,390	\$0	\$0	COMPLETED
TXDOT-DALLAS	COLLIN	TXDOT MAINTENANCE & REHABILITATION	SH 289	ON SH 289/PRESTON RD AT LEGACY DR.	CONSTRUCT INTERSECTION IMPROVEMENTS	\$2,500,000	\$2,500,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 78	IH 635 TO AVENUE B	REPLACE BRIDGE	\$3,264,757	\$3,264,757	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	FM 1382	WEST OF STRAUS TO AT STRAUS	CONSTRUCT INTERSECTION IMPROVEMENTS	\$663,542	\$663,542	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	FM 1382	AT STRAUS RD IN THE CITY OF CEDAR HILL	INSTALL TRAFFIC SIGNAL	\$1,194,979	\$1,194,979	\$0	\$0	COMPLETED
TXDOT-DALLAS	DENTON	TXDOT MAINTENANCE & REHABILITATION	FREEMAN RD	AT N HICKORY CREEK TRIBUTARY	REPLACE BRIDGE	\$203,297	\$203,297	\$0	\$0	COMPLETED
TXDOT-DALLAS	DENTON	TXDOT MAINTENANCE & REHABILITATION	GREGORY ROAD	AT DUCK CREEK	REPLACE BRIDGE	\$605,601	\$605,601	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	BI-G45	SOUTH OF SH 34 TO IH 45 NORTH IN ENNIS	REPAIR ROADWAY	\$3,268,824	\$3,268,824	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	PLUTO RD	MILL CREEK	REPAIR BRIDGE	\$181,000	\$181,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	NORTH WARD ST	AT HOUSTON CREEK IN ITALY	REPLACE BRIDGE	\$255,000	\$255,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	MORGAN RD	AT HOG CREEK TRIB	REPLACE BRIDGE	\$262,000	\$262,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	SCHIELD RD	AT ELM BRANCH	REPLACE BRIDGE	\$262,000	\$262,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	PECAN TREE ROAD	AT BIG ONION CREEK	REPLACE BRIDGE	\$265,000	\$265,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	FM 660	AT TRIBUTARY OF BEAR CREEK	REPLACE BRIDGE	\$320,650	\$320,650	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	FRANKS ROAD	AT RICHLAND CREEK	REPLACE BRIDGE	\$525,000	\$525,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	BI-J45	DALLAS COUNTY LINE TO IH 45 SOUTH OF FERRIS	REPAIR ROADWAY	\$2,100,000	\$2,100,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 1836	AT LITTLE COTTONWOOD CREEK	REPLACE BRIDGE	\$1,013,330	\$1,013,330	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 1836	AT BIG COTTONWOOD CREEK	REPLACE BRIDGE	\$1,141,499	\$1,141,499	\$0	\$0	COMPLETED

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TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 598	FM 1392, 1.0 MI SW OF SH 205, SE TO SH 205 IN TERRELL	REBUILD ROADWAY	\$3,998,397	\$3,998,397	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NON-ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 709	AT TREADWELL BRANCH	REPAIR ROADWAY	\$332,637	\$332,637	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NON-ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 31	WB AT CEDAR CREEK	REPLACE BRIDGE	\$556,889	\$556,889	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NON-ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 639	FM 744 TO SH 22	RESURFACE ROADWAY	\$4,305,089	\$4,305,089	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NON-ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 1126	SH 22 TO FM 3383	RESURFACE ROADWAY	\$5,900,000	\$5,900,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 740	BUFFALO CREEK RELIEF	REPLACE BRIDGE	\$1,335,218	\$1,335,218	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 740	AT BUFFALO CREEK	REPLACE BRIDGE	\$1,726,839	\$1,726,839	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	0.6 MI EAST OF FM 4 TO FM 174	CONSTRUCT NEW LANES PHASE 1	\$10,522,688	\$10,522,688	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	SH 174 TO 0.9 MI EAST OF SH 174	CONSTRUCT INTERCHANGE PHASE 1	\$2,271,868	\$2,271,868	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	BU 67M TO 0.6 MILES EAST OF FM 4	WIDEN ROADWAY FROM 2 LANE TO 4 LANE FACILITY	\$14,465,864	\$14,465,864	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	DFW MPO MOBILITY	SH 121	SOUTH OF ARBORLAWN DRIVE TO SOUTH OF OVERTON RIDGE	CONSTRUCT INTERCHANGE PHASE 1	\$116,646,469	\$116,646,469	\$0	\$10,000,000	COMPLETED
TXDOT-FORT WORTH	JOHNSON	ENHANCEMENT	BURLESON PEDESTRIAN & BICYCLE TRAIL	OLD TOWN BURLESON TO SCHOOLS, SUBDIVISIONS & OTHER FACILITIES	CONSTRUCT BICYCLE/PEDESTRIAN PATH	\$1,076,376	\$1,076,376	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	ENHANCEMENT	TOWN CREEK HIKE & BIKE TRAIL	DOWNTOWN WEATHERFORD TO SUBDIVISIONS, HOSPITAL OTHER FACILITY	CONSTRUCT HIKE AND BIKE TRAIL TO CONNECT DOWNTOWN WITH OTHER FACILITIES IN WEATHERFORD "TOWN CREEK HIKE & BIKE TRAIL"	\$3,225,932	\$3,225,932	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	ENHANCEMENT	NORTH RICHLAND HILLS MULTI-USE TRAIL	N RICHLAND HILLS MULTI-USE TRAIL & LANDSCAPING IN N RICHLAND HILLS	NORTH RICHLAND HILLS MULTI-USE TRAIL	\$475,315	\$475,315	\$0	\$0	COMPLETED

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TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 6	FM 847 TO 5.9 MI. EAST OF FM 847	RESURFACE ROADWAY	\$387,655	\$387,655	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 6	5.9 MI. EAST OF FM 847 TO FM 914	RESURFACE ROADWAY	\$165,158	\$165,158	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 108	BU 377J TO US 281 IN STEPHENVILLE	RESURFACE ROADWAY	\$411,000	\$411,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	FM 2415	FM 4 TO END OF ROADWAY	REPAIR ROADWAY	\$1,435,523	\$1,435,523	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 171	CLEBURNE CITY LIMITS TO 1.36 MI. SOUTH OF FM 2135	REBUILD ROADWAY	\$1,092,647	\$1,092,647	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	NORTH OF POINDEXTER ST IN CLEBURNE TO NORTH OF VAUGHAN ST	RESURFACE ROADWAY	\$2,242,511	\$2,242,511	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 67	PARK ROAD 21 TO 975 FEET WEST OF FM 1434	RESURFACE ROADWAY (TP CHANGED 992 TO 070)	\$398,700	\$398,700	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 171	AT & SF RAILROAD TO 1 MILE SOUTH	RESURFACE ROADWAY	\$411,050	\$411,050	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 67	975 FEET W OF FM 1434 TO PR 21	RESURFACE ROADWAY	\$462,028	\$462,028	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 377	PARKER CO LINE TO DIVIDED SECTION (CRESSON)	RESURFACE ROADWAY	\$569,600	\$569,600	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	WILLINGHAM STREET TO POINDEXTER STREET; IN CLEBURNE	REBUILD ROADWAY	\$653,120	\$653,120	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	NORTH OF RIO VISTA TO WILLINGHAM STREET	RESURFACE ROADWAY	\$1,840,200	\$1,840,200	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 16	PALO PINTO CREEK TO US 180	RESURFACE ROADWAY	\$1,892,018	\$1,892,018	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	SH 171	US 180 TO FM 1884	RESURFACE ROADWAY	\$927,300	\$927,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	US 180	SPUR 312 TO FM 113 NORTH	RESURFACE ROADWAY	\$6,182,460	\$6,182,460	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	FM 3325	FM 1886 TO WHITE SETTLEMENT ROAD	RESURFACE ROADWAY	\$769,121	\$769,121	\$0	\$0	COMPLETED

# AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

## Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 67	ERATH COUNTY LINE TO PALUXY RIVER BRIDGE	RESURFACE ROADWAY	\$770,212	\$770,212	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	SH 26	NEAR FM 1938 TO CHEEKSPARGER/MIDCITI ES BLVD	RESURFACE ROADWAY	\$904,300	\$904,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	FM 157	COPELAND ROAD TO DIVISION STREET (SH 180)	RESURFACE ROADWAY	\$1,050,000	\$1,050,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	VA	VARIOUS LOCATIONS IN NORTH TARRANT COUNTY	REPAIR BRIDGE	\$1,462,000	\$1,462,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 820	MARINE CREEK PARKWAY TO IH 35W	RESURFACE ROADWAY	\$5,696,100	\$5,696,100	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	BU 287P	OAK STREET IN MANSFIELD TO HUNT STREET (OLD FM 917)	RESURFACE ROADWAY	\$357,775	\$357,775	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	FM 157	1000 FT S OF DEBBIE LN TO N OF BU 287P	RESURFACE ROADWAY	\$616,868	\$616,868	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 20	1400 FT BEFORE COLLINS TO 1550 FT AFTER COLLINS	RESURFACE ROADWAY	\$246,152	\$246,152	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 20	800 FT WEST OF MATLOCK RD TO 575 FT. EAST OF OSPREY	RESURFACE ROADWAY	\$491,792	\$491,792	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	NB LANE 475 FT. SOUTH OF US 380 TO 1937 FT. SOUTH OF FM 2264	WIDEN ROADWAY	\$995,739	\$995,739	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	NBL 1300 FT S OF CR 4421 TO 1.619 MI S OF CR 4421	RESURFACE ROADWAY	\$121,550	\$121,550	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	1355 FT S OF CR 4840 TO TARRANT C/L	RESURFACE ROADWAY	\$231,700	\$231,700	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 114	0.33 MILE SOUTH OF US 380 INTERSECT TO SL 373 (13TH ST) IN BRIDGEPORT	RESURFACE ROADWAY	\$840,300	\$840,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	2750 FT N OF PIONEER ROAD TO 2000 FT S OF SH 114 EAST	RESURFACE ROADWAY	\$1,390,500	\$1,390,500	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON- ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	475 FT S OF US 380 TO 1890 FT S OF FM 407	RESURFACE ROADWAY	\$2,329,850	\$2,329,850	\$0	\$0	COMPLETED

# AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

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TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NON-ATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	1890 FT SOUTH OF FM 407 TO CR 4840	RESURFACE ROADWAY	\$2,883,600	\$2,883,600	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	SH 26	POOL RD/BRUMLOW TO SH 114	WIDEN 4-LANE WITH CONTINUOUS TURN LANE TO 6-LANE DIVIDED	\$17,521,201	\$17,521,201	\$0	\$12,051,474	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	FM 1187	NEWT PATTERSON TO BU 287P	WIDEN FROM 2 LANE TO 4 LANE WITH SHOULDERS AND CURB & GUTTER	\$11,100,447	\$11,100,447	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	DFW CONNECTOR	SH 114 TO BS 114L, IN GRAPEVINE TO DALLAS COUNTY LINE & SH 121 FROM IH 635 TO SH 114	RECONSTRUCT FREEWAY; CONFIGURATION 2	\$260,816,297	\$260,816,297	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN COLLIN COUNTY	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$354,636	\$354,636	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN DALLAS COUNTY	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$1,153,300	\$1,133,243	\$20,057	\$0	COMPLETED; \$20,057 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN DENTON COUNTY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$243,675	\$243,675	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN ELLIS COUNTY	ELLIS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$460,926	\$460,926	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN ERATH COUNTY	ERATH	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$161,207	\$161,207	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN HOOD COUNTY	HOOD	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$181,413	\$158,382	\$23,031	\$0	COMPLETED; \$23,031 WILL BE DE-OBLIGATED AND RETURNED TO DOE



# AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

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VARIOUS CITIES WITHIN HUNT COUNTY	HUNT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$290,495	\$275,647	\$14,848	\$0	COMPLETED; \$14,848 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN JOHNSON COUNTY	JOHNSON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$368,054	\$346,254	\$21,800	\$0	COMPLETED; \$21,800 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN KAUFMAN COUNTY	KAUFMAN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$243,514	\$243,514	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN NAVARRO COUNTY	NAVARRO	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$335,436	\$335,436	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN PALO PINTO COUNTY	PALO PINTO	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$1,301,213	\$1,301,213	\$0	\$0	COMPLETE
VARIOUS CITIES WITHIN ROCKWALL COUNTY	ROCKWALL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$160,455	\$160,455	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN SOMERVELL COUNTY	SOMERVELL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$45,689	\$45,689	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN TARRANT COUNTY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$515,252	\$515,252	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN WISE COUNTY	WISE	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$130,389	\$130,389	\$0	\$0	COMPLETED
<b>TOTAL FOR PROJECTS THAT ARE COMPLETED</b>						<b>\$885,711,278</b>	<b>\$885,278,594</b>	<b>\$432,684</b>	<b>\$253,088,563</b>	
<b>GRAND TOTAL</b>						<b>\$885,711,278</b>	<b>\$885,278,594</b>	<b>\$432,684</b>	<b>\$268,588,563</b>	

**AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA)  
SUCSESSES IN THE DALLAS-FORT WORTH REGION  
(\$ in Millions)**

\$ 885.71	Awarded
<u>- .43</u>	Returned at project close out
<b>\$ 885.28</b>	<b>Total ARRA expenditures</b>
<u>+ 268.58</u>	Additional RTC Partnership Funds
<b><u>\$1,153.86</u></b>	<b>Total Investment</b>

**Top ARRA Projects**

- DFW Connector - \$260.8
- Chisholm Trail Parkway at IH 20 - \$116.6
- Green Line Light Rail - \$86.2
- Orange Line Light Rail - \$60.6
- Downtown Dallas Streetcar - \$26.0
- PGBT/SH 161 TIFIA Loan - \$20.0





Dallas-Fort Worth  
CLEAN CITIES

# NAFTC

# Alternative Fuel Vehicle Safety Training



**Tuesday, March 29**

**Firefighters**

8 AM – 5 PM

Cost: \$60

Lunch is provided.

**Wednesday, March 30**

**EMS**

8 AM – Noon

Cost: \$30

**Law Enforcement Personnel**

1 – 5 PM

Cost: \$30

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

**Certified NAFTC instructors will teach:**

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

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

**RSVP AT: <http://bit.ly/1ovrbTO>**

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

### Air Quality Funding Opportunities for Vehicles

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

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

## Current Vehicle Grant Funding Opportunities

 [Select Language](#) [?] ?

	Eligible Focus Areas								Eligible Applicant Type	
	Heavy-Duty Vehicles					Light-Duty Vehicles				
	School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis		Idle-Reduction Technology
<a href="#">AirCheckTexas Drive a Clean Machine Program</a>							X			General Public
<a href="#">Clean Diesel Funding Assistance Program FY 2016 <b>NEW!</b> Deadline: 3pm, April 26, 2016</a>		X	X	X	X	X				Public Sector
<a href="#">Drayage Loan Program Deadline: First Come, First Served</a>		X				X				Private Sector
<a href="#">Federal and State Incentives and Laws (Including Tax Credits)</a>	X	X	X	X	X		X	X		Private Sector
<a href="#">Propane Vehicle Incentives for Texas</a>	X	X		X		X	X	X		Public Sector, Private Sector
<a href="#">Texas Natural Gas Vehicle Grant Program (TNGVGP) Deadline: First Come, First Served until May 26, 2017</a>	X	X	X	X		X				Public Sector, Private Sector, General Public

[NCTCOG Funding Opportunity Archive](#)

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

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



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

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

## MINUTES

### Regional Transportation Council PUBLIC MEETINGS

#### *Draft Mobility 2040 Recommendations*

#### *2016 Transportation Conformity*

#### Meeting Dates and Locations

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

1. Tuesday, Feb. 9, 2016 – 6:30 pm – Richardson Civic Center (Richardson); attendance: 57; moderated by Dan Lamers, Senior Program Manager
2. Wednesday, Feb. 10, 2016 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 9; moderated by Chris Klaus, Senior Program Manager
3. Monday, Feb. 15, 2016 – 6:30 pm – Mary Lib Saleh Euless Public Library (Euless); attendance: 1; moderated by Chris Klaus, Senior Program Manager

#### Public Meeting Purpose and Topics

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

1. Draft Mobility 2040 Recommendations – presented by Chad McKeown (Richardson); Kendall Wendling (Arlington); Elizabeth Whitaker (Euless)
2. 2016 Transportation Conformity – presented by Jenny Narvaez (Richardson and Arlington); Chris Klaus (Euless)

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at [www.nctcog.org/input](http://www.nctcog.org/input), and a video recording of the public meeting held in Arlington on Feb. 10, 2016, was posted at [www.nctcog.org/video](http://www.nctcog.org/video).

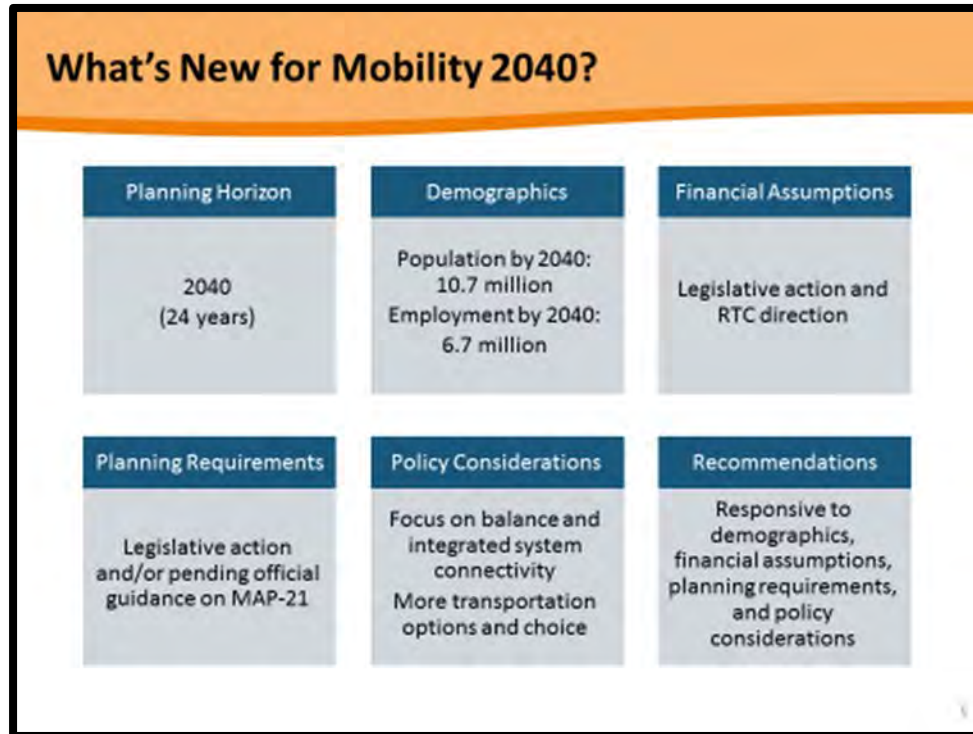
Each person who attended the public meetings received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

#### Summary of Presentations

##### **A. Draft Mobility 2040 Recommendations**

- **Presentation Agenda**
  - Mobility 2040 draft recommendations
  - RTC policy bundle concept
  - Transportation Improvement Program impact

- **What is the Metropolitan Transportation Plan?**
  - Represents a blueprint for the region's multimodal transportation system
  - Covers at least a 20-year timeframe
  - Responds to Regional Transportation Council goals
  - Identifies policies, programs and projects for continued development
  - Guides the expenditure of federal and state transportation funds
- **What's New for Mobility 2040?**



- **Mobility 2040 Public Involvement to Date**
  - Spring/summer survey (approximately 2,500 responses)
  - Fall survey (approximately 1,200 responses)
  - 16 formal public meetings
  - 12 community outreach events
  - 16 community, industry or special presentations
  - 9 Surface Transportation Technical Committee presentations
  - 10 Regional Transportation Council meeting presentations
  - 2 Regional Transportation Council workshops
- **Mobility 2040 Guiding Principles**
  - Conduct comprehensive corridor evaluations
  - Re-evaluate toll facility recommendations
  - Review needed arterial improvements
  - Reassess regional rail recommendations
  - Update the Regional Veloweb
  - Maintain and enhance existing infrastructure
  - Consider the role of new technology

- **Mobility 2040 Prioritization and Expenditures**



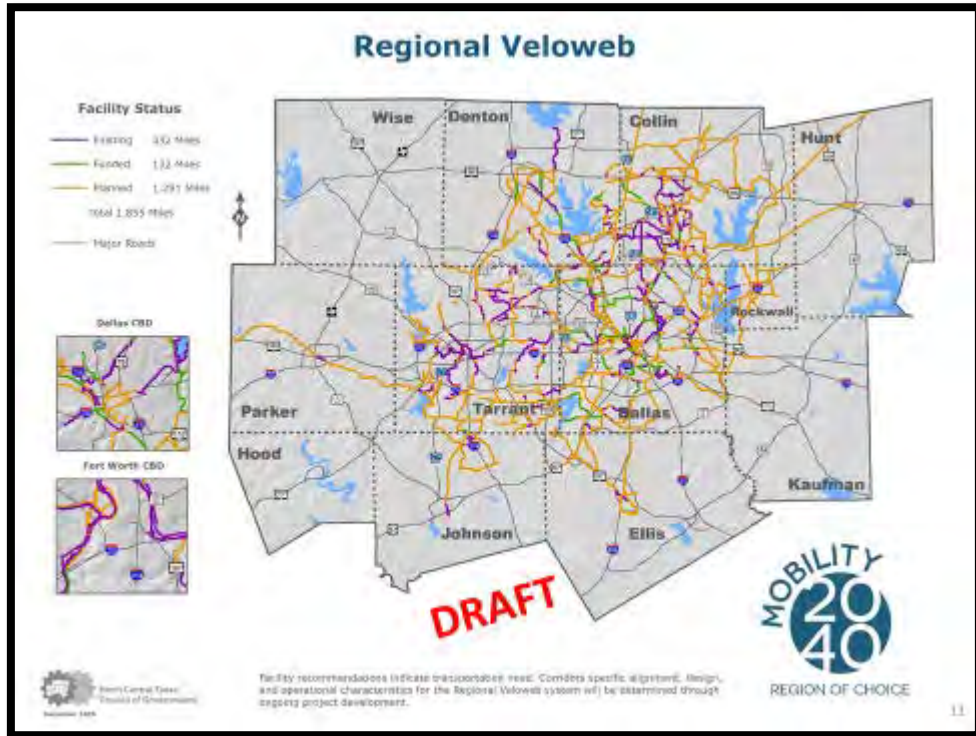
- **Mobility 2040 Summary**

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

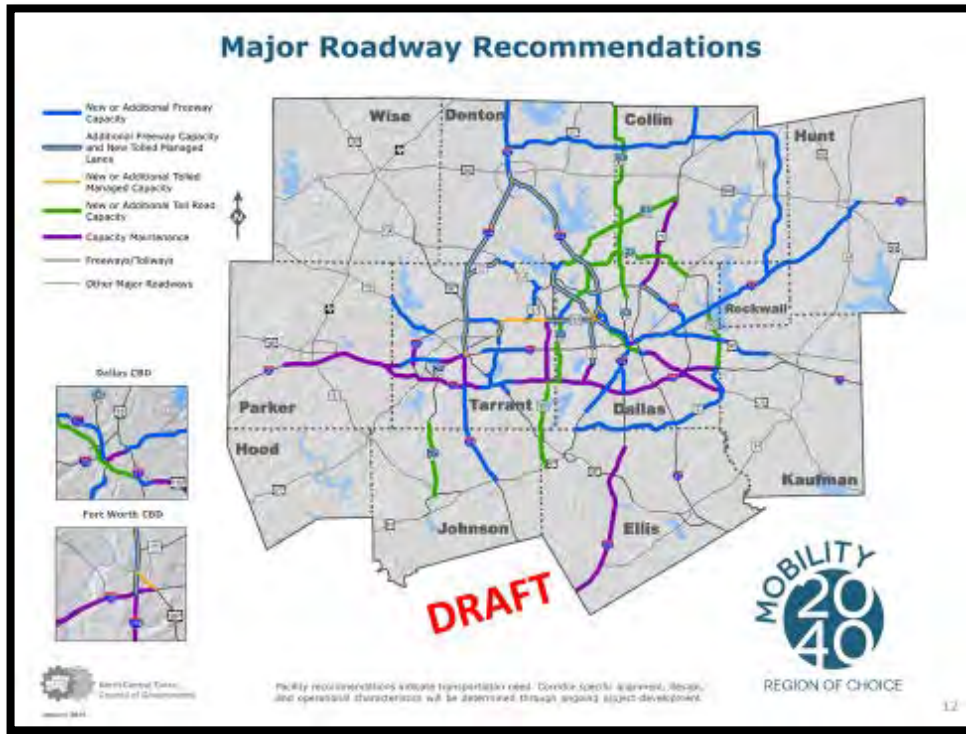


- Calls for more than 380 miles of passenger rail by 2040
- Introduces “high-intensity bus” service to the region
- Accommodates high speed rail service to and within the region
- Recognizes the important roles freight and aviation play in our region’s economy
- Regional Performance
  - Documents significant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

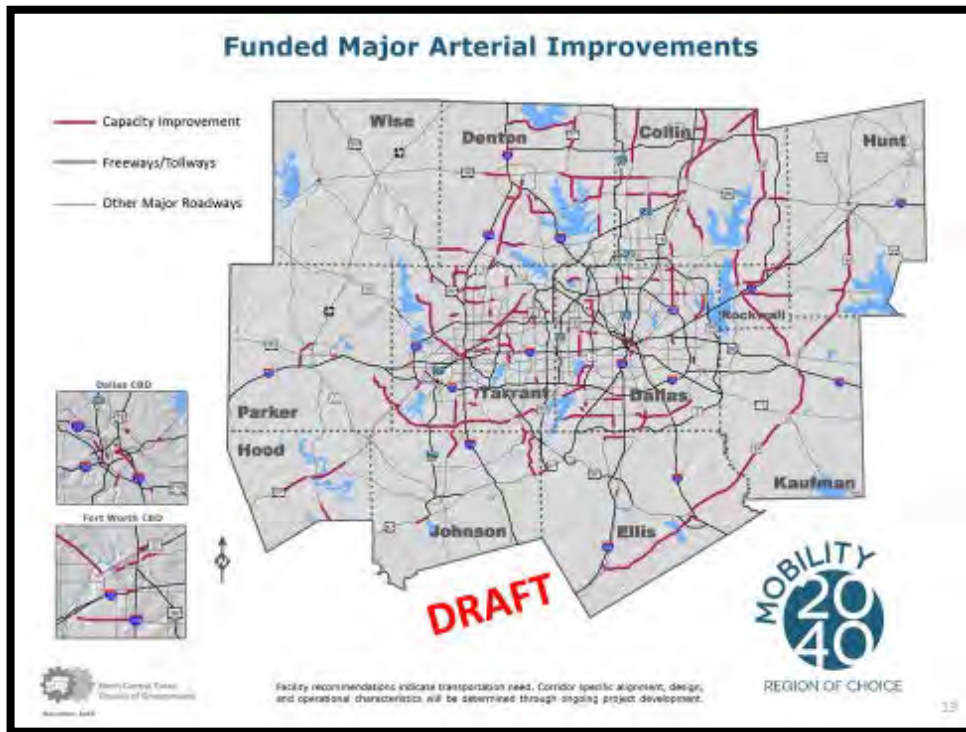
- **Regional Veloweb**



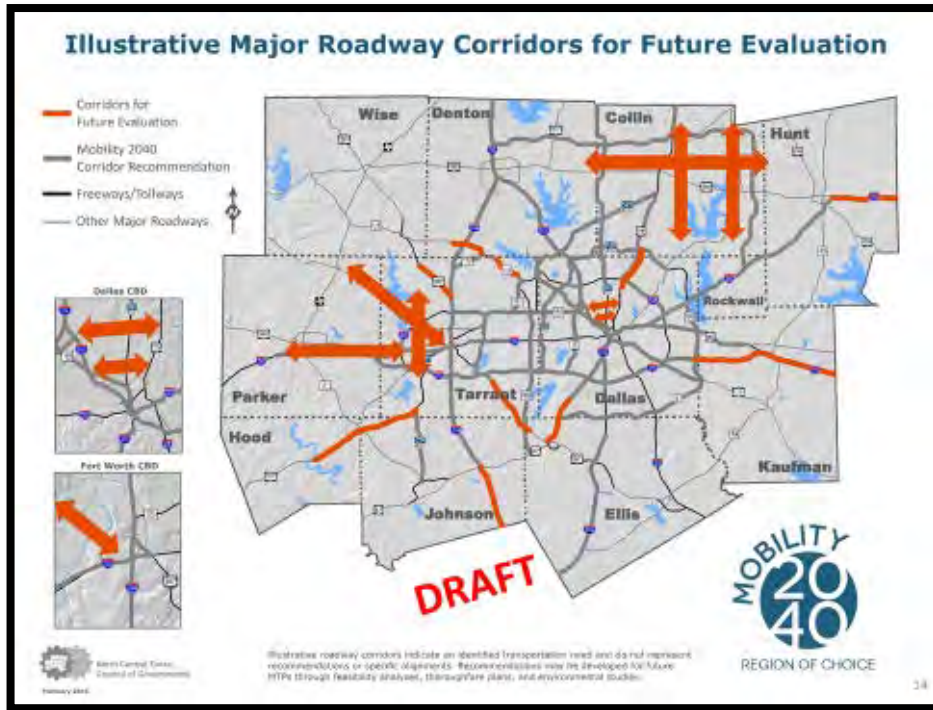
- Major Roadway Recommendations



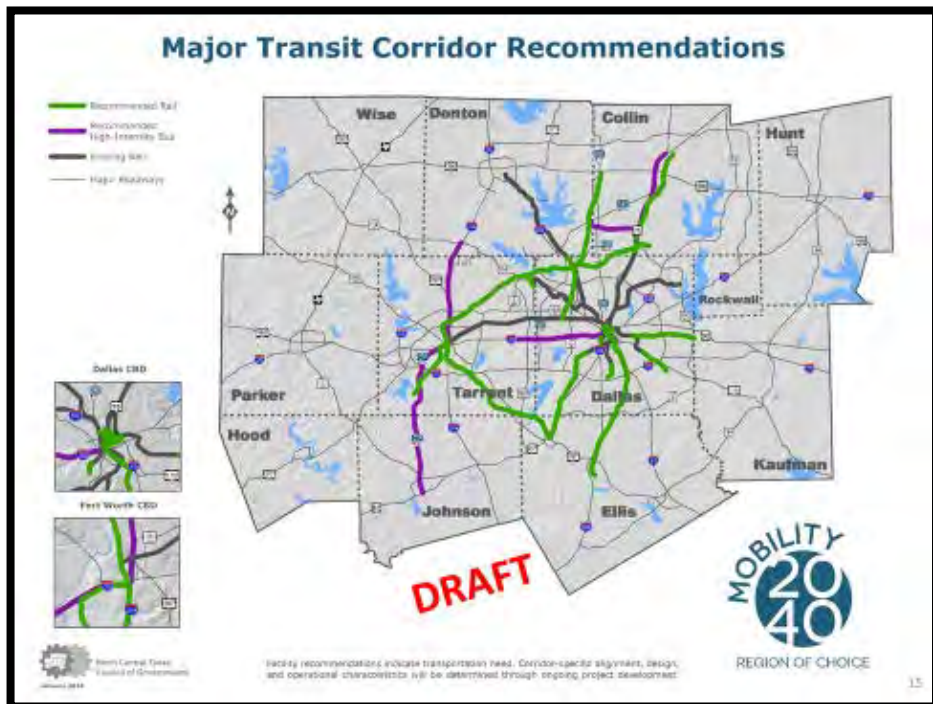
- Funded Major Arterial Improvements



- Illustrative Major Roadway Corridors for Future Evaluation



- Major Transit Corridor Recommendations



- **High-Intensity Bus Service**

## High-Intensity Bus Service

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

Premium bus service may include features such as:

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

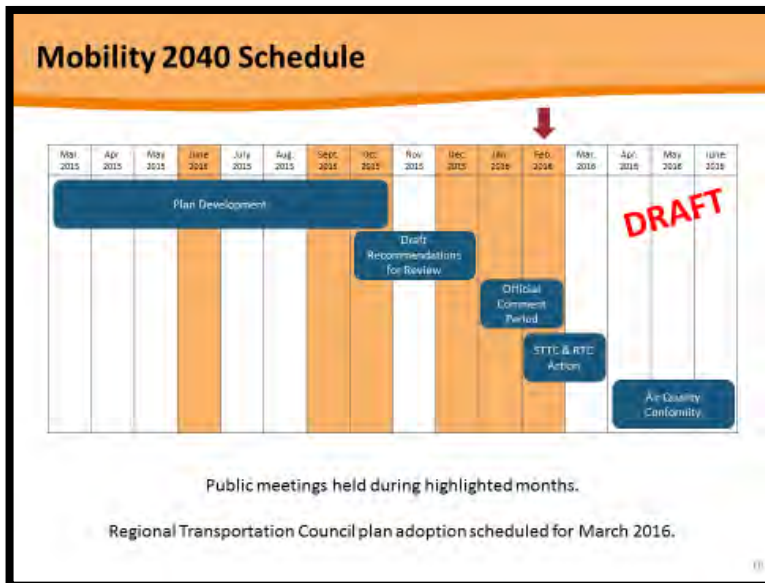


Image source: PrestoCar.com

- **Cotton Belt Corridor Proposed Recommendations**

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

- **Mobility 2040 Schedule**



- **RTC Policy Bundle Concept Summary**

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

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

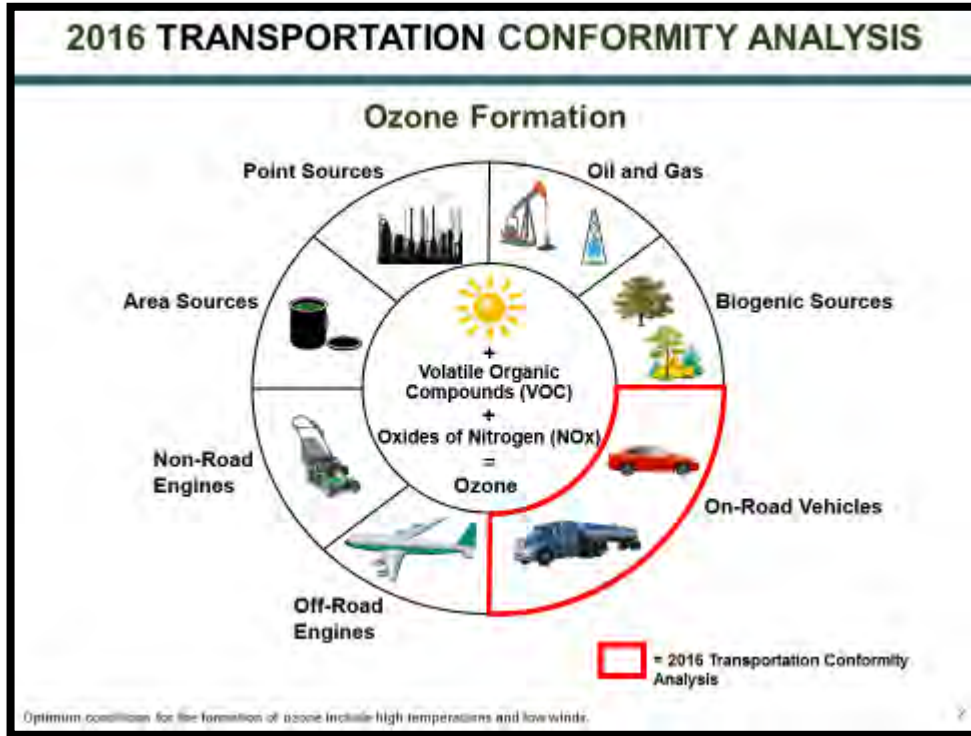
- **Impact of MTP Changes on the TIP**

- The Transportation Improvement Program (TIP) is a list of short-term, funded projects in the region.
- The current TIP document covers Fiscal Years 2015-2018.
- A new TIP document is in development that covers Fiscal Years 2017-2020.
- A subset of projects listed in the 2015-2018 TIP document will be impacted by scope, timing and funding changes identified in the Mobility 2040 draft recommendations.
- All impacted projects will be amended in the 2017-2020 TIP (vs. in the 2015-2018 TIP listings) as these projects are not being implemented prior to finalization of the new TIP.
- Impacted projects are identified in the handout entitled “Projects in the 2015-2018 Transportation Improvement Programs and the Statewide Transportation Improvement Programs Impacted by Changes in Mobility 2040.”

- The Texas Department of Transportation (TxDOT) has confirmed that approval through the 2017-2020 TIP meets the need for these projects.

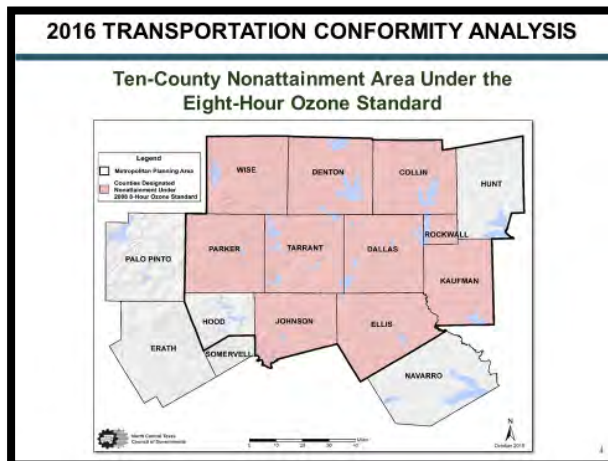
**B. 2016 Transportation Conformity**

- **Sources of Ozone Formation**

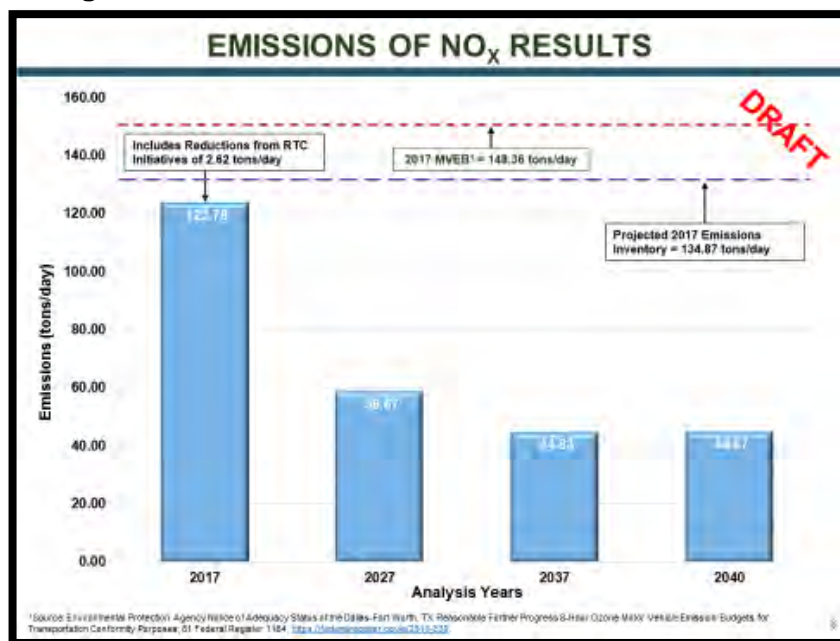


- **Purpose of the 2016 Transportation Conformity Analysis**
  - Demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP)
  - Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals

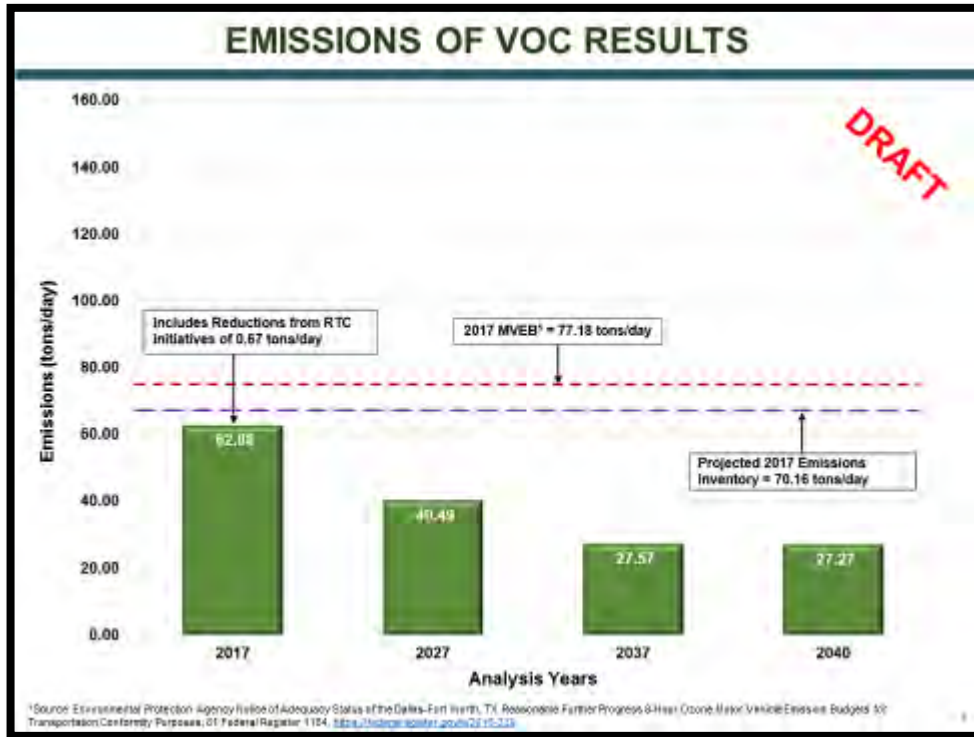
- **Ten-County Nonattainment Area**



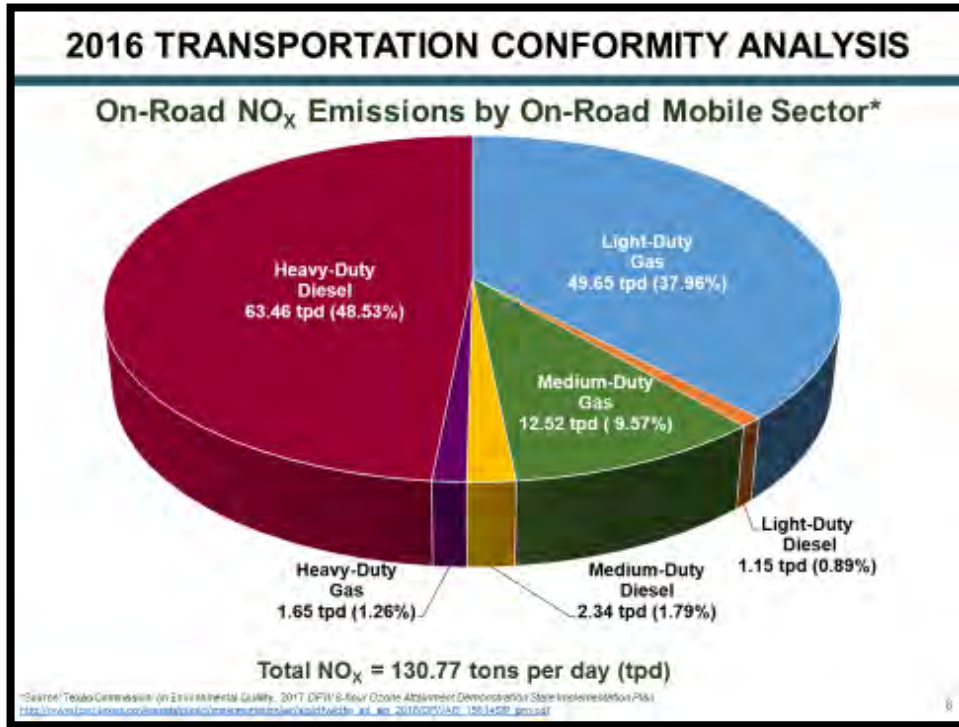
- **Highlights of 2016 Transportation Conformity Analysis**
  - Test Against Motor Vehicle Emission Budgets (MVEBs)
    - NO<sub>x</sub> = 148.36 tons/day
    - VOC = 77.18 tons/day
    - Contained in Dallas-Fort Worth Reasonable Further Progress State Implementation Plan revision for the 2008 eight-hour ozone standard
    - MVEBs adequacy for Transportation Conformity purposes effective Jan. 26, 2016
  - Emissions model is EPA's MOVES2014
  - Project recommendations including phasing/staging evaluated
    - Analysis years: 2017, 2027, 2037 and 2040
  
- **Nitrogen Oxides - Emissions Results**



- Volatile Organic Compounds - Emissions Results



- Source of Most On-road Nitrogen Oxides Emissions





- 2016 Transportation Conformity Analysis Schedule

<b>Schedule</b>	
<b>Task Name</b>	<b>Due Date</b>
Air Quality Conformity Consultation Process Starts	November 12, 2015
STTC (Information Item)	January 22, 2016
<b>February Public Meetings (Public Comment Period Begins)</b>	<b>Week of February 8, 2016</b>
RTC (Information Item)	<b>February 11, 2016</b>
STTC (Action Item)	<b>February 26, 2016</b>
End of Public Comment Period	<b>March 9, 2016</b>
RTC (Action Item)	<b>March 10, 2016</b>
FHWA Approval of Conformity	<b>June 2016</b>

**ORAL COMMENTS RECEIVED AT MEETINGS**  
(Meeting Location in Parenthesis)

**Draft Mobility 2040 Recommendations**

**Sally Wolfish, Citizen (Richardson)**

A. Transportation recommendations for the Cotton Belt corridor

*Question:* What is the current transportation recommendation for the Cotton Belt corridor?

*Summary of response by Dan Lamers:* The current long-range recommendation is that we implement a regional rail line on the Cotton Belt corridor and do the best we can to expedite that service within a 10-year timeframe.

*Comment:* What does that mean?

*Summary of response by Dan Lamers:* DART is currently working on a corridor study to identify details, and there is a group of people trying to find funding for it so we can expedite rail in that corridor within the next 10 years.

*Question:* When does that 10-year timeframe begin?

*Summary of response by Dan Lamers:* It starts immediately. We've set a goal for ourselves to include this in a 10-year plan. It will take years to get this project from the drawing board to implementation. This particular corridor has been worked on for 20 years. Several of the elected officials in the area and members of the RTC would like this corridor to move forward as quickly as possible.

B. Protecting residential homes along the Cotton Belt corridor

*Question:* How will NCTCOG protect the neighborhoods along the Cotton Belt?

*Summary of response by Dan Lamers:* DART, not NCTCOG, is the implementing agency for this project. DART must comply with federal and state environmental policy requirements, which includes conducting noise and vibration analyses. This is not the only place you can make comments about the Cotton Belt rail line. Before the Federal Transit Administration approves an environmental document, DART will have to go through an extensive public involvement process to look at all of the analyses. They will have to present them at public meetings as well as a public hearing before moving forward with any implementation, assuming they use federal and state funds. If they don't use federal or state funding, DART has their own public involvement requirements.

**Bill Hibbitt, Glen Abbey Homeowners Association (Richardson)**

A. Funding sources for Cotton Belt corridor

*Question:* What funding sources are you looking at for the Cotton Belt? At one point there was talk about using private funding. Is that still on the table?

*Summary of response by Dan Lamers:* Yes, public/private partnerships are still on the table. NCTCOG sponsored the Cotton Belt Corridor Innovative Finance Initiative several years ago,

and we looked at different sources of funding for this particular corridor. DART also has their sales tax and with larger projects like this, they will often submit an application to the Federal Transit Administration for FTA discretionary funds. Discretionary funds generally fund a good portion of the larger projects. In this particular case, public/private partnerships are a newer idea.

**Phyllis Silver, Citizen (Richardson)**

A. Difference between bus rapid transit and high-intensity bus

*Question:* Is bus rapid transit the same as the high-intensity or premium bus service?

*Summary of response by Dan Lamers:* Yes. A bus rapid transit system would allow a bus to preempt a traffic signal. However, it would still have to sit through traffic like everyone else. BRT could also be a bus line with designated right of way that has no other vehicles and includes stations similar to what you would see on a rail line. If you look at slide 16 of the presentation, you'll see what we consider characteristics of a high-intensity bus service. It's on the higher end of the spectrum. The best thing about rail is it's guaranteed. It runs on a schedule, and it's rare for a commuter or light rail line to vary its schedule by more than 30 seconds or so, unless they have an issue they're dealing with. Implementing a high-intensity bus system would be a way to either replicate rail service or create a short-term solution until rail would be implemented in a corridor. We're trying to expedite rail in the Cotton Belt corridor. But if we can't find funding for the rail, we could consider a high-intensity bus service on the corridor or on a parallel roadway in the same general area. If we implemented it in the same general area, we would not be able to have a guaranteed speed. To implement high-intensity bus in the Cotton Belt corridor, we'd have to essentially build a road and come back and tear it out in order to put rail in place in the future.

**Alex Gonzalez, Creekside at Lake Highlands Homeowners Association (Richardson)**

A. LBJ East project update

*Question:* Can you provide an update on the proposed LBJ East expansion project? Is it in the Mobility 2040 plan?

*Summary of response by Dan Lamers:* Yes, it is in the plan. In past plans, the LBJ East component, U.S. 75 to IH 30, was going to receive the same treatment as the LBJ segment did between IH 35E and U.S. 75. When the legislature met in 2015, the additional funding they provided to the state was not allowed to be used for toll facilities. Because of this, we worked with the cities in the corridor, Garland, Mesquite and Dallas, to identify an alternate solution. You'll see what we've come up with here in the Mobility 2040 plan. About a third of the corridor, from U.S. 75 to Royal/Miller, would be an extension of the managed lanes already on LBJ. In order to balance the number of lanes and traffic movements, we're proposing to extend the managed lane out to Royal Miller to balance the system better. South of Royal/Miller, it would be a free facility. It would look like LBJ does on the west side but instead of paying a toll, it would be free.

*Question:* Is funding in the approval phase?

*Summary of response by Dan Lamers:* The RTC is working with the TxDOT Transportation Commission to identify a source to fund the free section.

*Question:* Where does the LBJ East project fall in terms of priority?

*Summary of response by Dan Lamers:* It's the second priority and right behind the Southern Gateway project, which is the IH 35E/U.S. 67 corridor.

**Larry Wolfish, Citizen (Richardson)**

A. Cotton Belt rail line ridership

*Question:* Why is the Cotton Belt a priority? Who would be riding it?

*Summary of response by Dan Lamers:* The travel patterns show a significant number of commuters wanting to go from the northern parts of Collin County and Dallas to the heart of the region. We've also heard over and over again about the desire for access to DFW Airport via rail.

**Cookie Peadon, Cotton Belt Concerned Citizens Coalition (Richardson)**

A. Transit options in Addison and North Dallas

*Comment:* The transit map in the presentation shows premium bus service running north of the Cotton Belt corridor. I don't see any connections to Addison. What is the plan? Addison and all of North Dallas have been paying their taxes for the same number of years and there has been no service at all in those areas.

*Summary of response by Dan Lamers:* That's one of the reasons why DART is trying to expedite service in the Cotton Belt corridor.

*Comment:* It looks like Plano has a lot of nice rail services and other facilities. There's nothing in there that satisfies the needs of Addison or North Dallas if you move the premium bus service north of that area.

*Summary of response by Dan Lamers:* The city of Plano has been working to preserve right of way for a bus corridor in that area.

*Summary of response by Chad McKeown:* The project you're referring to is near Spring Creek and was specifically added by Plano.

*Summary of response by Dan Lamers:* The purple line you see on U.S. 75 is a recommendation in lieu of proposing a major reconstruction of the U.S. 75 corridor. Up until this plan, we had been recommending a managed lane on U.S. 75 because the demand is so incredible in that corridor. However, it would be very expensive to do because of the tight right of way. We feel like we need additional time to review options for a long-term solution since we can't look at a tolled managed lane in that corridor. Our proposal would be to utilize the U.S. 75 corridor as a potential for additional bus service.

B. Clarification of rail terminology

*Comment:* Can you clarify your terminologies? There's a difference between commuter rail and light rail. And when you say regional rail, you're talking about commuter rail. There's a difference in the engines and the weight of the trains, etc.

*Summary of response by Dan Lamers:* Light rail is what DART currently has on their system. They're the sleek-looking trains and run by electricity. Traditional commuter rail is similar to what you see on the TRE. They're diesel locomotives. We use the terms regional rail and commuter rail synonymously. The current regional or commuter rail vehicles look like light rail vehicles, but they don't have the electric lines over the top because they operate with a diesel engine. It doesn't look like a locomotive. I'm not a rail car expert, but I do know the newer vehicles are quieter than the older ones. We're taking down notes, and we'll make sure to get your questions answered.

**Rich Aubin, Citizen (Richardson)**

A. Setting project priorities and funding allocations

*Comment:* You mentioned LBJ East is the second priority project. Last week there was an article in *The Dallas Morning News* indicating that approximately \$527 million in congestion funding is coming to our area, but LBJ East was not mentioned. However, the article did discuss things like deck parks. Who is designating these project priorities?

*Summary of response by Dan Lamers:* The plan is more than just a collection of projects that the RTC can pick and choose from. As Jenny showed you, she can't do an air quality analysis unless we let her know which projects will be completed in the 20-year timeframe. Even though the RTC adopts the Mobility 2040 plan as a long-range document, there is some level of priority that goes along with it. In terms of who sets the priorities, it is the Regional Transportation Council. The RTC is the body who says when they would like to fund projects. They also set short-term priorities every two years and that's where the Transportation Improvement Program Chad mentioned comes into play. During last year's legislature, the RTC had numerous discussions regarding priorities. I can't pick up a document that says what those priorities are, but their meeting minutes indicate Southern Gateway is the first priority and LBJ East is the second priority. The money you're referring to is new funding the state identified and not necessarily the money the legislature established in the Proposition 1 and Proposition 7 categories. Every year the state reconciles their cash flow because they have to project the amount of money they think they're going to get from the federal government and state gas taxes. This year about \$1.3 billion of additional funding was unencumbered so they made a special allocation to the projects you mentioned. It includes a provision that when TxDOT constructs the Southern Gateway corridor on IH 35E, they leave the ability for a deck park to be constructed in the future. It's anticipated that funding for the park would be mostly private donations, which is also how they funded Klyde Warren Park.

**Lauren Lyon, Citizen (Richardson)**

A. City of Richardson representative on the RTC

*Comment:* Looking at the RTC roster, I notice there isn't anyone from Richardson. Who represents Richardson and speaks on behalf of the city's interests?

*Summary of response by Dan Lamers:* That's a great question. There are 44 officials. Several of them represent TxDOT, DFW Airport, NTTA, DART, The T and DCTA, and they are appointed by the board. In our planning area, there are almost 200 local governments. Not every local government can obtain a seat on the RTC. The council has bylaws that specify cluster cities. Cities with high populations like the city of Dallas have several members on the RTC, but other

members with smaller populations like Addison or Richardson are clustered in with neighboring cities. What you're seeing on that sheet is who the cities chose to represent them.

*Question:* Do you know who represents Richardson?

*Summary of response by Dave Carter:* Addison's councilman represents the city of Richardson. Richardson and Addison have historically worked together, and the last RTC member was a Richardson councilmember. We go back and forth.

#### B. Where to find a copy of the Mobility 2040 draft plan

*Comment:* I found the Mobility 2040 presentation on the NCTCOG website, but I couldn't find a copy of the full plan.

*Summary of response by Chad McKeown:* The full plan can be found at [nctcog.org/Mobility2040](http://nctcog.org/Mobility2040). There's a plan document with appendices. They're in PDF form so you can access them on any device.

#### C. Inclusion of bike lanes in Mobility 2040

*Question:* Are on-street bike lanes included in the Mobility 2040 plan?

*Summary of response by Dan Lamers:* We don't have a map of them. From a text standpoint, we do talk about them. The on-street facilities are generally the responsibility of local governments. We also don't make recommendations on local streets.

*Summary of response by Chad McKeown:* We have a couple of maps in the back you can look at that showcase what local governments are doing in the four core counties: Dallas, Collin, Denton and Tarrant. The plan also includes one map for each county.

*Comment:* It would be great if there was a safe way to cross U.S. 75 on a bicycle. Would I need to contact the city of Richardson about that?

*Summary of response by Dan Lamers:* I would start with the city. If you don't think they understand what you're asking, you're welcome to contact us. We're happy to help. We have half a dozen staff members who work on those type of issues every day.

#### D. Capacity maintenance in U.S. 75 corridor

*Question:* Can you further define capacity maintenance on U.S. 75?

*Summary of response by Dan Lamers:* Because we don't know what the permanent solution will be in the U.S. 75 corridor, we're proposing to eliminate the current HOV lane, convert it into a shoulder and use that shoulder as a peak period travel lane. We can't use it as a permanent travel lane because it doesn't meet federal standards for a full-time roadway. We've done something similar on SH 161 between SH 183 and Beltline Road. We worked with FHWA and TxDOT to use the shoulder only during the peak period.

*Question:* Why can't you use the shoulder as a full-time roadway?

*Summary of response by Dan Lamers:* The FHWA has design standards for all the federal roadways. In heavy urban areas, they allow for some design exceptions if you can show that it's an interim or temporary solution.

**Ben Britt, Citizen (Richardson)**

A. Safety measures for homes near existing rail tracks

*Question:* I live about 60 yards from a rail track. What has DART done to protect single-family homes located near current tracks?

*Summary of response by Dan Lamers:* Unfortunately, I can't answer that. I'm not actively involved in DART's environmental study.

*Comment:* I'm talking about the system that already exists.

*Summary of response by Councilwoman Sandy Greyson:* I was on the DART board. They typically put up a chain link fence and some landscaping.

*Summary of response by Dan Lamers:* There are a range of options that can be implemented. They can put up noise walls similar to the ones they use on highways.

*Comment:* I don't live on a highway. I live in a private neighborhood. Are you telling me the only solution you can give me is a single fence and some bushes?

*Summary of response by Dan Lamers:* No. I'm saying there are several options that can be implemented depending on the environmental study results.

*Question:* But can you tell me what has currently been put in place to protect single-family neighborhoods?

*Summary of response by Dan Lamers:* I can't point to anything specific right now. We'd have to talk to DART, but I think Ms. Greyson is correct. I think less obtrusive solutions are looked at first. You can change the grade of the facility or plant vegetation. The chain link fence is generally to prevent encroachment due to a safety issue. Without going through previous studies, I can't tell you exactly what's been done in any given corridor.

**Alastair Lyon, Citizen (Richardson)**

A. Bus rapid transit service vs. a rail line in the Cotton Belt corridor

*Question:* Comparing bus rapid transit and rail, rail seems to be more expensive to build. What's driving the decision to build rail? Is it ridership or operating costs?

*Summary of response by Dan Lamers:* There's not a huge difference between operating costs. You pay for gasoline, propane or diesel to operate buses and electricity for rail. The big cost is in the construction of either the rail bed or the roadway. In the case of the rail line, tracks are already there. Very little would have to be done to prepare the corridor for rail.

*Summary of response by Councilwoman Sandy Greyson:* Dan, you know they're going to have to pull up the entire track and redo it.

*Summary of response by Dan Lamers:* Yes, they'll have to redo the rail bed, but it's cheaper to upgrade the bed than build a roadway in its place.

*Question:* Then why is bus rapid transit the interim option?

*Summary of response by Dan Lamers:* It would be an interim option if we can't expedite the rail. Rail is the preferred solution, and we're trying to find funding for it. There is no funding for bus rapid transit or high-intensity bus service right now either. We'd have to go through a process to find funding for that as well. I can't tell you that solution would be in the Cotton Belt corridor itself. We would look at all the roadways in the area to see if there is an opportunity to put it there as well.

*Summary of response by Councilwoman Sandy Greyson:* Dan, can I suggest that the answer to his question was the cost? The reason DART started looking at bus rapid transit was because it was around \$300 million to put in a bus line and around \$2.5 billion to put in a rail line. Because DART doesn't have the money, they thought it might be easier to get \$300 million first and put in the bus line. People will have to decide for themselves whether they think it's a good idea to invest several hundred million dollars in a bus service, tear it out within ten years and then spend several billion dollars to build a rail line.

**Cheryl McMinn, Citizen (Richardson)**

A. Finding funding for the Cotton Belt corridor

*Question:* How do you obtain funding for the Cotton Belt if you aren't sure what mode of transportation will be implemented along that corridor?

*Summary of response by Dan Lamers:* The focus right now is to find funding to implement rail. Like any large infrastructure project, there are estimates conducted throughout the entire process. DART has been examining the corridor for 20 years and has a fairly good idea of how much it will cost.

**Deb Tarantino, Citizen (Richardson)**

A. Communication with neighborhoods near rail lines

*Comment:* I've been coming to public meetings since 1993. These meetings aren't advertised to the masses in our neighborhoods, and residents don't even know to come and express their opinions. Everything is focused on the benefits, and no one gives specifics on how bad it's going to be for our neighborhoods. The rail is not going to be below grade level. It is not going to have any kind of mitigation. We've been fighting this since 1992 and 1993. It has a life of its own. It doesn't matter what the city council says. It doesn't matter what the mayor says. The train is coming and that's it. I'm very concerned. I live right by the rail line. There are signs posted all along there about a high speed jet fuel line. I was told at one of the meetings in Addison it wasn't being used. Those of us that live right there get a notice every two years from Explorer Pipeline. Because of terrorist threats, pipelines are no longer posted online, and when I called Explorer two years ago they told me there is still high speed jet fuel running through that line. Has that been taken into account? It's never been addressed at any of these meetings. When is the next DART meeting? Where are these meetings publicized so the neighborhoods know what's coming?



*Summary of response by Dan Lamers:* DART is the sponsoring agency, and they're charged with going through the environmental process. I can't speak for DART's public involvement process. However, I do know when they formally initiate the environmental process, it will have to be well advertised. Our public meetings are advertised according to our public involvement policies. Anyone can sign up for our mailing list at any time.

*Comment:* Most people don't know public meetings are something they should be looking for. In my neighborhood we've been told and promised certain things throughout the years, but then the mayor changes or the city council changes, and we start all over again. People have no idea what's coming. We hear the same story all the time. Our neighborhood is really the only neighborhood affected. The corridor goes mostly through industrial areas. We're a very small cluster between Richardson and Addison, which is the problem.

### **Sandy Greyson, Dallas City Council (Richardson)**

#### A. Public outreach for the Cotton Belt corridor

*Comment:* When you send out these notices talking about the Mobility 2040 plan, nobody understands that the Cotton Belt corridor is part of it. You don't talk about that on your postcards. Like Mayor Marchant said, if you send out a postcard that says we're going to put a rail line in their backyard, people will come out to these public meetings.

*Summary of response by Dan Lamers:* There's \$118 billion worth of projects in the plan. We can't send out a notice that includes all of them.

*Comment:* But in fairness to the people who have been keenly interested in this for the last 20 years, if they don't know you're going to talk about the Cotton Belt, they don't show up. It seems like we've been coming to these meetings for more than 20 years, and no one is paying attention. We used to get 500 people at a meeting, but people have kind of given up over the years because it comes and goes and comes and goes. Well, it's here again.

#### B. RTC Cotton Belt corridor policy

*Comment:* I'm going to utilize the RTC's Cotton Belt policy we'll be voting on at RTC to ask you a few questions. One of the paragraphs here says there's a significant demand between Dallas and Fort Worth for this project and there's a regional need. Isn't it true that DART would have applied for federal New Starts funding years ago if there was enough ridership projected on this line, which there has never been.

*Summary of response by Dan Lamers:* DART won't go out and ask for New Starts money until they have identified a project. They haven't defined the project enough yet to be able to go to the federal government and ask for funding.

*Comment:* They've had a defined project on the Cotton Belt from DFW Airport to Plano for more than 20 years. They put it in their plan but never pursued it because there has never been enough projected ridership, and they thought they wouldn't be able to obtain a New Starts grant. I feel like this language is leading and not exactly accurate. DART is desperate for money to build this line. NCTCOG is desperate for money to build this line.

*Summary of response by Dan Lamers:* We have those numbers. We work with DART on the forecasts and can tell you what those ridership numbers are.

*Comment:* Obviously, the region has grown since 1994. There probably are more people, but DART doesn't have the money in their financial plan until 2035 so we're trying to move this forward. One of the things talked about in the policy is innovative rail funding. It's a big thing with COG, and they feel like we have to have creative financing. That's what the private effort in Austin was all about a few years ago, and they rejected it. I'm very concerned about innovative rail funding and financing. Had that legislation gone forward in Austin, it would have taken away a lot of our say and influence on how the line was to be built in our neighborhoods. There's also a lot of pie-in-the-sky financing assumptions. It says the city of Dallas will give \$20 million and Lucy Billingsley will give \$50 million. Nobody has said those figures are accurate. Dan, when I asked you at the RTC meeting if these funding assumptions were realistic, you said not very. You've got funding assumptions throughout the Mobility 2040 plan that are mentioned in this Cotton Belt policy, and they aren't very realistic.

*Summary of response by Dan Lamers:* The plan is required to be financially constrained. We have to identify costs, and we have to demonstrate a reasonable assumption that funding will be available at the time a project is implemented. In this case, I was trying to say we couldn't tell you the exact source of funding, but the assumption is that a certain percentage would come from private funds, from DART and from FTA. We can make those assumptions because historically the region has been able to fund large projects through FTA New Starts money. DART is also willing to put in their sales tax money, and we have shown success in attracting private funding for infrastructure projects. Private funding hasn't been used for rail yet, but that was the intent of the innovative finance project we looked at a few years ago, where we identified numerous sources of potential private funding. We think all of them are implementable even though they haven't all been used yet in the region. We feel like there's a reasonable assumption that the money would and could be available.

*Comment:* I have to tell you I think it's desperate. I don't think it's very realistic. I keep hearing about the Natinsky plan, but it's dead. It was never all that realistic because it did not have a solution for all the creeks and streams running through our area, and the cost was never realistic. DART said that to Ron Natinsky. I keep hearing people talk about the Natinsky plan, and I wanted to say it's dead. However, the effort to get this public/private financing going is also Ron Natinsky. He's putting it together, and if the line goes in, people will have very little say about it. We keep hearing that DART is going to be implementing the line. If you have a lot of private financiers, they are going to be the ones controlling the line. I don't think DART is all that crazy about this idea because it takes control of the rail line away from them. If private developers are bringing in money, how much voice is the public going to have? Addison and Richardson are pushing very hard to get the rail project moved up because Addison has been paying for DART for 30 years, and they want some rail. We can understand that. But in order for them to get it and get it sooner, we'll have to look at creative financing. My worry with this type of funding is that people will lose their ability to provide input. At least DART is a local agency, and the local governments pick the people who serve on DART.

### C. Types of vehicles utilized by local transit providers

*Question:* What kind of train vehicle would be utilized in the Cotton Belt corridor?

*Summary of response by Dan Lamers:* The region had always intended for DART, DCTA and The T to identify a regional rail vehicle that could be used on all rail lines in the region.

Unfortunately, we were not able to accomplish that. TEX Rail identified a vehicle that is slightly different. DART has identified some characteristics of a vehicle through a city of Dallas resolution that are not necessarily compatible with The T's vehicle.

*Summary of response by Kevin Feldt:* We have information from DART staff that the vehicle The T has selected is compatible with their dimensions and requirements.

*Comment:* The Dallas resolution said it should be light rail. I was just curious what the vehicle would look like because our citizens are thinking it would be similar to the DCTA vehicles.

*Summary of response by Dan Lamers:* It'll look similar to DCTA vehicles, but it's a newer version. When DART is ready to implement something on the Cotton Belt, I imagine there will be even newer technology available. The vehicles can't vary too much because they have to run on the same track, and the station designs are roughly the same. It's generally the technology in the vehicle itself that varies.

#### D. Terminology used in the Cotton Belt policy

*Question:* In the Cotton Belt policy, sometimes you talk about premium transit service and sometimes you talk about premium transit bus service. When you use the term premium transit service, are you referring to something other than a bus? You use both terms.

*Summary of response by Dan Lamers:* I'd have to look at the context. I think when we say premium transit service, we're generally referring to something that operates like a rail service does.

*Comment:* Since we're going to discuss all of this at RTC on Thursday, can you get back to me before then? If you mean two different things, I'd like you to have two different definitions in here. But if both terms mean the same thing, I'd like you to use the same term throughout the policy.

*Summary of response by Dan Lamers:* Yes, very good.

#### E. Effects of the one-seat ride on transit ridership

*Question:* The Green Line in Carrollton switches from DCTA to DART. Does the region feel as though that transfer has significantly decreased ridership?

*Summary of response by Dan Lamers:* It's hard to tell. I can't say it's decreased ridership because there's never been a one-seat ride. The expected ridership on the Cotton Belt, without interlining one-seat ride with TEX Rail, is expected to be less if there was a forced transfer.

*Comment:* The argument against bus in this policy is that there has to be a transfer, and you want a one-seat ride. Looking at an example of an already existing transfer, I haven't noticed a significant, negative impact.

*Summary of response by Dan Lamers:* Roughly half of the riders originating in Fort Worth want to continue on past the DFW Airport, which makes the one-seat ride very important. Throughout the country, we've seen examples of forced transfers reducing ridership.

#### F. Structural requirements for bus and rail

*Comment:* You've answered several questions about how bus rapid transit conflicts with north/south thoroughfare streets. We have seven streets that would be impacted, including Hillcrest. What about rail? You aren't asking about rail. The great concern we've had all these years is how streets like Hillcrest and Coit would intersect with a rail line. We wouldn't want them to be at the same level. These same questions apply to rail.

*Summary of response by Dan Lamers:* We'll review all of that and make sure we provide clarification at Thursday's RTC meeting.

*Question:* If there is grade separation, would the structure requirements for bus be different from the structure requirements for rail?

*Summary of response by Dan Lamers:* Yes. I don't know if you would go above or below grade because it depends on the topography. The clearance requirements are different for each type of vehicle, and it also depends on the weight of each vehicle as well as cost.

#### G. Implementing agency for the Cotton Belt rail line

*Question:* If public/private funding came through for the Cotton Belt, would DART still implement the project?

*Summary of response by Dan Lamers:* As far as I know, DART would be the implementer of this rail system. I can't necessarily answer that question because we do not know what the structure of the public/private partnership would be like. The best example I can give you would be a project like LBJ, where TxDOT owns the facility but it's being leased and operated by a private company for 50 years.

*Comment:* Speaking of LBJ, that's where the rail line belongs. Dallas is missing the boat. We're going to look back and say the rail should have been on LBJ.

### **Sue Robinson, Citizen (Richardson)**

#### A. Taxing authority for residential areas near the Cotton Belt

*Comment:* There was discussion two years regarding private partnerships and a new, separate taxing authority for people close to the Cotton Belt project. Is that still on the table?

*Summary of response by Dan Lamers:* In order for anything like that to be conducted, it would have to abide by existing laws. I'm not a financing expert, but no new policies or laws have been added that I'm aware of.

### **Beth Snyder, Citizen (Richardson)**

#### A. Impacts of building a rail line along the Cotton Belt corridor

*Comment:* I've lived in the Cottonwood neighborhood since 1992 and have been to numerous public meetings. I don't know if the two DART representatives in the room have been here since 1992, but the rail keeps popping up every few years. The neighborhood keeps fighting it. We're concerned about safety, noise, vibrations and property values. The Natinsky plan was dead in the water the day it was proposed. It was something to appease the neighborhood and keep everything going under the radar, and we knew it. Additionally, I realize Addison and Richardson

have been paying a lot of money, and they want to see rail. The Cotton Belt was only one of two options. The other option was LBJ. The studies showed ridership would be higher if the rail line dropped down to LBJ and went west from there. When I moved into my neighborhood in 1992, there were two trains going in two different directions twice a day, but DART came along and said they were going to upgrade it with heavy rail, rip up all the tracks and utilize eminent domain to condemn several houses along the route. Listening to the discussion, we've all been dealing with this. Has a decision been made as to whether the rail line would be a one-track or two-track system? Who has decided this line is a priority and needs to be completed within the next 10 years? What do we have going for us in our neighborhood? Nobody is working with us to find a solution or another route. You've decided this is going to occur and it's all positive. Nobody talks about the downside.

*Summary of response by Dan Lamers:* DART is not far enough along in this corridor to answer some of those questions yet. They're still looking at a variety of options and haven't settled on a preferred alternative. I'm not actively involved in their study so I can't tell you exactly what they've looked at.

*Comment:* They would better serve the neighborhood if they ripped out the tracks, put in a two-lane road and ran buses continuously. I spent 12 years in the transit industry. The capital cost of this is going to be unbelievable. It would be cheaper to do it with a bus service. For the level of service they're talking about, it's a complete degradation of our quality of life. It never gets addressed.

*Summary of response by Dan Lamers:* Maybe I can clarify a few things. Inclusion in the long-range plan does not guarantee that project will be built. It allows DART to continue its studies and notifies the region that the RTC is recommending the Cotton Belt be a rail line. However, DART still has to go through a process before anything can be done. When DART is far enough along, we'll update the plan to include whatever the results of their process are. The plan isn't telling DART to go build rail. It's a holding place. I wanted to make sure I clarified the relationship between the Mobility 2040 plan and what DART is doing.

### **Walt Marston, Citizen (Richardson)**

#### A. Members of the Regional Transportation Council

*Question:* Who makes up the Regional Transportation Council?

*Summary of response by Dan Lamers:* They're elected officials. For example, Ms. Greyson is a member of the RTC.

#### B. Accessing ridership numbers from transit agencies

*Comment:* Councilwoman Greyson is my elected official, but I don't believe she has much power or influence based on the conversation we've had so far. You can correct me if I'm wrong. Does the council collect, report and publish current ridership numbers for the region? How do we acquire them?

*Summary of response by Dan Lamers:* The implementing agencies have those numbers for existing lines. They have to report them to the FTA every year. We don't collect and publish them because they're published by the local authorities and in a federal document produced by the FTA.

*Question:* How can we acquire ridership predictions from years past?

*Summary of response by Dan Lamers:* The first place you can look is in our previous long-range transportation plans. We haven't always shown ridership numbers in every plan, but the environmental documents will certainly have those forecasts.

*Question:* Are those documents on your website?

*Summary of response by Dan Lamers:* DART would have those documents because they're the implementing agency.

*Question:* How accurate have your forecasts been?

*Summary of response by Dan Lamers:* I can tell you our forecasts are never 100 percent correct because they're based on assumptions that may or may not occur. However, our transit projections have shown to be fairly accurate. Our transit model is approved by the FTA. In order to get federal New Starts funding for large projects, they scrutinize our model. Projects submitted by our local transit agencies are competing against transit projects from around the country, and our model has continuously gone through that process to make sure it meets all of the FTA requirements.

### **Kevin Reagan, Plano Bicycle Association (Richardson)**

#### A. Bicycle and pedestrian outreach

*Comment:* The Veloweb is great, but I think some of the concerns we have are probably more relevant to the TIP program. We had a very bad year for bike riders in North Texas. Several people passed away due to bad road conditions. We had over 13 riders put down due to road conditions or distracted driving. Plano was awarded the bronze award for being a bicycle community, but we still have a long way to go. We're collaborating with other bicycle organizations to host a summit in April. We'd love to have you all participate. Is Kevin the first point of contact?

*Summary of response by Dan Lamers:* Kevin is a great contact.

*Summary of response by Chad McKeown:* Kevin and Jeremy presented our Look Out Texans campaign at last month's public meeting series. They're looking for every opportunity to publicize the program.

*Summary of response by Dan Lamers:* Have you been participating in our bicycle and pedestrian task force?

*Comment:* Yes, I'm working on it. I'm newly elected to my position.

### **Citizen (Richardson)**

#### A. Self-sustaining rail line

*Comment:* You mentioned something about private companies investing in transportation projects to make money. I asked at another meeting if a rail project would ever be self-sustaining. I was told no and that it would be operated by government subsidies because there wouldn't be enough ridership to cover the cost.

*Summary of response by Dan Lamers:* As far as I know, there's not a transit authority in the country that is self-sustaining based on fares alone. They're all subsidized.

### **Dan Cofer, Citizen (Richardson)**

#### A. Funding transportation along the Cotton Belt corridor

*Question:* Are you looking at private funding for the Cotton Belt because public funding has been rejected?

*Summary of response by Dan Lamers:* I can't answer yes or no because there hasn't been a funding proposal submitted yet. It's in DART's financial plan.

*Comment:* DART doesn't have the money to pay for the project, correct?

*Summary of response by Dan Lamers:* I don't know. My assumption is that DART's financial plan is constrained to what they believe their forecasted funds will be.

*Comment:* Utilizing private funding to build the project, tax payers would be on the hook for not only a publicly funded project but one that is being expedited as well, correct?

*Summary of response by Dan Lamers:* Again, there has been no proposal for this corridor. All public/private partnerships are different. I would like to assure you that would never happen, but I can't. I don't know how to answer that. However, the RTC is very cognizant of public/private partnerships. With LBJ and NTE, the RTC set the toll rates and put policies in place that if they ended up making more money than expected, they would share the money with the public sector. If the private sector doesn't recover what they anticipate, they're on the hook for that. The risk is shifted to the private sector. I don't think our region would ever really consider a public/private partnership that would require public subsidies if a private entity didn't recover what they thought they would earn.

#### B. Transportation project prioritization

*Comment:* You talk about project priorities. For example, where does the GrowSouth initiative fall among priorities?

*Summary of response by Dan Lamers:* The GrowSouth program is a city of Dallas initiative. We don't include everything in the transportation plan. We work with the city of Dallas to determine what projects they're interested in pursuing. If they can demonstrate a financial resource to implement them, we include them in the plan. While you won't see the GrowSouth initiative referenced in this plan, we've had numerous conversations with the city to include principles and projects into the plan as appropriate.

*Question:* There's no formal process to prioritize projects?

*Summary of response by Dan Lamers:* Other than our broad horizon years, the RTC does not prioritize projects within those ranges because many things can affect them, including funding sources or unexpected developments. However, the RTC has publicly stated that Southern Gateway is the first priority, LBJ East is the second priority and U.S. 75 is the third priority on the

eastern side of the region. The RTC also addressed in their Cotton Belt policy that rail be expedited in that corridor within the next 10 years.

**Travis Attanasio, City of Haslet (Arlington)**

A. Changes in transit recommendations for city of Haslet

*Question:* The current comprehensive plan for Haslet shows a rail station near Texas Motor Speedway. Will that be replaced by this high-intensity bus service?

*Summary of response by Kendall Wendling:* I think you're referring to the Speedway line. In previous plans, that line has been a rail recommendation. However, funding for rail has always been a tough issue. Part of this plan development process involved working with transit partners in the region to identify areas where high-intensity bus service could help expedite transit service. The line you mentioned is being recommended as a high-intensity bus corridor for Mobility 2040.

*Summary of response by Dan Lamers:* The replacement in this plan doesn't necessarily mean rail will never be implemented in that corridor. It means that within this plan's timeframe, we couldn't identify a funding source that would allow us to leave that rail line in this particular plan. We do have the opportunity to implement the premium bus service on those managed lanes within a relatively short period of time.

**Linda Eilenfeldt, Euless City Council**

A. Transit trends in the North Central Texas region

*Comment:* This is really interesting. I come from Chicago where your home is worth more if you're closer to a rail station. Here it's kind of a pariah right now.

*Summary of response by Elizabeth Whitaker:* With our most recent demographic forecasts, we're finding populations are starting to concentrate in the urban core. As that happens transit will become increasingly important in helping to move people around the region. It will become a more viable transportation option.

**2016 Transportation Conformity**

**Walt Marston, Citizen (Richardson)**

A. Nitrogen oxides emissions budget and ozone compliance

*Question:* The new nitrogen oxides emissions budget is 148 tons per day. What was the old emissions budget and why are we out of compliance?

*Summary of response by Jenny Narvaez:* The old budget was higher. We're not out of compliance for volatile organic compounds or nitrogen oxides. We're out of compliance for ozone. Because ozone is not emitted directly from vehicles, the only thing we can be held liable for are the emissions of NO<sub>x</sub> and VOCs. These budgets change every time a new air quality state plan is developed and when a new air quality model comes out from the Environmental Protection Agency.

*Summary of response by Dan Lamers:* Determining a budget is a complex process. We conduct



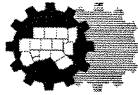
an emissions inventory and look at all the sources that emit VOCs or NO<sub>x</sub>. The state then looks at the inventory and tells us by how much we need to reduce VOCs and NO<sub>x</sub> in order to reach the required ozone levels. That's why it changes every time a new document comes out because the emissions we start out with today will be different than the emissions we start with two or three years from now.

*Question:* Is there information about ozone levels on your website?

*Summary of response by Jenny Narvaez:* Yes, there is.

## WRITTEN COMMENTS

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>
Sally Wolfish	Prestonwood Homeowner	Implementation of rail in the Cotton Belt corridor	Attachment 1
Phyllis Silver	Citizen	Definition of high-intensity bus service and one-seat ride	Attachment 2
Alex Gonzalez	Creekside at Lake Highlands Homeowners Association	Details of the LBJ East expansion project	Attachment 3
Cookie Peadon	Cotton Belt Concerned Citizens Coalition	Definitions of premium bus service, BRT and regional rail	Attachment 4
Kevin Reagan	Plano Bicycle Association, Advocacy Director	Appreciation for Veloweb and invitation for NCTCOG staff to participate in the North Texas Bicycling Summit	Attachment 5
Dane Cofer	Citizen	Process for building a rail line and safety of citizens living in neighborhoods close to a rail line	Attachment 6
Linda Baity	Willow Greene Homeowners Association	Safety of schools close to the Cotton Belt, consideration of tunnel from Coit to Preston and moving the rail line to LBJ	Attachment 7
Thomas Kriehn	Lake Highlands "L" Streets	Cotton Belt rail line and freight movement	Attachment 8
Steve Monserrate	Prestonwood Homeowners Association	Expedited rail, bus rapid transit development, role of NCTCOG in Mobility 2040 and Cotton Belt corridor	Attachment 9
John Willis	Citizen	Feedback on Mobility 2040 and IH 635 East	Attachment 10
Ted McMinn	Citizen	DART's implementation of Cotton Belt rail line	Attachment 11



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

- have the following questions answered*
- 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 Sally Wolfish sallybeth55@hotmail.com

Organization Prestonwood Homeowner

Date 2/9/16

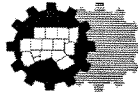
Meeting Location Richardson Civic Center

**Please provide written comments below:**

- ① What is the current recommendation for Cotton Belt corridor?
- ② How does COG intend to protect residential neighborhoods along Cotton Belt?
- ③ Has existing DART line to airport met ridership expectations?  
- What is actual ridership?  
- What has the line been financially sustainable?
- ④ What kind of train/<sup>buses</sup> would be used along Cotton Belt?
- ⑤ How often would such trains/<sup>buses</sup> run?
- ⑥ What time of day would trains/<sup>buses</sup> run?
- ⑦ What is projected ridership for Cotton Belt?
- ⑧ Where would stops be between Central Expressway & Addison?

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](mailto:transinfo@nctcog.org) Website: <http://www.nctcog.org/trans>

- ⑨ What is the timeline for funding Cotton Belt corridor improvements?



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Name Phyllis Silver  
 Organization \_\_\_\_\_  
 Date 2/9/16  
 Meeting Location Richardson

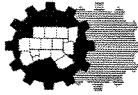
↑ Already addressed in the meeting  
 Please provide written comments below:

Is high-intensity bus service same/similar to BRT?

Questions to Be Answered

Please define ~~one~~ one-seat connectivity. I know it has to do with transferring from one vehicle to another, but I do not understand the entire scenario.

2016 Transportation Conformity  
Pg. 6 - 2017, 2027, 2037, 2040 - title of slide says emissions of NOx results - since we have not reached these years, are they not actually projections? Answered



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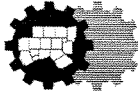
- I wish to make an oral comment at the public meeting  
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 I wish to make both oral and written comments at the public meeting

Name ALEX BONZALEZ  
 Organization CREEKSIDE AT LAKE HIGHLANDS HOA  
 Date 2-9-2016  
 Meeting Location Richardson Civic Center

### Please provide written comments below:

I'm interested in the details of the proposed  
LB/EAST Expansion Project:  
status of Funding  
PRIORITY in the 2010 PLAN  
MODIFICATIONS of THE PLAN.

To submit comments or questions by mail, fax, or e-mail, please send to:  
 North Central Texas Council of Governments, Transportation Department  
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 I wish to make both oral and written comments at the public meeting

Name Cookie Peardon  
 Organization Cotton Belt Concerned CITIZENS Coalition  
 Date Feb 9, 2016  
 Meeting Location Richardson Civic Center

**Please provide written comments below:**

*Define it is what it is*  
 BRT/Premium Bus Service - Is this only a temporary measure? If so, is it to be on limited access lanes north of the existing Cotton Belt corridor? Led to believe previously it would route through the Corridor. Does this mean Addison & citizens of Dallas who reside in northern Dallas would still receive no benefit even after 30+ years of supporting DART with their sales tax dollars?

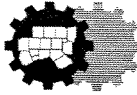
FLIRT cars - dictated by Ft Worth - Commuter Rail? Not Light Rail.

One seat ride - 70% of people who ride from southern Ft Worth to Plano?

Who is trying to fund CB construction?

To submit comments or questions by mail, fax, or e-mail, please send to: *Another Consortium?*  
 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

*Define Regional Rail - not Light Rail.*



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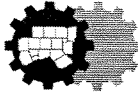
Name KEVIN REAGAN - Advocacy Director  
 Organization Plano Bicycle Association  
 Date 2-9-16  
 Meeting Location Richardson Tx

### Please provide written comments below:

My question/comment was to  
basically show appreciation for a video &  
general concern for expanded and safe transportation  
routes for the bicycle riders in N TX region

My other question was to make sure I  
had the names of NCTCOG staff that  
should be invited to participate in the  
North TX Bicycling Summit and future  
meetings of the collaborative of  
numerous cycling clubs and associations

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

Name DANE COFER

Organization \_\_\_\_\_

Date 2/9/16

Meeting Location Richardson Civic Center

### Please provide written comments below:

- Who at DART agreed to usage of the hybrid vehicles on the eastern lines
- The paper work provided does not provide specifics on how the rail would be built. Are any of the elements of the Nutski plan going to be requested
- In the balance of priority of expedite & ~~protecting~~ the concerns of residential neighborhoods, your policy seems to stress expedite, rather than the residential concerns
- Has the demand been evaluated for Texas region vs to DFW? Are these statistics available for review?

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Name Linda Bailey  
 Organization Willow Greene HOA - next door to  
 Date 2/9/16 Cotton Belt  
 Meeting Location Richardson Civic Center

*Cordes of 172 homes*

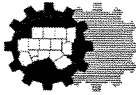
*heavy  
A train  
on*

**Please provide written comments below:**

Cotton Belt through a highly populated residential area of Dallas would be extremely dangerous to our children. There are many schools in that immediate area that will be affected. (6 or 7 - RISD - PISD + Private)

Can we consider a tunnel? Coit to Preston?

Or better still a hike & bike trail? AND move the train to WBV.



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Name THOMAS E. KRJEJAN  
 Organization LAKE HIGHLANDS "L" STREETS  
 Date FEB. 9, 2016  
 Meeting Location RICHARDSON CITY HALL

### Please provide written comments below:

RE: COTTONBELT RAIL LINE  
I ASSUME D/FW NORTH STATION WILL BE A STANDARD  
GLASS AND STEEL BARN: HIGH-SPEED RAIL PAST DALLAS AND  
FT. WORTH TOWARDS HOUSTON AND AUSTIN/SAN ANTONIO;  
TEXRAIL BETWEEN FT. WORTH ITC AND D/FW NORTH STATION;  
AND COTTONBELT BETWEEN ADDISON/PLANO AND D/FW NORTH  
STATION. NEXT DOOR WILL BE A STANDARD BUS STATION:  
BUS ROUTE TOWARDS TEXAS MOTOR SPEEDWAY; BUS ROUTE ALONG  
FM 2499 TOWARDS LEWISVILLE; VARIOUS SUBSCRIPTION BUS ROUTES;  
AND SHUTTLE BUSES INTO AIRPORT INTERIOR. THE SKYLINK PEOPLE-  
MOVER IS DESIGNED FOR TIGHT SECURITY AND SO CANNOT BE  
EXTENDED NORTH AND SOUTH TOWARDS D/FW NORTH STATION AND  
CENTRAIRPORT STATION. I PREFER RESURRECTION AND EXTENSION OF  
THE AIRTRANS PEOPLEMOVER, WHICH WON'T REQUIRE SUCH TIGHT  
SECURITY.

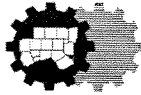
To submit comments or questions by mail, fax, or e-mail, please send to:  
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 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
 E-mail: [transinfo@nctcog.org](mailto:transinfo@nctcog.org) Website: <http://www.nctcog.org/trans>

THE AIRTRANS FREIGHT SERVICE WILL INCLUDE SHIPMENTS OF LUGGAGE BETWEEN THE AIRLINE GATES AND THE TWO OR THREE STATIONS: D/PAW NORTH STATION, CENTREPORT STATION, AND ANY ~~THEO GATEWAY STATION~~ SH183 BUSWAY STATION. DART RAIL'S ORANGE LINE WILL BE TOO OVERCROWDED TO PERMIT LUGGAGE SHIPMENTS BETWEEN THE AIRPORTS AND DOWNTOWN DALLAS. I PROPOSE A FREIGHT TRAM SERVICE FOR ~~TRANSFERRING THE LUGGAGE~~ TRANS-SHIPPING THE LUGGAGE: STREETCAR WITH LUGGAGE RACK ON ONE SIDE OF THE ASSE; PASSENGER SEATING ON THE OTHER SIDE; AND OPERATOR CONTROL PANELS AT BOTH ENDS. THIS FREIGHT TRAM SERVICE WILL RUN NORTH/SOUTH ALONG HOUSTON AND MARKET STREETS, AND EAST/WEST ALONG YOUNG STREET TOWARDS THE OMNI HOTEL, ALORT HOTEL, AND THAT BUTLER HOTEL (THE CONVERTED 500 S. BRYAN BUILDING). THE STREETCARS WILL RUN ALONG ~~THE~~ TYPE "B" RIGHT-OF-WAY ALONG YOUNG STREET BETWEEN HOUSTON AND HARWOOD STREETS, ALONG TYPE "C" RIGHT-OF-WAY ALONG YOUNG STREET BETWEEN HARWOOD STREETS AND EXPOSITION STREETS, AND ALONG TYPE "B" RIGHT-OF-WAY AGAIN ALONG THE OLD TEXAS CENTRAL TRACKS NORTH OF FAIR PARK.

A SECOND FREIGHT TRAM LINE WILL RUN THROUGH SUBWAY TUNNELS TOWARDS THE ADOLPHUS, MAGNOLIA, JOLIE, ~~SHARPEL~~ AND SHERATON HILTON HOTELS. THESE SUBWAY TUNNELS (EASTBOUND UNDER COMMERCE STREET, WESTBOUND UNDER MAIN STREET) WILL ALSO BE USED BY DART RAIL'S ORANGE AND GREEN LINES TOWARDS MESQUITE AND PLEASANT GROVE.

DART HAS PROPOSED AN AKARD STREET SUBWAY STATION. I PREFER A GREEN STREET SUBWAY STATION, TO SERVE NOT ONLY DART RAIL'S ORANGE AND GREEN LINES, BUT ALSO A WEST DALLAS LINE THAT RUNS ALONG RT= WORTH AVE. AND THE UNION PACIFIC TRACKS TOWARDS GRAND PRAIRIE AND ARLINGTON. THE AKARD STREET STATION WILL BE DOWNGRADED TO A FREIGHT STATION, FOR LUGGAGE DELIVERIES TO THE ADJACENT HOTELS.

~~THE GREEN STREET SUBWAY STATION WILL RELIEVE IT.~~



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

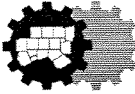
- I wish to make an oral comment at the public meeting  
 I wish to submit a written comment at the public meeting  
 I wish to make both oral and written comments at the public meeting

Name Steven Monserate  
 Organization Former President - Prestonwood HOA  
 Date 2/9/16  
 Meeting Location Richardson Civic Center

**Please provide written comments below:**

- ✓ ① what would prohibit expedited rail development?
- ✓ ② How would rapid bus transit development plan for future rail?
- ③ what role, if any, does NCTA have in Mobility 2040?
- ✓ ④ what type (gauge) of rail in Cottonbelt corridor? why not use light rail?
- ⑤ would the Cottonbelt corridor develop smaller neighborhood-sized stations or commuter-sized stations?
- ⑥ single line or double line on Cottonbelt corridor?

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](mailto:transinfo@nctcog.org) Website: <http://www.nctcog.org/trans>



## 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 John Willis  
Organization Resident of Carroll  
Date February 9, 2016  
Meeting Location Richardson Civic Center

### Please provide written comments below:

Please see the attached comments.

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NCTCOG 2040 Mobility Plan Comments  
-John Willis

Tuesday, February 9, 2016  
6:30pm  
Richardson Civic Center  
Richardson, Texas

My name is John Willis. I am lifelong resident of the City of Garland and a former Garland City Council Member for Council District 5. As a council member I served as chair of the city council's Transportation Committee, I represented the city council on the Dallas Regional Mobility Coalition, and I served Garland at the RTC as both the primary and the alternate representative.

I generally support the draft 2040 Mobility Plan, but I would like to comment specifically about 635 East, from US 75 to IH 30.

All of 635 East that is in Garland lies entirely within the council district I represented for six years. I am intimately familiar with the issues surrounding the project and the residents and business 635 East impacts the most. 635 East supports the west Garland industrial district, about half of which is also within Garland council district 5. With over 110,000 jobs, the city of Garland has a low unemployment rate, largely because of the west Garland industrial district.

635 East is beyond its design lifespan, and carries more vehicles on a daily basis than was ever intended. Current congestion on 635 East makes it harder for Garland residents, businesses, and people who live in other cities but work in Garland, to go about their necessary daily activities. This congestion creates delays and accidents, and imposes well documented costs on Garland residents, people who work in Garland, and the businesses in Garland that create those more than 110,000 jobs.

635 East carries about 200,000 vehicles daily. In 2013 TxDOT truck traffic counts show 20,396 commercial trucks on 635 East at State Highway 78. In Appendix E, the draft 2040 Mobility Plan shows 635 East as part of the region's primary freight network, SH-78 as part of the secondary freight network, and a good portion of Garland's streets as part of the region's network of truck routes. This is because of the large number of manufacturing and logistical companies in the west Garland industrial district. It is important to all of these businesses, and all their myriad employees, that every effort be made to abate congestion on 635 East, so one of the largest industrial districts in the state remains economically viable.

The corridor will only get worse if the project is delayed, badly impacting not only the City of Garland, but also the entire eastern side of Dallas County. It is critical that along with being included in the 2040 Mobility Plan, adequate funding be found and construction begun as soon as possible. As stated in recent RTC Agenda Reference Items, \$527.8 million is projected to come to the region as part of the TxDOT

Congestion Relief Program. None of this much-needed additional transportation revenue is targeted to the 635 East project. The only funding identified for the larger 635 East project is an issuance of toll bonds and Proposition 7 revenues. **Neither of these funding sources is guaranteed.** Before \$500 million in toll bonds can be issued the project must first be approved as a tolled project by the legislature. The area's legislative delegation in Austin has indicated repeatedly an unwillingness to approve tolling any part of any future highway project, while Prop 7 funds may not be able to supply the additional \$500 to \$800 million needed due to the precipitous decline in oil and natural gas state tax revenues. Despite these funding challenges, some way of financing 635 East, as well as all the other important regional transportation projects, must be found.

Inclusion of the 635 East project in the 2040 Plan is appreciated and important, but more important is paying for the project. Therefore it is crucial that the NCTCOG staff work closely with all the stakeholders, from local residents, businesses, and city councils, all the way to Congress and the FHWA, in order to get this important regional project begun and completed within a reasonable timeframe. Delays impose increased construction costs, but also inhibit economic development and redevelopment in the corridor.

Centerville Marketplace is the local name of the area in Garland near the 635/Centerville Road intersection. TxDOT recently completed construction of a \$10 million segment of the larger 635 East project in Centerville Marketplace which is the service road on the north side of the highway, from Centerville Road to Northwest Highway. In October of 2012 I delivered to the FHWA, a City of Garland study (see attachment) of the impact construction of the service road on Centerville Marketplace. This study projects through 2022 a total of over \$40 million of private sector investment in Centerville Marketplace that is directly attributable to that one \$10 million service road segment – a more than 4 to 1 return on this one public sector transportation investment. Funding the rest of the 635 East project only builds on this level of success in the 635 East corridor.

I'd like to thank the NCTCOG staff for all the long hours that have gone in to the production of the draft 2040 NCTCOG Mobility Plan. Planning for our regional growth and prosperity is critical to the DFW's long term success as an economic engine for the State of Texas.

## MEMORANDUM \*\* FINAL DRAFT

To: Neil Montgomery  
Senior Managing Director, Development Services

From: Christine Maguire  
Redevelopment Manager

Re: Centerville Marketplace  
Councilmember John Willis Request Tex 21

Date: October 19, 2012

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### Overview

Transportation infrastructure drives private investment. If planned and executed within the context of a long-term and comprehensive land use plan predicated on market demand, it can be a significant engine for vibrant commercial and residential development that propels a community's local economy forward. If done otherwise, then the resultant commercial and residential development pattern quickly becomes obsolete in the eyes of the private market in favor of competing areas having well planned and executed access, visibility and connectivity. Revitalizing obsolete commercial centers requires in many cases retrofitting a road and land use network on already developed land – a far more expensive and time-intensive proposition.

Centerville Marketplace in Garland, TX is a clear example of how past and current federal Department of Transportation (USDOT) investment in the transportation network (road and transit) and planning that maximizes that investment acts as a driver for job creation, real estate investment and sales tax revenue to the community. This paper's first two sections illustrate the impact of the Department of Transportation's direct investment in roads and transit on Centerville Marketplace. The early design and construction of Lyndon Baines Johnson (LBJ) Freeway (also known as Interstate 635) between developable land, existing roads and the district's connectivity to the broader urban context acted as a catalyst for development in its initial years. The lack of coordination between accessing the interstate and the development adjacent to the interstate, however, became over time a barrier to investment. Now, forty-four years later, investment in improving that connectivity by widening the access road and comprehensive planning for the future has resulted recently in over \$11 million in new private investment, approximately 450 new jobs and \$1.8 million in new sales tax revenue to the City. The plans for rapid bus transit may make possible additional private investment.

The USDOT's support of concerted planning for and implementation of multiple modes of transportation, land use and urban design creates the future framework that will make Centerville Marketplace a vibrant mixed-use district with a sense of place. As discussed in the third section of this paper, funding through the Federal Sustainable Communities Partnership will put in place a redevelopment strategy that will serve as the springboard to launch development that strengthens the linkages between where people work, live, shop and learn in the district. This formula for Centerville Marketplace's future vibrancy promises to leverage an additional \$32 million of additional private sector investment and 300 new jobs over the next 10 years. Thus, the policies and programs of the Federal Highway Administration – from mass transit to roadway infrastructure – are critical drivers directly impacting the economic vitality of Centerville Marketplace evidenced by new jobs, sales tax revenue and quality of development.



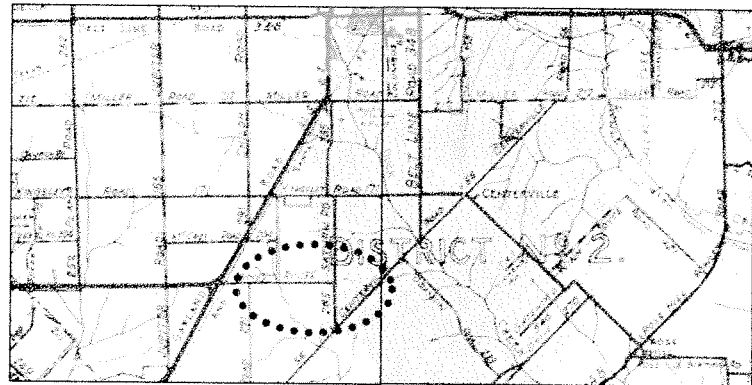
## Freeway/Roadway Infrastructure as a Market Driver

*Current condition:* Over the past 50 years market forces combined with local and federal housing and transportation policy decisions have shaped the development pattern and economic vibrancy of Centerville Marketplace. The district consists of approximately 460 acres of auto-serving commercial located to the immediate north of Interstate 635 in south Garland. The most recent recession (2007-2008) gravely impacted this commercial district. Centerville Marketplace suffered from substantial vacancy at 20%, double the overall rate for Garland. Most of the vacancy stems from over 375,000 s.f. of vacant retail, primarily big box retail formats. Because of its location bounded by the only two exits off of Interstate 635 to Garland and its decline relative to other competitive areas, the City designated it as one of seven high priority redevelopment districts in the recently-adopted Envision Garland Comprehensive Plan. Although recent transportation investment has spurred private investment interest in recent years, continued revitalization of the district requires concerted effort between the private and public sectors.



Boundaries of Annexation Ordinance No. 1161 (1963): north by Northwest Highway/ Gregory, east by Centerville Road, and west by Interstate 635

*Early evolution:* The City annexed the area currently referred to as “Centerville Marketplace” (depicted within the red triangle in the top image) in 1963<sup>1</sup>: Interstate 635 right of way to the west; Centerville Road (County Road 285) on the east and Groves Road (CR 136)<sup>2</sup>/ Gregory on the north. The Dallas County Road Map of 1941 on the right illustrates that most of Centerville Marketplace’s main road network consisted of County Roads developed in the 1920s: Groves Road (CR 136) extended east of Garland Road (SH 78) to Saturn Road (CR 285). The diagonal intersection of Saturn Road with Centerville Road (CR 56) and the Garland City Limits (the northern Interstate 635 right-of-way boundary) formed the apex of Garland’s southern boundary. Long Branch Creek divided the developable land between Garland and Dallas.



Excerpt of Dallas County Road Map (1941); Centerville Marketplace vicinity in red.

Garland’s explosive growth commenced in the early 1960’s with residential subdivisions expanding from its downtown core south along Garland Road (State Highway 78) towards the city of Dallas. The advent of Interstate 635 spurred infill development to its southern border during the 1970s. The apex formed by the intersection of Saturn and Centerville Roads provides a helpful reference point to track this area’s physical development. The aerial images below clearly show that the Centerville Marketplace area developed after the opening of Interstate 635 in November 1968<sup>3</sup>.

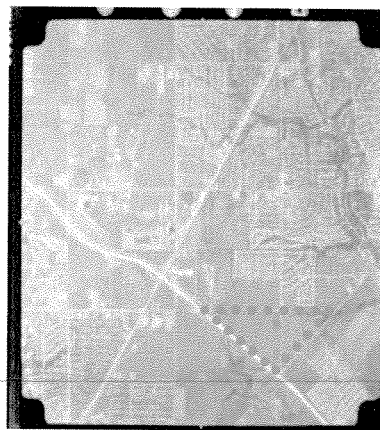
<sup>1</sup> Ordinance No. 1161 approved August 20, 1963.

<sup>2</sup> The City renamed Groves as Northwest Highway in 1970.

<sup>3</sup> *Garland Daily News*, Section 1, page1 (November 6, 1968)



USGS single-frame aerial flown 1952



USGS single-frame flown 1968

The eastern section of Interstate 635 along Garland's southern boundary was the first completed section of Dallas County's new northern loop. The 10-mile stretch running from US-75 to Barnes Road consisted of 6 to 8 main lanes with 15 exits and no access road frontage. The 1963 Annexation Ordinance uses the planned alignment as the southern boundary of the annexation although acquisition of right-of-way did not commence until 1965. Only two exits serviced Garland off of Interstate 635 at that time: 1) Saturn (westbound exit only on the Garland side)/ Centerville (eastbound exit only on the Dallas side); and 2) Groves (westbound exit only on the Garland site) and both east and westbound exits on the Dallas side. No documentation exists as to the location of the alignment or exits but common recollection holds that Garland City Council and civic leaders wanted to limit access off of Interstate 635 to control the type of impending growth.

The *Garland Daily News* article announcing the opening of Interstate 635 in Garland alludes to the impact LBJ Freeway would have for Centerville Marketplace's future development. Then-Mayor Jim Toler stated that several large firms had purchased land along the freeway awaiting its opening. Plat history documents that development followed the opening of Interstate 635. The seminal plat for Centerville Marketplace came forward a year before the opening of Interstate 635. The site plan submitted by Jack Pratt<sup>4</sup>, known as Eastgate, lays out the main parcels forming the Groves (Northwest Highway) – Saturn- Interstate 635 district and still demarks parcel boundaries to this day. Following the Pratt submission, Target Stores secured the original plat for the retail district between Saturn Road on the west and the New World subdivision on the east along the Interstate 635 boundary<sup>5</sup>. Shell Oil secured the plat of the wedge of real estate between the Eastgate and New World between Northwest Highway/Gregory – Centerville – Saturn in 1974<sup>6</sup>. The configuration of the parcels and roadways fell within the hard constraints of the existing county road grid and the Interstate 635 alignment. Clearly the advent of Interstate 635 spurred development, igniting this portion of Garland as an employment, retail and educational center.

The lack of coordinated long range transportation planning between the City and State Department of Transportation (for whatever reason) in the conception and execution of Interstate 635 construction became the stumbling block for future development of Centerville Marketplace and commercial development along the Interstate 635 Corridor. Amendments to the Pratt site plan illustrate the challenge the lack of a continuous access road posed to development since Interstate 635's inception within Garland. This original site plan underwent several revisions as the property owner and City put in place adequate approaches to Interstate 635 to accommodate the mix of uses and the challenge of the angular confluence of

<sup>4</sup> Zoning file 67-14 (Ordinance No. 1493) Eastgate No. 1

<sup>5</sup> Zoning file 68-40 New World Shopping Center No. 1

<sup>6</sup> Zoning file 74-78

Saturn/Centerville and LBJ Freeway<sup>7</sup>. Through the platting and development process Eastgate Drive became the entrance to Interstate 635 westbound from Saturn.

Frontage road and Interstate 635 approaches occurred on an ad-hoc basis as plats came in to the City for development review. The City, State Department of Transportation and Federal Highway Administration would review proposed connections with changes made through minute order over time. The traffic congestion and safety challenges posed by the existing road grid and Interstate 635 alignment can be seen in staff reports of various zoning cases. Zoning case files 86-25 and 86-26 document the need by 1986 for the City to expend CIP funds to reconstruct the Saturn/Centerville/Interstate 635 intersection, removing the Saturn approach leg and thereby significantly changing the turning volumes.

*Today's context:* The renewed effort for coordinated land use and transportation planning made possible through the HUD Community Planning Challenge Grant comes at a fortuitous time. TxDOT is nearing completion of the \$10 million Garland portion of the East Section of the LBJ Corridor Improvements. Since 1993, the Texas Department of Transportation, DART, North Central Texas Council of Governments (NCTCOG) and North Texas Toll Road Authority (NTTA) have planned for significant investment along the I-635 Freeway Corridor. In addition to increased capacity, one of the key improvements advanced by the project is the development of continuous frontage roads. The current improvements result from NCTCOG awarded funds to build additional frontage lanes along the north access road of Interstate 635.

Garland is seeing the beginning of significant improvement now due in large part to the installation of the continuous service road. The anticipated alignment established in the early 2000's has provided private sector development the access predictability necessary for new construction. The chart below provides a summary:

Business	Year	Address	Estimated Private Investment
Wal-Mart	2006	1801 Market Place Dr.	\$7,000,000
Furr's Fresh Buffet	2008	1540 Eastgate Dr.	\$1,500,000
Applebee's	2011	1440 Eastgate Dr.	\$1,000,000
Golden Corral	2012	1420 Eastgate Dr.	\$1,500,000

Although the Great Recession has slowed retail interest in the interior parcels of the district, the advent of the access road improvements has facilitated over \$11 million of new private investment and over 450 new jobs along the access road. The Centerville Marketplace Repositioning Strategy will build upon this renewed interest; it will help the private sector and the community in conceptualizing how best to further redevelop the area by integrating a land use pattern that encourage different modes of transportation and a sense of place that increases its draw for patrons and residents alike. Federal, State and local transportation agencies must therefore be an active and engaged part of this process.

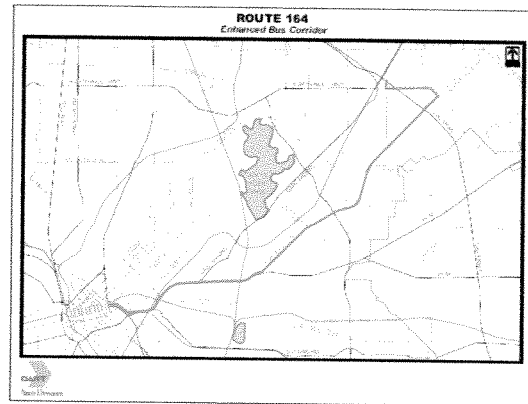
### **Transit Infrastructure as a Market Driver**

Mass transit now plays a far more important role in connecting patrons and employees to commercial enterprises of Centerville Marketplace. During the early years of the commercial district up to the early 1980s, commercial district thrived on patronage from residents living within the district. Suburbanization of residential opportunities farther out of Garland led to the deterioration of apartments in the district. The trade area of the commercial district now relies almost solely on mass transit and automobile access. The Repositioning Strategy seeks to make the district accessible to many different modes of transit, including pedestrian and bike access. A district with a sense of place will encourage a mix of residential and commercial uses knit together by a multi-modal transportation network that truly adds to the vibrancy of the district.

<sup>7</sup> Zoning files 67-38 and 69-31

In the first two decades of Centerville Marketplace, apartment complexes within the district served the commercial and educational businesses. Apartment complexes were some of the first plats accompanying the commercial center development activity. The first plat submitted for this district, Jack Pratt's Eastgate No. 1, called for the development of Eastgate for over 1100 units in addition to a wide of array of retail, office and hotel uses. Between 1970 and 1972 the Village of Eastgate developed as the area's premier luxury complex of its day, consisting of 886 dwelling units as part of a 105 acre planned development district. Throughout the 1970s the complex enjoyed the reputation as a premier residential address and served as an economic driver for the district. The Village of Eastgate deteriorated over the course of the 1980's resulting from suburban expansion to the north in conjunction with the shock of the savings and loan crisis of the mid-1980s. By November 2001, 30% of the complex stood vacant. Demolition of the vacant and severely deteriorated units began in earnest in 2005<sup>8</sup>. The redevelopment of the Village of Eastgate site is another critical component to the redevelopment of Centerville Marketplace.

The keystone of Centerville Marketplace's revitalization is the strong connection between residents and commercial enterprises of the district. Suburbanization has resulted in intense competition for patrons of other commercial districts, particularly in Mesquite to the east and Dallas to the west and south. Therefore, mass transit and other forms of transit in addition to auto play a far more significant role. In 1993, DART opened the South Garland Transit Center on the eastern edge of Centerville Marketplace. Bus routes serving the Center are some of the most utilized in the DART system. Capital programming resulting from the Repositioning Strategy will capitalize on the presence of the DART South Garland Transit Station for 10 bus routes including Route 164 which has recently received "enhanced bus service" designation (please see map to the right). Greater bus access between Centerville Marketplace and Dallas neighborhoods south of Interstate 635 may bring more visitors and patrons to uses within the district. Additionally, DART seeks to use the Repositioning Strategy as a means to determine whether the South Garland Transit Center site can be redeveloped to serve as a catalyst for higher density development as well as a transit hub. Leveraging DART's investment in transit to redevelop the district helps to address the competitive disadvantage of the commercial center and Garland relative competition in Mesquite.



The City's investment in transit through its 1% discretionary sales tax contribution into DART comes with the expectation of a demonstrable return on that investment in terms of new development and redevelopment. The City has invested millions of dollars in DART since the Agency's first public referendum for municipalities to join in 1983. Garland has enjoyed bus service since 1984 as well as light rail served by two stations on the Blue Line. However, residents in surrounding municipalities who have elected not to participate in DART benefit from Garland's investment by availing themselves of these transit services. As a result, municipalities such as Mesquite have availed themselves of the opportunity to devote a portion of their discretionary sales tax to economic and community development, rather investment in DART. As a result, Garland faces an unfair competitive advantage in terms of attracting and retaining businesses by lacking an essential economic development incentive arsenal that comes from the sales tax war chest devoted to economic development. Mesquite has used its discretionary sales tax incentive to attract and grow regional retail centers such as Town East Mall. The relocation of Target from Centerville Marketplace to a nearby Mesquite shopping center clearly illustrates the consequence of this imbalance in municipal means to influence the private market. Garland has no incentive other than more fully capitalizing on DART's existing bus service and land to balance the competitive equation.

### **Repositioning Strategy: Interagency Collaboration**

<sup>8</sup> Issue with asbestos remediation delayed the completion of the demolition until 2009.

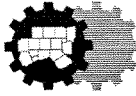
Fortunately, the City has the opportunity to reposition Centerville Marketplace through a coordinated planning process funded through the federal Partnership for Sustainable Communities: the U.S. Departments of Housing and Urban Development (HUD), Transportation (DOT) and Energy's Environmental Protection Agency (EPA). This federal partnership explicitly acknowledges the interrelation between transportation, housing and economic development. The Federal Highway Administration plays an important part of this federal partnership; its participation acknowledges that clear fact that prudent public sector transportation investment can leverage economic development: the creation of sustainable jobs and places that contribute to the community's long-term economic health.

The Partnership now has the opportunity to impact our local community. Garland's award of the FY 2011 Sustainable Partnership's Community Planning Challenge Grant through HUD will make possible the Repositioning Strategy that utilizes scarce public sector transportation and infrastructure investments to leverage new investment that meets the needs of the market. The Strategy seeks to address the deficiencies resulting from poor transportation connectivity, to create a sense of place through landscape enhancements and to establish a market-driven community vision and implementation strategy. The specific deliverables anticipated as outcomes of the 18-24 month process include:

- Identification and advancement of at least three specific high-impact real estate or business development projects within the project area as evidenced by preliminary drafts of term sheets between the City/Chamber and the private development partner.
- Development of capital improvement and urban design recommendations, including cost estimates and phasing strategy, that improve the physical linkages (based on recent TxDOT and DART transportation improvements) between where people work and live and expand the mobility means of making those connections by maximizing public transportation improvements and removing obstacles.
- Execution of a comprehensive market strategy that describes Centerville Marketplace's competitive position, tenant mix, voids in the trade area, and broker and merchandising strategy.
- The revision of zoning and design standards based on current market conditions in order to facilitate development and redevelopment of the commercial district.
- The establishment of an organized constituency whose long-term mission is the ongoing revitalization of Centerville Marketplace and an indicator system to help benchmark progress in meeting their goals.
- New incentive tools that facilitate investment in the upgrade of existing commercial and residential structures both in the commercial district and neighborhoods in its trade area and development of new projects that advance the goals of the community.

These deliverables will be crafted in collaboration with developer, brokers, business and resident leaders in and adjacent to the study area in partnership with the Garland Chamber, TxDOT, and DART. Lessons learned from this strategy can be applied to other centers throughout Garland, the region and, in particular, first ring suburbs similar to Garland throughout the United States.

Through concerted effort of the City, HUD, DART, the private sector and FHWA, Centerville Marketplace can once again be a vibrant district meeting the modern needs and tastes of business, institutional anchors and residents. Wise, strategic transportation related infrastructure and transit investments that accord with the community's vision could result in an additional \$32 million of additional private sector investment and 300 new jobs over the next 10 years at Centerville Marketplace. Thus, the FHWA plays a critical role in supporting local efforts that develop long-term public transportation investments as part of an overall reinvestment strategy for jobs and housing. Hence continued legislative and congressional support for transportation investments is essential to sustain our local economy.



## 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 *question*
- 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 Ted McMin → email → tdmac50@shagbbal.net

Organization Homeowner

Date 2/9/16

Meeting Location Richardson Civic Center

*Question:* Please provide written comments below:

Cottonbett rail - how can a homeowner learn what D.A.R.T.  
plans for noise, vibration + sight reduction  
as part of commuter rail line?  
- is there a D.A.R.T. website to help communicate  
rail plans, mitigation?

Comment: - If these 2 questions cannot be answered  
by RTC what is the reason for this meeting?

## WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

**Steve Turner, Jan. 22, 2016**

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

**Josephine, Jan. 26, 2016**

My tag does not worked well when I used it on the on the way to Austin. I got billed. Called and they were suppose to check and all I got was another bill to pay. What good is it if I had to pay for my tag. they have me calling Dallas and other place to investigate. Nothing done. System sucks.

**Amy Burks, Jan. 26, 2016**

What is the plan for public Transportation in Collin County since TAPS is not operating in the Allen, Lucas, and Fairview areas?

**Elaine Laisure, Jan. 26, 2016**

A new Fort Worth Housing Development, with 30,000 single residencies, named the Welch Ranch <http://walshtx.com/> is in the early stages of being built. The Walsh Ranch development will dump all traffic onto an already congested I20/I30.

There are no additional roads or lanes planned for the additional traffic. Now is the time to plan a Toll Road such as Chisholm Trail, NOT Foreign leased/owned. It would be Cheaper to start planning now for additional roads West of Fort Worth. Weatherford, Brock and all of Parker County is rapidly expanding.

It appears the lack of planning will cost more later etc. Without the additional traffic, these lanes are already congested. A Mass transit system with local Park and Stops for Aledo, and Weatherford must be included in the Mass Transportation planning phase.

**Judy Dobbins, Jan. 26, 2016**

Mr. Morris,

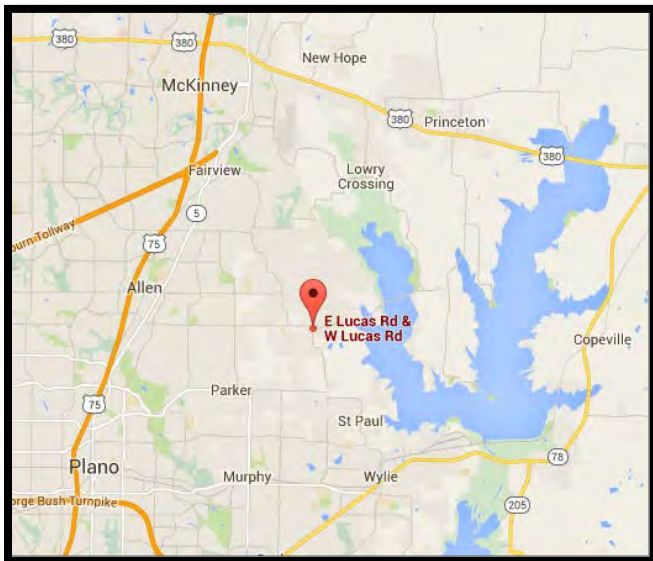
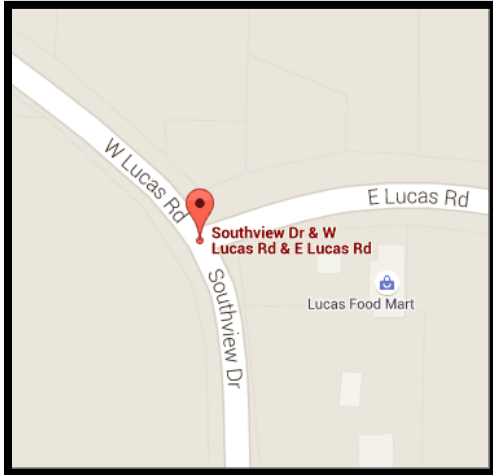
I received your email address from the Lake Highlands Estates Neighborhood Association.

My question concerns the sound walls that are proposed. I live on Vistadale Drive, just before the Plano Road Exit. I am very hopeful that any sound walls would come all the way to the Plano Exit. Please let me know exactly where the sound walls are planned.

**Trish Donaghey, Jan. 26, 2016**

Dear NCTCOG,

This intersection shown below has traffic stacked for miles on W Lucas Rd at rush hour. Is there any plan for redoing it to create turning lanes? (Note: W. Lucas Rd. used to be called FM 1378 and E. Lucas Rd. used to be called FM 3286.)



**Victoria George, Jan. 27, 2016**

Good afternoon Mr. Morris,

As a resident of Lake Highlands, I wanted to make you aware of my support of the following in regards to Mobility 2040 (LBJ East Expansion):



Expediting the Sound Walls along all residential areas protecting our neighborhoods from the public nuisance of 635

- a. Quality of life, property values, and individual peace of mind must be improved with the sound walls that have been promised for years
- b. With increased congestion and traffic the issues have increased exponentially, and the proper height and length of the sound walls are essential. I believe the recommended height is 9 feet. I would like to strongly urge the maximum height.

I wanted to let you know of my overwhelming support for expediting the sound walls! I would love to be able to utilize my backyard for cook-outs and other events. Right now, I can't entertain due to the noise.

I greatly appreciate your time and attention to this matter. I know all of Lake Highlands would support sound walls going up to help us enjoy our neighborhood to the fullest!

**S. David Brady, Jan. 27, 2016**

Why do you keep scheduling meetings on the same night as DART Board meetings?

**Bud Melton, Jan. 31, 2016**

Tone and language are much improved. Areas that need clarification or strengthening include need for: 1. improved bike/ped project regulatory streamlining (particularly at TXDOT and USACE) with realistic objectives; 2. expanded understanding of ways Public/Private Partnerships (P3) can be leveraged; 3. advanced ROW Preservation - particularly for future Veloweb and other bikeway segments. Thanks to everyone on COG staff for your coordinated efforts!

**Joyce Cope, Feb. 3, 2016**

I live less than 80 feet from the existing LBJ pavement. My home, driveway, and alley are well below LBJ, so there is no natural sound buffer as there are in some stretches where the homes are above LBJ. I need an extremely high soundwall built now. It is totally unfair that some areas in the east corridor have already had a soundwall(s) built and some are being built currently. The wall behind me has been promised and voted on for over 40 years, yet there still is no wall--and traffic continues to increase. The number of accidents between Miller Rd. and Plano Rd. have been increasing which means there are more emergency vehicles up and down this area of LBJ. The noise continues to increase. Many of us on Ferndale and Vistadale, where we back up to LBJ, cannot use our bedrooms that are on the rear of our homes and our backyards. Many couples with young children with young children have moved in and out, because the children are afraid of the noise and won't play in their backyard; many couples must walk their dogs in the front, because the dogs, too, are afraid to go out in their backyards. Our property values are deeply affected. The homes on these two streets will currently sell \$100,000.00 to \$150,000.00 less than those on streets that do not back up to LBJ because of the noise. The number of rental properties on these two streets is increasing, which affects our Lake Highlands community deeply. The appraisal district allows us only a 15% discount to back up to LBJ, which is a joke! IF THERE IS NOT ONE THING DONE TO LBJ, WE NEED A SOUNDWALL NOW! PLEASE FUND THIS AND BEGIN CONSTRUCTION IMMEDIATELY.

**Chris Klee, Feb. 9, 2016**

What happened to ordinary HOV lanes? I realize they were relatively under-utilized, but it seems like they were scrapped prematurely in favor of "managed" HOV lanes. (Presumably these are more revenue oriented?) Doesn't this change effectively discourage carpooling? Or does the concept of carpooling and ridesharing carry less weight than it used to? Regarding bicycle/pedestrian facilities, is there a process for evaluating the system at ground level? Infrastructure that looks sufficient on paper can be downright inhospitable with only minor variations or disrepair. For a specific example, look at the sidewalk on Hebron Pkwy between Railroad St and Marchant Blvd in Lewisville.

**John Rakestraw, Feb. 25, 2016**

I've been a resident of south Dallas County since 1979. Today I looked over the NCTCOG website and learned how little is underway, and shelved, in building new roads in our area. What a disappointment to me in the NCTCOG oversight of South Dallas County. In my opinion, it should be an embarrassment to those charged with the responsibility of making the decisions to build roadways, no matter how proud the NCTCOG may be of the wonderful roadways put in over the last +5 years, basically north of the Trinity. It makes me wonder who is calling the shots on the committees making the decisions to not develop better roadways south of Dallas, and who, if anyone is representing the stakeholders in the South Dallas County area. Millions of square footage is being added in Logistical Centers in this area, and it appears nobody has planned very well on this growth, and how to help accommodate the added traffic. Nothing seems to be a NCTCOG priority in South Dallas County and it makes me wonder why. This is just my opinion, but I sincerely hope this note makes it to someone within NCTCOG who can explain to me what I'm missing.

**Lauren Lyon, Feb. 28, 2016**

I attended the 2/9/16 meeting in the Richardson Civic Center. I take DART to work and to entertainment multiple times a week. I support DART and the creation of the Cotton Belt Line, however I equally support rail or Bus Rapid Transit for it. I would like to see DART running later, especially on weekends. I also think that there should be a safe way to cross US 75 by bike in South Richardson, and that there should be more bike infrastructure in NCT in general. I also think that there should be more DART bus service to the Richardson Library and Civic Center.

Comments - Jan. 7, Jan. 12, Jan. 13, 2016

Meetings (NCTCCB)

Lead Out Times -

I like the advertisements to promote  
bicycle & pedestrian education  
It brings awareness to the public

---

Mobility 2040

P.21 -

Colin Bell

Please realize that not all cities  
are in favor of High Intensity  
Bus Service as an early  
implementation phase.

P.27 -

I support all the policy types (1-4)  
and each of their components.

Shylla Schaefer



January 14, 2016

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

Dear Judge Riley,

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

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

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

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

Sincerely,

Mayor Ron Jensen, Grand Prairie

Randall Canedy, Frost Bank, SETT Chair Elect

Council Member and Mayor Pro-Tem Kathryn Wilmon, Arlington

Mayor Brian Johnson, Kennedale


Commissioner Andy Nguyen, Tarrant County

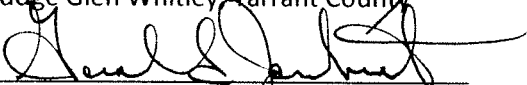
Mayor David Cook, Mansfield

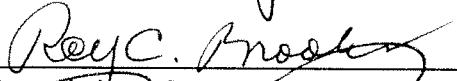
City Manager Tom Hart, Grand Prairie

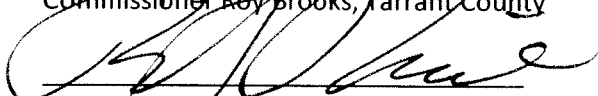
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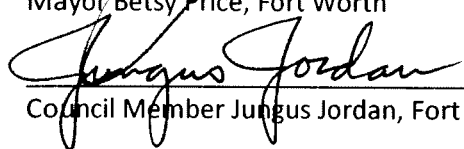
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\_\_\_\_\_  
Judge Glen Whitley, Tarrant County

  
\_\_\_\_\_  
Mayor Gerald Joubert, Forest Hill

  
\_\_\_\_\_  
Commissioner Roy Brooks, Tarrant County

  
\_\_\_\_\_  
Mayor Betsy Price, Fort Worth

  
\_\_\_\_\_  
Council Member Jungus Jordan, Fort Worth

January 14, 2016

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

**Reference: Mobility 2040 Draft Recommendations**

Dear Mr. Morris,

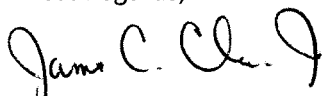
The Denton County Transportation Authority (DCTA) appreciates this opportunity to provide comment on the Mobility 2040 Draft Recommendations. On behalf of DCTA Board of Directors and staff, I'd like to commend the NCTCOG staff on the great effort put forth during the development process of the Mobility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

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

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

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

Best Regards,



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

President, Denton County Transportation Authority

RECEIVED

JAN 15 2016

cc: Kristina Brevard

TRANSPORTATION

## **NCTCOG 2040 Plan DCTA Interest Areas**

### **Commuter Rail**

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

### **Regional Bus**

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

### **Highway**

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

### **Hike/Bike/Veloveb**

- Trail Connection from Hebron Station to Carrollton Trail System
-

North Central Texas Council  
of Governments

Attn: Jabnae Stout

P.O. Box 5888

Arlington, TX 76005-5888

Re: Comments for 2/19/16  
Public Meeting

Dear Jabnae:

Please include these comments with your documents for the February Public Meetings.

The <sup>development of the</sup> Cotton Belt for passenger service is necessary for the Region's mobility. We need an east-west means of transportation. Cities such as Addison, Carrollton and Richardson need an efficient, low-cost means of going to and from DFW airport. Let's make this available as soon as possible.

With our growing population, there will be even greater demand for easy, inexpensive, efficient access to DFW Airport.

There has been opposition by a group of homeowners in the North Dallas Area to the proposed route. When these homeowners purchased their homes, the Railroad



## Question + request

I wrote this on my Comment Sheet + at <sup>that I submitted</sup>  
your convenience if you could let me know  
what one-Stop Connectivity is, I would appreciate  
it. I know that it has to do with transferring  
or making connections. I don't fully understand  
what the concept is, though.

Also, if you could send me a copy of  
the "Mobility Matters" issue that was being offered  
at the meeting, I would appreciate it. I did not  
take one + there were no more copies when I  
left the building. I don't believe I was mailed  
that issue.

Thank you!

Phyllis Silver

RECEIVED

FEB 18 2016

TRANSPORTATION

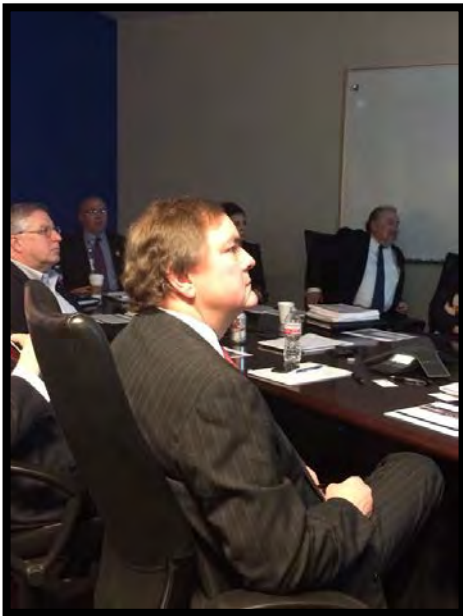
## WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

Attention: @NCTCOGtrans – Chris Storm (@cstorm15)



@cstorm15 @NCTCOGtrans @NewUrbanism Highways to the horizon! They won't rest until every corner of north Texas has a CVS and Chase. – Philip Goss (@gosspl)

Great conversation in Plano this morning regarding tackling traffic congestion in N. Texas @TxDOT @NCTCOGtrans – Jerry Haddican (@JerryHaddican)



Funding plan for Interstate 35 deck park receives preliminary approval @TxDOT @nctcogtrans <http://oakcliff.advocatemag.com/2016/01/funding-plan-for-interstate-35-deck-park-approved/#sthash.8UoUTlyF.dpuf> ... – Oak Cliff Advocate (@Advocate\_OC)



.@NCTCOGtrans looking for public input on the regional transportation plan; public meetings planned again in Feb., Amanda Wilson, NCTCOG – WTS Dallas Ft. Worth (@WTSDFW)

@TxDOT Com Bugg and Brian Barth hear questions & comments regarding congestion in Ft Worth @TxDOTFTWPIO @NCTCOGtrans – Jerry Haddican (@JerryHaddican)



@NCTCOGtrans turns 50! Read about the yearlong celebration & more in #LocalMotion:  
<http://bit.ly/1Oh1HzQ> #NCTCOG50 – NTE (@NTEExpress)



@NCTCOGtrans turns 50! Read about the yearlong celebration & more in #LocalMotion:  
<http://bit.ly/1Oh1HzQ> #NCTCOG50 – LBJ Express Project (@lbjexpress)



NCTCOG turns 50 today! Celebrate by checking out our 50th anniversary website. #nctcog50  
<http://www.nctcog.org/50> – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans What was your first population prediction for the region? – Dallas May (@1DaIM)

Francisco J. Torres from @NCTCOGtrans talks #TravelTime data at the Texas MPO's Technology and Data Summit! – Alamo Area MPO (@AlamoAreaMPO)



Hey, @NCTCOGtrans, have you seen this? – Doyle Rader (@DoyleRader)



It seems @NCTCOGtrans is repeating this mistake. Time to embrace #TransitAlternatives. <http://www.streetsblog.net/2015/05/28/the-23-lane-katy-freeway-a-monument-to-texas-transportation-futility/> ... – Loren S. (@txbornviking)

Haven't we yet proven more lanes do not relieve congestion. We must embrace #TransitAlternatives. @NCTCOGtrans – Loren S. (@txbornviking)

**Texas Infrastructure** @texasinfranow  
Which roads in DFW do you think are most deserving of funds to ease congestion? [nbcdfw.com/news/local/Dal...](http://nbcdfw.com/news/local/Dal...) #DFWTraffic

@NCTCOGtrans is turning 50! Read more about their yearlong celebration here:  
<http://bit.ly/1Oh1HzQ> #NCTCOG50 – DCTA (@RideDCTA)



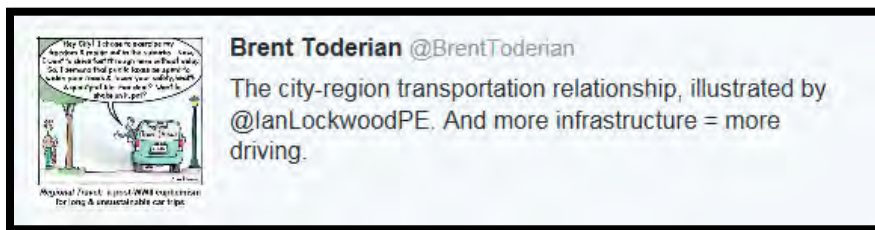
.@RideDCTA is looking for volunteer talent to help with a video series. Interested in participating? Info: <http://bit.ly/1SI6LU6> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans Thank you for posting! – DCTA (@RideDCTA)

@RideDCTA You're welcome. It sounds like an exciting project. – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans We're very excited for it! – DCTA (@RideDCTA)

@NCTCOGtrans – Dallas May (@1DaIM)



Check out our Ford #F150 with #LPG which was recently at #CleanCities in Dallas  
@NCTCOGtrans – Westport (@WestportDotCom)



@WestportDotCom @NCTCOGtrans OK, so now lets get rolling with the fueling stations. – Tom McLaughlin (@TMcl51)

Michael Morris with @NCTCOGtrans talks benefit of metro projects to economic development, safety and mobility. #TxDOTCommish – TxDOT (@TxDOT)

#Funding plan for #Interstate35 #deckPark receives preliminary approval @TxDOT @nctcogtrans – Tre Mathis (@Tralan\_C\_Mathis)

**Oak Cliff Advocate** @Advocate\_OC

Funding plan for Interstate 35 deck park receives preliminary approval @TxDOT @nctcogtrans oakcliff.advocatemag.com/2016/01/fundin...

@TxDOT Tx Trans Comm Meeting. \$1.3B Congestion Management Money. Thankyou TTC @1500Marilla @NCTCOGtrans @JudgeClayJ – Lee M. Kleinman (@LeeforDallas)



Public meeting on regional transportation hosted by @NCTCOGtrans in Richardson Tuesday, February 9: <http://bit.ly/1HKZ8IW> – Keith Self (@Keith\_A\_Self)

@LeeforDallas @TxDOT @1500Marilla @NCTCOGtrans @JudgeClayJ What is congestion mgmt \$? Repair the grid & jobs closer to home? #nomoresilos – Ryan Behring (@\_ryanbehring)

@LeeforDallas @TxDOT @1500Marilla @NCTCOGtrans @JudgeClayJ This study may be of interest: – Ryan Behring (@\_ryanbehring)

**Ryan Behring** @\_ryanbehring

Congestion: increase supply (+ lanes), or reduce demand (land use/alt transpo/lifestyle factors). Most talk supply. twitter.com/strongtowns/st...

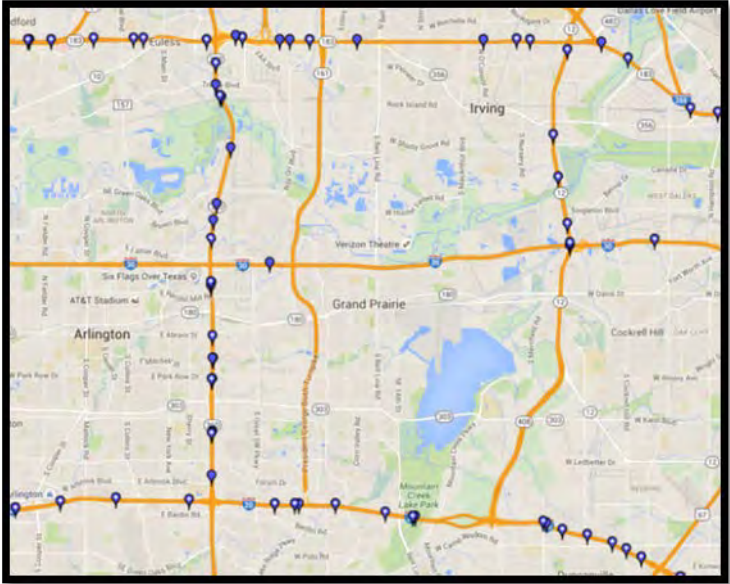
Neat! When is the last time you went to <http://j.mp/1PMqYYD> ? Nice work! It's not pretty, but the data! #Carpool @NCTCOGtrans #rideshare – Michael Sitarzewski (@msitarzewski)

Costs more than congestion. @NCTCOGtrans will tell you new highway capacity solves both (indefensibly) – patrick kennedy (@WalkableDFW)

**David Roberts @drvox**  
The costs of US air pollution are huge (\$131 billion in 2011) but, thanks to recent EPA regs, falling. [washingtonpost.com/news/energy-en...](http://www.washingtonpost.com/news/energy-en...)

What Dallas Can Learn From Houston About Folly of Bigger Highways | FrontBurner | D Magazine <http://fb.me/7LIKt33FM> – Wylie H. Dallas (@Wylie\_H\_Dallas)

@Wylie\_H\_Dallas Why doesn't @NCTCOGtrans report traffic counts for 161 through grand prairie? – Dallas May (@1DaIM)



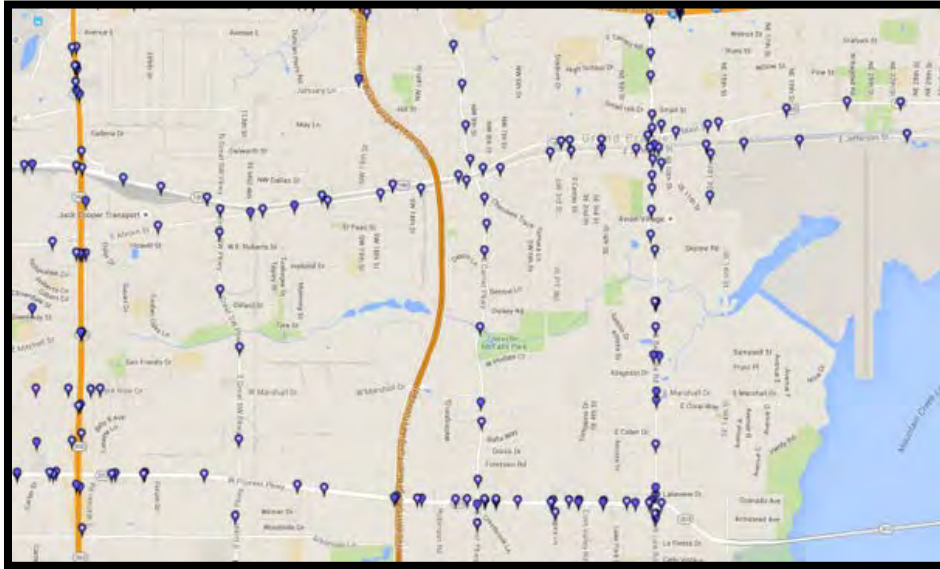
@1DaIM @NCTCOGtrans Maybe because it is relatively new? Or a money-losing tollroad subsidized by Dallas taxpayers? – Wylie H. Dallas (@Wylie\_H\_Dallas)

@Wylie\_H\_Dallas @NCTCOGtrans I don't know. Chisholm Trail is also a money losing toll road with no traffic data – Dallas May (@1DaIM)

@Wylie\_H\_Dallas @NCTCOGtrans But it is nice that my tax dollars are going to give Frisco folks a direct, non stop route to @ATTStadium – Dallas May (@1DaIM)




@Wylie\_H\_Dallas @NCTCOGtrans Lots and lot of traffic count locations. One road missing...  
– Dallas May (@1DaIM)



Check out the latest North Central Texas COG Newsletter! @NCTCOGEP @NCTCOG911 @NCTCOGtrans <http://www.nctcog.org/pa/YourRegion/YourRegion.pdf> ... #regionalism – TARC (@txregionalism)

Taken on our campus! Stop before the white lines at intersections. – UNTHSC Safety Office (@UNTHSC\_Safety)

**NCTCOG Transportation @NCTCOGtrans**  
#DYK? It's illegal to block a crosswalk or bike lane. More tips:  
LookOutTexans.org. #LookOutTexans



#PlanAhead to have a #DesignatedDriver – Car Care Council (@CarCareCouncil)

**NCTCOG Transportation @NCTCOGtrans**  
With #SuperBowl this Sunday, @TxDOT is urging football fans to have a  
game plan for a safe ride home. [bit.ly/1mdqTzq](http://bit.ly/1mdqTzq)

Arrive alive! – Loren S. @txbornviking

**NCTCOG Transportation @NCTCOGtrans**  
With #SuperBowl this Sunday, @TxDOT is urging football fans to have a  
game plan for a safe ride home. [bit.ly/1mdqTzq](http://bit.ly/1mdqTzq)

RT @NCTCOGtrans: Explore Ft Worth w/ @FWBikeSharing on Valentine's Day. Use promo code 21416, good for one 24-hr membership for \$4.00 + tax. – FortWorthBikeSharing (@FWBikeSharing)

Public meetings: Learn about @NCTCOGtrans Mobility 2040 long-range transportation plan on Wed in Arl & Mon in Euless <http://bit.ly/1NUMqmQ> – JPS Health Network (@JPS\_Health)

Congratulations to @NCTCOGtrans for 50 years of regional collaboration on #transportation <http://ow.ly/Y89YC> – N.TX Tollway Auth. (@TollTagTidbits)

Job hunting? @RideDCTA is looking for qualified bus drivers! For a list of openings, visit: <http://bit.ly/1V0OjUx>. – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans Thanks for sharing! – DCTA (@RideDCTA)

Public meeting on regional transportation hosted by @NCTCOGtrans in Richardson Tuesday, February 9: <http://bit.ly/1HKZ8IW> – Keith Self (@Keith\_A\_Self)

I went to the @NCTCOGtrans meeting in Richardson last night to confirm that bike/ped solutions were in the #mobility2040 plan. We're good. – Richard Wezensky (@dickdavid)

It was interesting how the @NCTCOGtrans meeting in Richardson turned into the #CottonBeltRegionalRailCorridor grievance talk. Eyes opened. – Richard Wezensky (@dickdavid)

@dickdavid Are you going to do a write-up on your blog? @NCTCOGtrans – Brian Rogers (@brog45)

@brog45 @NCTCOGtrans That's my hope, but time has been pretty limited lately. – Richard Wezensky (@dickdavid)

\$10 Barrel Oil Tax to fund Transit 21st Century Clean Transportation System <http://go.wh.gov/RL55Cy> @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



@LeeforDallas @NCTCOGtrans 15% tax per barrel would make more sense. \$30/brl isn't profitable w/out \$10 tax. 15% is \$10/brl at \$67/brl – Chase (@helmchase)

A Bold Transportation Plan for Urban America—Dead on Arrival

<http://www.routefifty.com/2016/02/bold-transportation-plan-urban-america-dead-arrival/125858/>  
... via statelocal @NCTCOGtrans @1500Marilla @TxDOT – Lee M. Kleinman (@LeeforDallas)

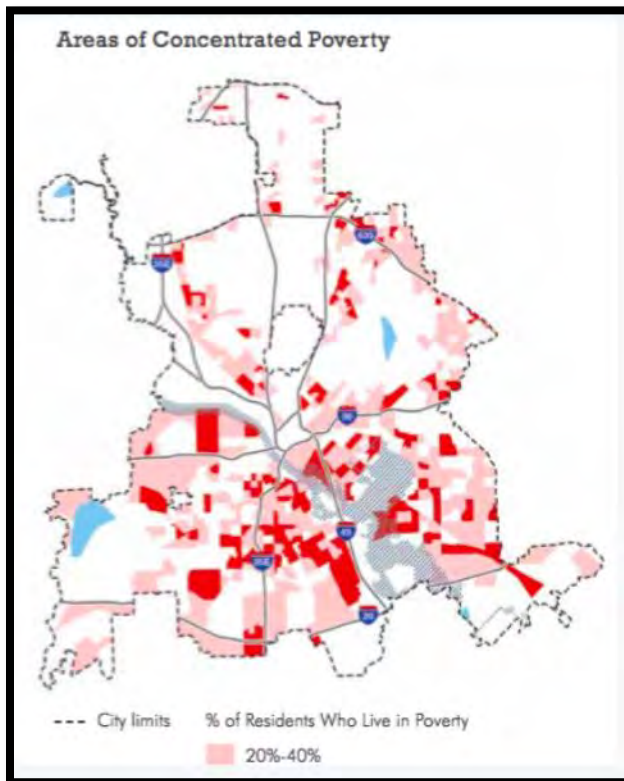


**A Bold Transportation Plan for Urban America—Dead on Arrival**

The USDOT's \$98 billion 2017 budget has a lot to recommend it, and virtually no chance of approval.

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

The city with the highest neighborhood-by-neighborhood inequality last year was Dallas.  
[https://nextcity.org/daily/entry/dallas-concentrated-poverty-solutions ...](https://nextcity.org/daily/entry/dallas-concentrated-poverty-solutions...) – Next City (@NextCityOrg)



@NextCityOrg @Wylie\_H\_Dallas If you look at the region it's even worse.  
@NCTCOGtrans did their very best to create this mess. – Dallas May (@1DaIM)

@dartmedia @NCTCOGtrans Cotton Belt rail #justbuildit 1st leg @Addison\_TX to @DFWAirport. Not buses. Bad idea. – Peter LeCody (@railadvo)

**Transit Funding**  
The Dallas Morning News reports that the Texas Department of Transportation (TxDOT) is pursuing two paths to get rail on Cotton Belt. The first path is to build a new rail line from the airport to downtown Dallas. The second path is to build a new rail line from the airport to the city of Addison.



**Dallas Morning News @dallasnews**  
DART 'pursuing two paths' to get rail on Cotton Belt  
[d-news.co/YejPS](http://d-news.co/YejPS)

Can't wait to learn more details, ie release date... needing to replace my 2001 pickup soon! – Loren S. (@txbornviking)

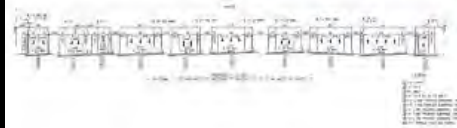

**NCTCOG Transportation @NCTCOGtrans**  
Entry-level Tesla Model 3 to debut at the end of March. #texasEV  
[bit.ly/1PzBUFI](http://bit.ly/1PzBUFI)

Long term DFW transportation plans MUST include #TransitAlternatives. More lanes can't solve congestion. Be heard! – Loren S. (@txbornviking)

**NCTCOG Transportation @NCTCOGtrans**  
Long-term trans. plan and air quality analysis to be discussed at public meeting tonight in Euless. [bit.ly/1NUMqmQ](http://bit.ly/1NUMqmQ)

@LBeasleyyvr I was getting concerned @NCTCOGtrans wouldn't be able to provide those four more lanes through the city – Dallas May (@1DaIM)

**NCTCOG wants to build a parallel high speed tollway in the Trinity River Park**



... because the Horseshoe still needs more lanes.

I bet you'd like one of these workplace charging signs from @NCTCOGtrans #texasEV – N TX Tesla Owners (@NTXTeslaOwners)



NCTCOG turns 50 today! Join the celebration by checking out our 50th anniversary website, where we look back over the past 50 years with photos, videos and more. [www.nctcog.org/50](http://www.nctcog.org/50) #nctcog50 – NCTCOG Transportation Department



Wish I were there! I'm sure it will be like a really good high school reunion. Was fun walking down Memory Lane on the website. Congratulations to one and all!!! – Cinde Weatherby

Another study shows cars are becoming less important to Millennials as the number of driver's licenses declines. Have you noticed this shift in driving habits?  
<http://usat.ly/1SzJuDA> - NCTCOG Transportation Department



Yes.... why hasn't Michael Morris? – Wylie H Dallas

Yes stop waisting transportation dollars on highways – Andrew Howard

These idiots must not look left and right while on the road because every slow moving, weaving vehicle on the road is (semi) piloted by a 20 something. – Monte Malone

Yes - so why is transportation policy so slow to change? – Philip Goss

Why are you continuing to advocate for a road that is so clearly harmful to Dallas?  
What can we do to make you go away and leave us alone?  
<http://transportationblog.dallasnews.com/.../trinity.../> – Wylie H Dallas

Hyperloop Transportation is about to break ground on its first test track. In theory, a Hyperloop pod containing passengers or cargo could travel up to 760 mph through an elevated tube between cities. Would you ride in it? <http://bit.ly/1Kt6ix4> – NCTCOG Transportation Department



Can you please build HOV lane on I-45 from Dallas to Galveston soon and on I-20 and on I-30 from Dallas to Fort Worth – John Johnny Halliburton

ICYMI: Texas Department of Transportation District Engineer Brian Barth sees cooperation of region as key to transportation success: <http://bit.ly/1VI3Nmo> #MobilityMatters – NCTCOG Transportation Department

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

The Dallas-Fort Worth area could get \$528 million to lessen congestion under a plan announced by the Texas Department of Transportation on Wednesday. <http://bit.ly/1Tq3acC> – NCTCOG Transportation Department



But it won't lessen anything! How'd the world's largest freeway help Katy/Houston? (It only made things worse) – Lucas Cepak


meanwhile California admits more lane miles does not equal less congestion  
<http://www.citylab.com/.../californias-dot-admits.../415245/> – Andrew Howard

How much of this will go towards rehabilitating existing highways versus further expansion and new construction? Fix the roads we have. Stop expanding them - you've already proven it only begets more traffic. – Philip Goss

Buy up sections of Plano and return it to cotton fields. – Rains J Kyle

Sometimes I wonder if NCTCOG understands the "problem". – John Brooks

With the #SuperBowl this Sunday, the Texas Department of Transportation is urging football fans to have a game plan for a safe ride home. The “Plan While You Can” statewide campaign encourages fans to kick off the game with a plan to get home safely. <http://bit.ly/1mdqTzq> – NCTCOG Transportation Department



**Texas  
Department  
of Transportation**

**Football: Plan While You Can**

Alcohol-related traffic crashes in Texas were alarmingly high last football season. There were 10,676 alcohol-related traffic crashes in Texas during the 2014 season. Those crashes resulted in 492 fatalities – an increase of 7 percent over the...

[TXDOT.GOV](http://TXDOT.GOV) | BY TEXAS DEPARTMENT OF TRANSPORTATION (STATE OF TEXAS)

How are we supposed to do that when the COG has utterly failed to provide North Texas with adequate transportation alternatives? – Wylie H Dallas

According to the U.S. Bureau of Labor Statistics, Dallas-Fort Worth ranked third in creating the most employment in 2015. New, expanding and relocating businesses added 98,900 new jobs last year. <http://bit.ly/1S5nwbT> – NCTCOG Transportation Department



**D-FW lands in the number three spot for 2015 U.S. job gains**

Dallas-Fort Worth scored a third place win in the 2015 race to create the most employment. New, expanding and relocating businesses added 98,900 new jobs...

[BIZBEATBLOG.DALLASNEWS.COM](http://BIZBEATBLOG.DALLASNEWS.COM)

It's too bad most of the new jobs are inaccessible by anything other than a private automobile. – Wylie H Dallas

Public meetings on the region's long-term transportation plan and air quality analysis are

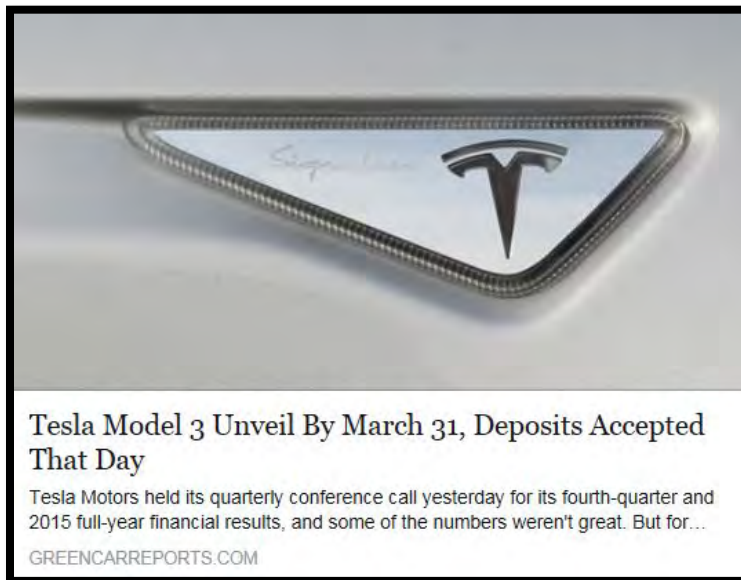


scheduled for Tuesday, Feb. 9 in Richardson, Wednesday, Feb. 10 in Arlington and Monday, Feb. 15 in Euless. For more information: <http://bit.ly/1NUMqmQ>. – NCTCOG Transportation Department



<http://www.houstonchronicle.com/.../Turner-to-TxDOT-There...> – Wylie H Dallas

The long-awaited entry-level Tesla Model 3 will begin taking orders at the end of March, when the vehicle is revealed to the public. #texasEV. Details: <http://bit.ly/1PzBUFI> – NCTCOG Transportation Department



And this includes the Texas Galleries. We'll see you at Tesla North Park Center on the 31st! – Rick Bollar

# TRANSPORTATION PUBLIC MEETINGS

## Draft 2017-2020 Transportation Improvement Program

The Transportation Improvement Program (TIP) is a federally and state-mandated list of funded projects with committed funding for construction or implementation within a four-year period. A new TIP is developed every two years through a collaboration among NCTCOG, the Texas Department of Transportation, local governments and transportation authorities. Staff will present the draft list of projects to be funded between 2017 and 2020.

## Update on Efforts to Better Link Schools and Transportation

The new Community Schools and Transportation Program encourages improved coordination, site planning and safe, multimodal transportation to and from schools. Although school construction in the region continues to increase, walking and biking to school is historically decreasing. Schools are one of the largest trip generators and expenditures of public funds and have long-lasting impacts on the region's transportation facilities, development and quality of life. Staff will present an overview of the program as well as provide information on community benefits and upcoming public involvement opportunities.

## Other Information to be Highlighted at the Meetings:

- Proposed Modifications to the List of Funded Projects
- Vehicle Repair and Replacement Assistance Available Through AirCheckTexas Program
- Clean Fleets North Texas Funding Recommendations
- April Car Care Clinics

A video recording of the Arlington meeting will be online at [www.nctcog.org/input](http://www.nctcog.org/input).



NCTCOGtrans



North Central Texas  
Council of Governments

TUESDAY, MARCH 15, 2016

6:30 PM

**Hebron & Josey  
Public Library  
4220 N. Josey Lane  
Carrollton, TX 75010**

WEDNESDAY, MARCH 16, 2016

2:30 PM

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

MONDAY, MARCH 21, 2016

6:30 PM

**Bessie Mitchell House  
411 Ball Street  
Grapevine, TX 76051**

For anyone wanting to ride transit to the March 16 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-serve basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Jahnae Stout at least 72 hours prior to the meeting at 817-608-2335 or [jestout@nctcog.org](mailto:jestout@nctcog.org).



CentrePort/DFW Airport Station  
Arrival Options March 16

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

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

## Quick Take

### What:

Fixing America's Surface Transportation (FAST) Act.

### Details:

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, and funds federal highway, transit, safety and rail programs with \$305 billion through fiscal year 2020.

### Significance:

Passage of a five-year transportation bill is important due to the long-term nature of transportation projects. The bill ensures federal funding for critical surface transportation improvements.

### Inside the Numbers:

## \$18.2 billion

Total funding over five years that Texas will receive under the FAST Act.

## FAST Act: 5 Years of Transportation Funding

Aimed at improving the nation's surface transportation infrastructure, the Fixing America's Surface Transportation Act was signed by President Barack Obama on December 4, 2015. The five-year bill replaces the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which expired in September 2014, but continued to authorize transportation programs through multiple extensions.

The FAST Act provides \$305 billion to federal highway and transit programs with funding from both the Highway Trust Fund and the General Fund. Highway programs will receive almost \$226 billion while transit programs are provided with \$61 billion. Texas will receive \$18.2 billion from the FAST Act.

The remaining funds are allocated to the Federal Railroad Administration and Amtrak. The bill also includes a \$7.5 billion rescission of states' unobligated balances as of September 2019. The rescissions would be spread among states and prorated based on the balances held.

Among other changes, the FAST Act emphasizes the importance of goods movement by creating two freight programs. A new competitive grant program addresses large-scale projects of national or regional significance, while a new formula program focuses on highway freight projects.

Also included in the bill, the Surface Transportation Program is renamed the Surface Transportation Block Grant Program and funding allocated to Dallas-Fort Worth and other metropolitan areas increases. The Transportation Alternatives Program, which includes bicycle-pedestrian projects, is now contained within the STBGP with set-aside funding. As has been true with states, metropolitan areas may allow a portion of the transportation alternatives funds to be used for STBGP projects.

The FAST Act also expands on MAP-21 provisions that aim to streamline the environmental review process and accelerate project delivery.

## Comparison of MAP-21 and FAST Act

	MAP-21	FAST
Length	2 years	5 years
Funding	\$105 billion	\$305 billion
Average annual funding	\$52.5 billion	\$61 billion
Total highway funding	\$81.9 billion	\$226.3 billion
Total transit funding	\$21.2 billion	\$61.1 billion

*The previous surface transportation law, MAP-21, expired in 2014 and had been funded by a series of extensions until passage of the FAST Act. This table compares key funding categories in MAP-21 and the FAST Act.*

## New Highway and Transit Programs Created by the FAST Act:

### Nationally Significant Freight and Highway Projects

A new discretionary grant program for freight projects of national or regional significance will provide funding opportunities for highway freight projects on the National Highway Freight Network, highway or bridge projects on the National Highway System, intermodal facilities or grade crossings. The program is funded at an average of \$900 million annually.

### National Highway Freight Program

A new formula freight program is established to improve the efficient movement of freight on the National Highway Freight Network. The program is funded at an average of \$1.2 billion annually and is calculated based on the proportion of each state's primary highway freight system mileage.

### Bus and Bus Facilities Grant

A reinstated Bus and Bus Facilities competitive grant program will replace, rehabilitate and purchase buses, vans and related equipment, as well as fund a low- or no-emission bus deployment program.

### Pilot Program for Innovative Coordinated Access and Mobility

A new pilot program will fund efforts that improve the coordination of transportation services that link with non-emergency medical care.

### Expedited Project Delivery for Capital Investment Grants Pilot Program

A new grant program that creates a fast-track approval process for design and construction of selected projects. The program is limited to eight projects partially supported through a public-private partnership and operated and maintained by a provider of public transportation.

Federal-Aid Highway Programs (Formula)	Average Annual Funding	Increase from FY15
National Highway Performance Program	\$ 23.3 billion	6.3%
Surface Transportation Block Grant Program (total with TAP Set-Aside)	\$11.7 billion	15.6%
Surface Transportation Block Grant Program (not including TAP Set-Aside)	\$10.8 billion	7.3%
TAP Set-Aside	\$844 million	3.3%
Congestion Mitigation & Air Quality Improvement	\$2.4 billion	6.1%
Highway Safety Improvement Program	\$2.3 billion	5.7%
Metropolitan Planning	\$343 million	9.5%
National Highway Freight Program	\$1.2 billion	New

*Average annual funding for existing Federal-Aid Highway Formula Programs increased anywhere from 3.3 percent to 15.6 percent, when compared to fiscal year 2015. The National Highway Freight Program is a new program created by the FAST Act; no funding previously existed.*



### North Central Texas Council of Governments

Phone: 817-695-9240 Fax: 817-640-3028

Email: [transinfo@nctcog.org](mailto:transinfo@nctcog.org)

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

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

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

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

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

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



## Texas Department of Transportation

125 EAST 11<sup>TH</sup> STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

ORIGINAL

February 18, 2016

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

RE: Search for Automated Occupancy Detection Solution

Dear Mr. Morris:

The Texas Department of Transportation (TxDOT) has worked closely for a number of years with the North Central Texas Council of Governments (NCTCOG) on finding a solution that will bring automated occupancy detection to managed lanes in the DFW area and around the state. These efforts included the NCTCOG-led Request for Information (RFI) efforts on Vehicle Occupancy Verification Technology in May 2012 and May 2013.

In 2015, TxDOT Toll Operations worked closely with the NCTCOG and TxDOT Dallas District in the development of a Request for Offer (RFO) solicitation trying to find a solution in the market. This RFO heavily leveraged the previous RFI work. In this TxDOT-led effort, there were a number of respondents, but none were able to meet the requirements. It was agreed that the technology for the solution appears to be on the cusp of meeting the needed requirements. With that in mind, TxDOT would like to request that the NCTCOG take the lead on the next effort to find a solution in the marketplace that meets the needs of Texas with respect to automated occupancy detection on managed lane projects. Attached is the Advanced Vehicle Occupation Detection (AVOD) Solicitation RFO Document that was posted on the Electronic State Business Daily. We believe this mutually created document is a good starting point.

Our team is ready to work with yours in the search for this solution. Attached is the RFO Statement of Work. If further discussion is required, I can be reached at 512-874-9704.

Regards,

Richard Nelson  
 Director, Toll Operations Division  
 Texas Department of Transportation

Enclosure

cc: Linda Sexton, TOD  
 Brian Smallwood, TOD  
 Marcy Saenz, TOD

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FEB 22 2016

TRANSPORTATION



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

February 18, 2016

Mr. Javier Fernandez  
Director, Facility Planning and Construction  
Arlington Independent School District  
1201 Colorado Lane  
Arlington, TX 76015

Dear Mr. Fernandez:

The North Central Texas Council of Governments (NCTCOG) has received the request by the Arlington Independent School District (ISD) to fund roadway and traffic signal improvements related to improving traffic circulation at the campus serving Workman Junior High School and McNutt Elementary School. NCTCOG will recommend the Regional Transportation Council (RTC) approve RTC Local funds for the following projects:

- 1) \$57,196 for a deceleration lane on Center St. serving Workman JHS.
- 2) \$58,006 for a deceleration lane on Volunteer Drive serving McNutt Elementary School.
- 3) \$250,000 for a new traffic signal at the intersection of Center St. /Volunteer Drive serving McNutt Elementary School.

Such funding is contingent upon the following:

- The funds will be incorporated in the next available cycle of modifications to the Transportation Improvement Program (TIP), for consideration and approval by the RTC at their April 14, 2016 meeting. Note: Costs for work that is conducted prior to a contract being in place and a notice to proceed being issued by NCTCOG cannot be reimbursed.
- A three-party contract must be executed between Arlington ISD, City of Arlington, and NCTCOG.
- The Arlington ISD and/or the City of Arlington are responsible for any cost overruns.
- The Arlington ISD will coordinate with the City of Arlington for any necessary right-of-way that may need to be dedicated. Any right-of-way donations will not count as a cost of the project.
- The Arlington ISD will coordinate improvements with the City of Arlington for all required contracts and contractors to perform public improvements.

Sidewalks and related pedestrian safety improvements along Pioneer Pkwy (SH 303) near the Career and Technology Center are expected to be provided as part of a future Texas Department of Transportation Pedestrian Improvements in the corridor.

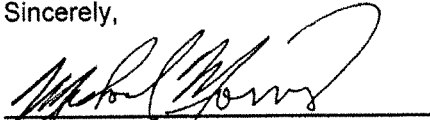
Please notify us of Arlington ISD's acceptance of these funds and associated contingencies as soon as possible so we can proceed with modifications to the TIP and initiate a draft contract for review.

Mr. Javier Fernandez  
Page Two

February 18, 2016

We look forward to working with you and the municipalities you partner with again in the future as a resource as bicycle and pedestrian safety and accessibility becomes more and more a focus for the Region. For any further questions about this traffic congestion mitigation effort, please contact Natalie Bettger at (817) 695-9280 or [nbettger@nctcog.org](mailto:nbettger@nctcog.org).

Sincerely,



Michael Morris, P.E.  
Director of Transportation

KK:bw

cc: Mindy Carmichael, Assistant Director for Operations, City of Arlington  
Natalie Bettger, Senior Program Manager, NCTCOG  
Christie Gotti, Senior Program Manager, NCTCOG  
Karla Weaver, Program Manager, NCTCOG



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

February 9, 2016

Dear Transportation Stakeholder:

We have a significant opportunity to improve freight movement in the United States. For the first time in the U.S. Department of Transportation's 50-year history, Congress provided dedicated funding for freight infrastructure. The Fixing America's Surface Transportation (FAST) Act, which includes multimodal freight policy, reflects the robust effort by many to make available Federal resources that meet our Nation's current and future needs.

This month, the Department will publish a Notice of Funding Opportunity in the Federal Register requesting applications for the Nationally Significant Freight and Highway Projects (NSFHP) program, through [www.Grants.gov](http://www.Grants.gov), as established in section 117 of Title 23 U.S.C. as amended by the FAST Act. The NSFHP program is authorized at \$4.5 billion for Fiscal Years (FY) 2016 through 2020, including \$800 million for FY 2016. My goal is to expeditiously fund promising freight and highway projects. As this is a new program, I want to give potential project sponsors an early indication of how we hope to maximize the program's effectiveness.

Our Nation needs a strong multimodal freight system that competes in the global economy and meets the needs of consumers and industry. *Beyond Traffic*, the Department's 30-year framework for the future, outlines changing local and global freight patterns, including significant growth in the tonnage and value of freight movement in response to rising demand. The report illustrates the need to address freight bottlenecks that severely constrain system performance and capacity. The Department's draft National Freight Strategic Plan, released in October 2015, further explores these challenges and identifies strategies to address impediments to the flow of goods throughout the Nation.

The NSFHP program represents a major opportunity to fund high-impact projects that address critical challenges affecting freight movement, including reducing or eliminating bottlenecks, addressing congested highways, reducing delays at international borders, making critical improvements in infrastructure, and improving grade crossings, inefficient intermodal connections, and inadequate first and last mile segments. The program also will allow us to advance projects while improving safety, the environment, and quality of life. These goals can only be accomplished, however, if stakeholders champion meaningful projects that meet the criteria specified in the FAST Act.

Specifically, the Department is looking for transformative, nationally and regionally significant highway, rail, port, and intermodal freight projects with estimated total project costs in excess of \$100 million.<sup>1</sup> We will also reserve 10 percent of funds for smaller projects. The attached NSFHP fact sheet contains more information on eligibility for this program.

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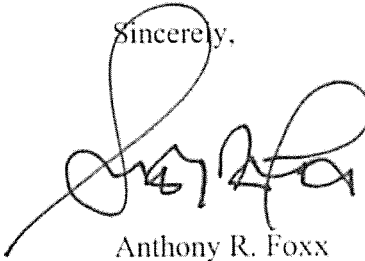
<sup>1</sup> For a limited number of States, the minimum project size may be smaller than \$100 million. The Notice of Funding Opportunity will provide a list of those States and their minimum project size.



To be selected, projects must demonstrate the potential to generate national or regional economic, mobility, or safety benefits; be cost-effective; and be reasonably expected to begin construction within 18 months. Additionally, projects funded through the NSFHP program should serve needs that are not otherwise met through existing sources of Federal funding, and should facilitate coordination with and leverage funds from States, local governments, metropolitan planning organizations, and representatives of public and private multimodal transportation.

I look forward to receiving your applications. If you have questions in the meantime, please contact [NSFHP@dot.gov](mailto:NSFHP@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Anthony R. Foxx', with a large loop at the top.

Anthony R. Foxx



U.S. Department of  
Transportation

## NATIONALLY SIGNIFICANT FREIGHT AND HIGHWAY PROJECTS

Fiscal year	2016	2017	2018	2019	2020
Authorization	\$800 M	\$ 850 M	\$ 900 M	\$ 950 M	\$1.00 B

### Program purpose

The FAST Act establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance – grants or credit assistance – to nationally and regionally significant freight and highway projects that align with the program goals to:

- improve safety, efficiency, and reliability of the movement of freight and people;
- generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.;
- reduce highway congestion and bottlenecks;
- improve connectivity between modes of freight transportation;
- enhance the resiliency of critical highway infrastructure and help protect the environment;
- improve roadways vital to national energy security;
- address the impact of population growth on the movement of people and freight, and
- mitigate the impacts of freight movements on communities.

**Statutory citation(s):** FAST Act §1105; 23 U.S.C. 117

### Federal share:

A grant under the NSFHP may not exceed 60 percent of the total eligible project costs. An additional 20 percent of project costs may be funded with other Federal assistance, bringing total Federal participation in the project to a maximum of 80 percent. There is an exception for projects carried out by Federal land management agencies, which can use Federal funds other than those provided by Title 23 or 49, United States Code to bring the total Federal participation up to 100 percent.

### Eligible Projects

The Secretary may provide financial assistance for only the following types of projects:

- A highway freight project on the National Highway Freight Network;
- A highway or bridge project on the National Highway System, including:
  - A project to add capacity to the Interstate system to improve mobility; or
  - A project in a national scenic area;
- A freight project that is:
  - A freight intermodal or freight rail project; or
  - A project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility,
  - provided that the project will make a significant improvement to freight movements on the National Highway Freight Network and that the Federal share of the project funds only elements of the project that provide public benefits, and that the total assistance for these projects does not exceed \$500 million over the period 2016-2020; or
- A railway-highway grade crossing or grade separation project.

## **Eligible Project Costs**

Financial assistance received for a project may be used for:

- development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and
- construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance.

## **TIFIA Program**

At the request of an eligible applicant, the Department may offer a project selected under this program credit assistance under the TIFIA program and may use amounts under the NSFHP to pay the subsidy and administrative costs required for such assistance.

## **Eligible Applicants**

- A State or group of States;
- A metropolitan planning organization serving an urbanized area with a population above 200,000;
- A unit of local government or a group of local governments;
- A political subdivision of a State or local government;
- A special purpose district or public authority with a transportation function, including a port authority;
- A Federal land management agency that applies jointly with a State or group of States;
- A tribal government or a consortium of tribal governments; and
- A multistate or multijurisdictional group of entities described above.

## **Project Cost Thresholds, Grant Award Amounts and Selection Criteria**

### Large Projects

#### Project Cost Thresholds

To be awarded the total project costs must be reasonably anticipated to equal or exceed the lesser of:

- \$100 million; or
- In the case of a project—
  - located in one state, 30 percent of the state's Federal-aid highway apportionment in the most recently completed fiscal year; or
  - located in more than one state, 50 percent of the amount apportioned to the state with the largest Federal-aid highway apportionment in the most recently completed fiscal year.

#### Grant Award Amounts

For a project meeting the above minimum cost threshold, the grant must be at least \$25 million.

### Requirements for Selection

The Secretary may select a project that meets or exceeds the above minimum cost threshold only if the Secretary determines that:

- The project will generate national or regional economic, mobility, or safety benefits;
- The project will be cost effective;
- The project will contribute to the accomplishment of 1 or more of the national goals described under 23 U.S.C. 150;
- The project is based on the results of preliminary engineering;
- With respect to related non-Federal financial commitments—
  - Additional stable and dependable source(s) of funding and financing are available to construct, maintain, and operate the project; and
  - Contingency amounts are available to cover the unanticipated cost increases;
- The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor; **and**
- The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds.

### Small Projects

#### Project Cost Threshold

Each fiscal year, 10 percent of NSFHP funds are reserved for projects that do not satisfy the minimum project cost thresholds described above. These are referred to as “small projects.”

#### Grant Award Amounts

A grant for a small project must be at least \$5 million.

#### Considerations in Selection

In selecting a small project, the Secretary shall consider:

- the cost effectiveness of the proposed project; and
- the effect of the proposed project on mobility in the state and region in which the project is carried out.

### **Set-Aside for Rural Areas**

Each fiscal year, at least 25 percent of all NSFHP funds are reserved for projects – either large or small projects – in rural areas, defined as an area outside a U.S. Census Bureau designated urbanized area with populations over 200,000.

### **Federal Requirements**

Applicable Federal laws, rules and regulations will apply to projects that receive an award under this program, including planning, Buy America, Disadvantaged Small Business, and other requirements.



CITY OF NORTH RICHLAND HILLS

Office of the Mayor

ORIGINAL

February 4, 2016

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

Re: Cotton Belt Corridor Public Input

Dear Mr. Morris,

I am writing you in regards to the Regional Transportation Council's (RTC) request for public input on the Cotton Belt corridor. During the December 10, 2015 meeting, the RTC requested that NCTCOG staff solicit public input regarding bus or rail options on the Cotton Belt corridor east of Dallas/ Fort Worth International Airport. On behalf of the City of North Richland Hills, I wish to express our support to keep light rail as the permanent mode of transportation for the Cotton Belt Corridor east of the DFW International Airport. It should be noted that the City of North Richland Hills is not opposed to a bus option (e.g. Bus Rapid Transit or High Intensity Bus Service) at the onset to make a complete route. However, any bus option must only be for a temporary period of time. As mentioned in the December 10th RTC meeting, DART has not only approved funding for rail on the Cotton Belt Corridor in their 2035 surface plan, they are currently working on expediting the time table to bring rail to the Cotton Belt Corridor east of the DFW International Airport sooner than originally planned.

As you know, the RTC has adopted the policy of regional connectivity and seamless connections (e.g. one-seat ride). In addition, it is also my understanding that the three largest transportation organizations (Dallas Area Rapid Transit, Denton County Transportation Authority, and the Fort Worth Transportation Authority) in the area also have a one-seat ride policy with regards to light rail transportation. Allowing any mode of permanent transportation, other than rail, on the Cotton Belt Corridor long term, would not only go against the current policy of the RTC (and the aforementioned transportation organizations), it would also have a negative effect on overall ridership of rail.

RECEIVED

FEB 09 2016

TRANSPORTATION

As mentioned in the December 10<sup>th</sup> RTC meeting, and in the December 16<sup>th</sup> Fort Worth public meeting, past NCTCOG studies indicate around 50% of the riders on TEX-Rail want to continue on the rail past the DFW International Airport. Rail on both sides of the Cotton Belt Corridor makes travel for work, school, and entertainment and shopping in the DFW Metroplex faster and easier by offering the riders the convenience of direct services to their destination without the need to transfer. Allowing another permanent mode of transportation option east of DFW International Airport would force the rider to transfer. It is my understanding, that there is an inverse relationship between transfers and ridership. We at the City of North Richland Hills believe forcing a transfer in order to continue east of the DFW Airport would negatively affect ridership. Thus, use of any mode of permanent transportation other than light rail on the Cotton Belt Corridor in the east would hurt the viability of the system.

If you should need additional information or have questions regarding the input provided above, please do not hesitate to contact me at 817-312-9626 or Marrk Callier at [mcallier@nrhtx.com](mailto:mcallier@nrhtx.com) or at his direct line at 817-427-6410.

Sincerely,

A handwritten signature in black ink that reads "Oscar Trevino". The signature is written in a cursive, flowing style.

Oscar Trevino  
Mayor



## Texas Department of Transportation

200 NORTH STATE HIGHWAY 360 BUILDING 2 | MANSFIELD, TEXAS 76063 | (817) 225-4659 | WWW.TXDOT.GOV

ORIGINAL

February 2, 2016

Elizabeth Mow, P.E.  
Assistant Executive Director of Infrastructure, NTTA  
5900 West Plano Parkway  
Plano, Texas 75093

RE: SH 360 Design Build Project CSJ 2266-02-136  
Monthly Progress Report 07  
Reporting Period: December 1, 2015 to December 31, 2015

Dear Mrs. Mow:

This letter is in reference to the SH 360 Project Agreement (Agreement), dated February 28, 2014, between the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (the Authority). In accordance with the Agreement, Section 16 (b) Reports and Plans to the Authority, please find attached the SH 360 monthly progress report for the reporting period noted above.

Should you have any questions, please give me a call at (817) 225-4662 or send me an email at [tony.payberah@txdot.gov](mailto:tony.payberah@txdot.gov)

Sincerely,

Tony Payberah, P.E.  
SH360 PPP Project Manager  
DFW Strategic Projects Office, FTW, TxDOT

Attachments: (1) Monthly Progress and Inspection Report  
(2) DB Contractor Public Information and Communications Monthly Report  
(3) DB Contractor Progress Report

cc: Brian Barth, P.E., Fort Worth District Engineer  
Kelly Selman, P.E., Dallas District Engineer  
Renee Lamb, P.E., Strategic Projects Division  
Loyl Bussell, P.E., Fort Worth Deputy District Engineer  
Michael Morris, P.E., North Central Texas Council of Governments

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FEB 09 2016  
TRANSPORTATION

OUR GOALS  
MAINTAIN A SAFE SYSTEM • ADDRESS CONGESTION • CONNECT TEXAS COMMUNITIES • BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer

MAYOR  
Joel T. Williams, III

MAYOR PRO TEM  
Stephen Rogers

COUNCIL MEMBERS  
Bob Carter  
Eric Gambrell  
Margo Goodwin  
John Mcknight

TOWN ATTORNEY  
Matthew C.G. Boyle

TOWN JUDGE  
Albert D. Hammack

THE TOWN OF

Highland Park  
TEXAS

4700 DREXEL DRIVE, HIGHLAND PARK, TEXAS 75205  
Telephone 214-521-4161

TOWN ADMINISTRATOR  
Bill Lindley

DIRECTOR OF PUBLIC SAFETY  
Rick Pyle

DIRECTOR OF ADMINISTRATIVE SERVICES  
&  
CHIEF FINANCIAL OFFICER  
Steven J. Alexander, CPA

DIRECTOR OF TOWN SERVICES  
Ronnie Brown

TOWN ENGINEER  
Meran Dadgostar, P.E., R.S.

TOWN SECRETARY  
Gayle Kirby

*Via Email and U.S. Mail*

February 8, 2016

Mr. John Crew  
Texas Turnpike Corporation  
25 Highland Park Village # 100,  
Dallas, Texas 75205

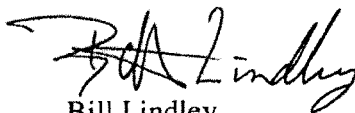
Dear John:

Thank you for the time visiting with the Town Council ("Council") at the January 25, 2016 meeting. As you commented at the meeting, the North Central Texas Council of Governments ("NCTCOG") is not presently considering in any manner a tunnel to be constructed under Mockingbird Lane. The urging by you of the Council to request the NCTCOG to study this possibility, similar to an east/west corridor through Oak Lawn or beneath Northwest Highway, was informative.

As you know, several years ago the Council sought and received public input concerning the construction of a tunnel under Mockingbird Lane, and many of the Town's residents very strongly opposed the proposal. At that time, the Council was very sensitive to the residents' concerns and concluded that the Town should oppose the construction of a tunnel through the Town. There is no basis for believing that the attitude of the residents has changed. Any serious discussion by the Council of a tunnel underneath Mockingbird Lane must be fully transparent to all the residents of Highland Park. At its February 8, 2016 meeting, the Council concluded to take no action regarding your suggestion at this time; however, the Council would appreciate your keeping the Council apprised of developments relative to the tunnel and the steps being taken by the NCTCOG and any other regional transportation authorities.

Thank you again for your efforts. You are welcome and encouraged to return to the Town any time as additional information becomes available.

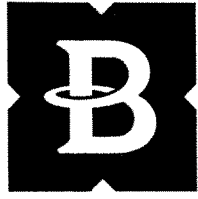
Sincerely,



Bill Lindley  
Town Administrator

cc: Mayor and Town Council





CITY OF  
**BEDFORD**  
TEXAS

ORIGINAL

January 20, 2016

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

RE: Harwood Road Redevelopment from Just East of Norwood Road to Industrial Blvd.

Dear Mr. Morris,

Harwood Road is a primary east/west corridor that runs the width of our city just north of and parallel to SH 183. There are several commercial/retail sites, residential neighborhoods, parks and facilities for at risk children along its path. This facility is a vital artery to the wellbeing of our community.

The City of Bedford desires to re-develop this corridor to provide infrastructure that encourages our residents to live, shop and work within the community and facilitates alternative modes of transportation, including safe pedestrian and bicycle operations.

The City has retained Pacheco Koch to explore alternatives as well as identify constraints that may exist within the corridor. Our goal is to revitalize this suburban area by applying context sensitive design features.

While it is easy to outline our goal, the City of Bedford understands that there is a wealth of information and conceptual guidance that the North Central Texas Council of Governments has developed over the years to help promote sustainable development, proper land use strategies and the incorporation of context sensitive designs into the fabric of a community. We believe NCTCOG's expertise is essential to development of the objectives that will guide us to accomplish our goal.

Additionally, it is our understanding that the Regional Transportation Council is in the process of updating the 2040 Mobility Plan. As the RTC deliberates on the various components of the plan, the City hopes consideration will be given to providing focus to urban and suburban revitalization efforts to implement the sustainable land uses and context sensitive designs that are vital to reducing urban sprawl, improving air quality and quality of life in general. Because these efforts are relatively expensive, they are difficult for small communities like Bedford it implement unilaterally.

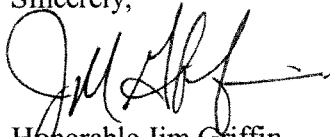
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Therefore, on behalf of the City of Bedford, I am writing to request a partnership with the appropriate staff members at the Council of Governments to help us conceptualize, develop, design and implement the revitalization of Harwood Road.

Your assistance would be greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Griffin', with a stylized flourish at the end.

Honorable Jim Griffin  
Mayor, City of Bedford

CC: Karla Weaver, AICP, Program Manager  
Mayor Pro-Tem Mike Taylor, Colleyville  
Mayor Mark Matthews, Keller  
Mayor William Tate, Grapevine  
Mayor Laura Hill, Southlake  
Mayor Laura Wheat, Westlake  
Mayor Nick Sanders, Trophy Club  
Mayor Scooter Gierish, Roanoke  
Mayor Linda Martin, Euless  
Mayor Richard Ward, Hurst



*Northeast Tarrant Transportation Summit*



January 26, 2016

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

Dear Michael:

I would like to offer my sincerest gratitude for your willingness to participate in the **2016 Northeast Tarrant Transportation Summit** on Friday, February 19 at the Hurst Conference Center. We are excited that you have accepted our invitation to moderate a panel at this year's summit; your insight will be of great benefit to those in attendance.

You will be the moderator for our first panel discussion, "Will Transportation Funding Measures Deliver on Their Promise?" This panel will begin at 9:00 a.m. and will feature two participants; Ed Ireland, Barnett Shale Energy Education Council and Victor Vandergriff, Texas Transportation Commission and car dealer.

The theme of this panel is a discussion about the two transportation funding sources: Proposition 1, Oil/Gas Revenue; and Proposition 7, Automobile Sales Tax. Will \$30.00 oil depress the economy in Texas to the point that it impacts auto sales and the Rainy Day Fund?

Below are the topics we would like you to discuss with the panelists. We will provide questions in advance to give you an opportunity to weigh in before finalizing them, as we want you to be comfortable discussing these topics:

- An overview of the current environment of the oil and gas industry
- What is the long-term outlook for the oil and gas industry in the state of Texas?
- Because the revenue for oil and gas is declining, what do you think the effect will be on future transportation funding?
- What do you believe it will take for the oil and gas industry to bounce back?
- Will the economic downturn have an overall effect on the auto sales tax? Specifically, Proposition 7 and the decline in oil prices impacting auto sales and the sales tax paid on auto sales.

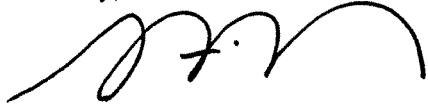
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FEB 01 2016

TRANSPORTATION

If there is any further information you would like us to provide, or if you have any questions regarding your role in the panel, please do not hesitate to ask. Again, thank you for participating in this year's Northeast Tarrant Transportation Summit.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Fickes', with a large, sweeping flourish at the end.

Gary Fickes  
Tarrant County Commissioner, Precinct 3



January 27, 2016

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

Dear Mr. Morris,

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

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

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

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

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

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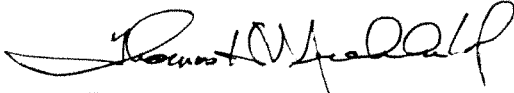
FEB 01 2016

City of McKinney

TRANSPORTATION

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

Signed,

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

Tom Muehlenbeck, City Manager  
City of McKinney

Cc:

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



## MEMORANDUM

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

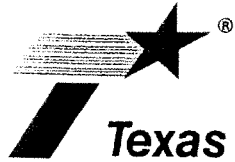
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To date we have meet with the following direct recipients under the McKinney UZA (MUZA):

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

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

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



## **Texas Transportation Commission**

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

January 28, 2016

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

Dear Mr. Morris,

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Tryon D. Lewis', written in a cursive style.

Tryon D. Lewis  
Chair  
Texas Transportation Commission



# THE PUBLIC TRANSIT PARADOX

Gas is crazy cheap. Car sales are through the roof. So why isn't taxpayer support for mass transit tanking?

BY JEFF TURRENTINE | @JEFFTURRENTINE | 1 week ago

According to [\*The Wall Street Journal\*](#), 2015 was the single best year ever for the U.S. automobile industry, with sales of new vehicles approaching \$570 billion. (This year, [analysts say](#), might be even better.) And as car sales went up, the price of gasoline kept going down. As I type these words, the average price per gallon has fallen to a jaw-dropping \$1.88. Gas hasn't been this cheap since 2004.

Sounds like a pretty ominous set of circumstances for the future of public transit projects, right?

Wrong. According to the [Center for Transportation Excellence](#) (CTFE), which monitors the status of these projects nationwide, 2015 was "another great year" for mass transit at ballot boxes all over the country. The organization's newsletter reports, "With 34 measures, [2015] saw the highest number of transit elections in an off-cycle year since CFTE started tracking measures in 2000, indicating that transit measures remain a popular method of seeking support for local projects and operations."

Even more remarkably, more than two-thirds of those measures—most of which asked voters to fund various mass transit projects in their cities or counties through sales-tax or property-tax increases—passed. CTFE says the success rate for transit initiatives during 2015 was an impressive 71 percent, up 2 percent from the year before. These wins were spread across the country in 10 different states—including two of the reddest states on the map, Utah and Arizona.

So what's happening here? Why would voters from across the political spectrum be supporting publicly funded mass transit projects at precisely the same time that they're buying so many new cars and filling them up with so much cheap gas?

The answer: *Because they're buying so many new cars and filling them up with so much cheap gas.*

Every year, the Texas A&M Transportation Institute issues its [Urban Mobility Scorecard](#), which monitors and analyzes the state of traffic congestion in the United States. And guess what? It turns out that the combination of record automobile sales and super-affordable gasoline means more cars on the road. *Lots* more cars, actually. According to the 2015 scorecard, roadway congestion, too, is breaking all sorts of records these days. In the latest 12-month period to be studied, it notes, "travel delays due to traffic congestion caused drivers to waste more than 3 billion gallons of fuel and kept travelers stuck in their cars for nearly 7 billion extra hours—42 hours per rush-hour commuter." And the carbon footprint of those 3 billion wasted gallons? More than 27 million metric tons.

Urban planners have a term, *induced demand*, to describe the phenomenon by which our efforts to make driving faster and easier—typically by widening our highways and building more lanes for cars—actually end up making driving conditions worse. As Jeff Speck, an urban planner and author of the (brilliant, highly readable, and insight-filled) book [Walkable City](#), puts it, "Induced demand is the name for what happens when increasing the supply of roadways lowers the time cost of driving, causing more people to drive and obliterating any reductions in congestion."

In a way, it's an automobile-age iteration of the [tragedy of the commons](#). Political economists of the Victorian era noted that cattle grazing on public pastures in England were "puny and stunted" and the grassland that they fed upon "bare-worn." Why? Because when enough individuals act in their own rational self-interest by utilizing a shared public resource, the broader *group* interest—i.e., maintaining the quality and accessibility of that resource—necessarily suffers.

Widening an already congested highway, as Speck and [many others](#) have [observed](#), certainly induces driver demand. But so does incredibly cheap gas—and so does, for that matter, owning a shiny, spiffy new car. All of these factors are undoubtedly contributing to our current traffic maladies, as diagnosed by the authors of the Urban Mobility Scorecard. "The problem has become so bad in major urban areas," they note, "that drivers have to plan more than twice as much travel time as they would need to arrive in time in light traffic just to account for the effects of irregular delays such as bad weather, collisions, and construction zones."

They go on to observe that the problem will only get worse if certain trends—including what we tend to think of as positive trends, such as the improving economy—continue. By 2020, they say, the annual delay per commuter will grow from 42 hours to 47 hours, the total delay nationwide will grow from its current 6.9 billion hours to 8.3 billion hours, and the cost of all this traffic congestion will rise from \$160 billion to \$192 billion.

On some level, beleaguered commuters seem to be intuitively grasping this paradox (and these projections). One of the more surprising aspects of the CFTE's report is how support for major public projects is rising all over the country, including some places that we don't usually think of as traditionally friendly to mass transit. Few would argue with the notion that sprawling, decentralized Phoenix is a "car city." And probably even fewer would maintain that Arizonans, as a matter of personal politics, are totally down with the whole tax-and-spend thing. The state's new governor, Republican Doug Ducey, has made tax reduction the central theme of his nascent administration, promising to slash corporate income taxes until they're "as close to zero as possible." And some are speculating that Arizona could soon become the 10th state to eliminate its personal income tax.

Nevertheless, last August Phoenicians voted to raise their own transportation sales tax from 0.4 percent to 0.7 percent, and then to extend that tax for an extra 31 years beyond its original expiration date of 2020, all to fund a new transportation measure anchored by a 42-mile expansion of the city's light rail system. And it wasn't even a squeaker: Those voting yea on Proposition 104, the funding linchpin of Phoenix's Comprehensive Transportation Plan, won by a margin of nearly 10 percentage points. This despite fervent opposition from local conservatives who claimed "the initiative discriminates against driving motorists at the expense of light rail. Multiple transit studies have shown that the preferred method of transportation for over 97 percent of Phoenix residents is the automobile."

The late, great Yogi Berra once said of a highly popular Italian restaurant in St. Louis that "nobody goes there anymore—it's too crowded." It appears that we may be seeing the same thing happen on our congested roadways.

# Self-Driving Cars May Get Here Before We're Ready

By [RACHEL ABRAMS](#)

JAN. 21, 2016

SOMETIME in the future — although no one quite knows when — your morning commute may look something like this: Open an app, summon a car and wait for the arrival of a driverless vehicle that will whisk you to work like a ghost chauffeur.

For many of the automakers and technology companies gathering at the [World Economic Forum](#) in Davos this week, the big question is not whether such an event could become a reality, but whether we are ready.

The short answer: We are not.

“The technology is really advancing faster than we had originally anticipated,” said Steve Hill, the director of the governor’s office of economic development in Nevada, the first state to pass legislation allowing driverless cars to be tested, according to the National Conference of State Legislatures. “I wouldn’t really say that Nevada, or really any place else, has really developed the policies that will be needed to facilitate the industry moving forward.

By many accounts, Mr. Hill is right. Even though fully autonomous cars could be ready for the road within the next decade, only 6 percent of the country’s most populous cities have accounted for them in their long-term plans, according to a study from the National League of Cities, an advocacy and research group.

“If governments are not equipped to react quickly when automated vehicle technology is ready for use by consumers, that will be a challenge, and it has the possibility to delay consumer benefits from this technology,” said Emily Castor, director of transportation policy at Lyft, which has announced a \$500 million partnership with General Motors dedicated in part to developing autonomous cars.

Representatives from G.M. and other members of the [World Economic Forum](#)’s automotive committee will meet in Davos on Friday during closed-door sessions to discuss some of the auto industry’s most pressing issues, including the regulation of self-driving vehicles, according to Alex Mitchell, the head of automotive industry at the World Economic Forum.

Google, Uber, Tesla and a host of automakers have been moving at full speed to develop driverless technologies. Although the federal government has expressed support, it has so far left regulatory decisions to state and local governments.

“Paradoxically, despite a lot of cities thinking this technology is coming, very few have started to plan for it,” Mr. Mitchell said.

Last week, Anthony Foxx, the United States transportation secretary, pledged that the National Highway Traffic Safety Administration would help set standards for fully automated vehicles within the next six months.

That’s encouraging for companies that have been bullish on driverless technologies, but have until now faced a patchwork of cautious legislation: Only a handful of states have passed laws relating to the testing of autonomous cars, and no state expressly allows a completely driverless vehicle on the road

California’s Department of Motor Vehicles recently proposed requiring a licensed driver to be in the car at all times. That could be a disappointment for companies like Google, which is currently testing a fully autonomous vehicle in Mountain View, Calif.

“We’re encouraged that federal authorities want to work with states and chart a path forward for self-driving cars,” said Johnny Luu, a spokesman for Google. “We stand ready to work with policy makers at all levels to educate them about the benefits of this technology.”

Many local governments see the potential for driverless vehicles to solve urban ills like parking, congestion and even mobility for lower-income residents.

But drafting policy for a technology that is not yet on the market makes it much more complicated to answer important practical questions: Do we need extra lanes, but less parking? More curbside space? How will the cars communicate with traffic signals, and who will be responsible when there’s an accident?

“It’s probably more fair to say that we are engaging on the issue than we have developed a plan for it,” said Ron Achelpohl, the director of transportation and environment for the Mid-America Regional Council, an association of local governments in nine counties in Kansas and Missouri. “Until these vehicles start penetrating the market, it’s going to be difficult to account for how people use them and behave differently.”

Some automakers already sell vehicles with a number of semiautonomous functions, meaning that the cars can intervene on a driver’s behalf but still require a human at the wheel. Some Ford vehicles, for example, can come equipped with the ability to sense when it is drifting into another lane and correct the steering, or even help the driver park.

But some who advocate driverless cars say that the full benefits come only from a completely autonomous vehicle — no human required.

“The long-term goal is to have full autonomy, because that’s really where you start to see the benefits from a city perspective, from a safety perspective,” said Brooks Rainwater, the director of the City Solutions and Applied Research Center at the National League of Cities.

A car that could spend the day picking people up and dropping them off, for instance, could greatly reduce the need for parking. Companies like Lyft, for example, hope that urbanites of the future will even forgo car ownership altogether.

That could have big implications for places like Los Angeles, a city known for both its massive parking structures and its limited use of public transportation.

“When you think about the impact on our physical city, the idea of maybe smaller roads, more compact travel, repurposing parking structures and parking lots,” said Ashley Z. Hand, the transportation technology strategist for the city of Los Angeles, “it’s a huge opportunity.”

Faced with the prospect that driverless technology will quickly outpace regional policy, other local governments across the country have committed more efforts to driverless vehicles. The motivations are not just practical: Driverless car companies can bring more jobs, grants and positive attention.

Mr. Hill’s office in Nevada, for example, recently announced that it would create a specific unit devoted to autonomous cars that could serve as a single point of contact for the industry. Driverless cars could also play a large role in which city is awarded \$40 million from the Department of Transportation as part of its new Smart City program.

“There’s a lot of cities talking as we speak,” said Susan Shaheen, a co-director of the transportation sustainability research center at the University of California, Berkeley.

Austin, Tex., where Google is also testing its driverless cars, is already planning to apply for the Smart City challenge, according to the mayor, Steve Adler.

“A driverless car doesn’t break very many traffic laws, doesn’t drink while it drives, doesn’t get distracted, really pays attention,” he said.

# Eyes on H-E-B: H-E-B Transit celebrates 10 years of service

By Faye Reeder

[freeder@star-telegram.com](mailto:freeder@star-telegram.com)

Transportation was identified as the most critical need for many residents of Northeast Tarrant County back in a 2004 survey done by United Way. As a result of that survey and through the work of community volunteers working with local officials, the H-E-B Transit was created.

Now, 10 years later, the transportation service is well established and serves a core clientele in Hurst, Euless, and Bedford as it provides transportation for disadvantaged individuals with thousands of trips annually to job interviews, job training and employment destinations. Catholic Charities operates the service.

“HEB Transit is a lifeline to financial stability for those in the area who would have no transportation to and from work otherwise. We are proud of its nearly 10 years of service to this community,” said **Faye Beaulieu**, regional director of Northeast United Way.

Beaulieu said five local faith-based agencies qualify riders for passes on the service, based on their need. “These agencies also provide financial support to operate the project: Christian Connection, Mission Central, NEED Center East, St. John the Apostle Catholic Church and 6 Stones Mission Network,” Beaulieu said.

Officials say that despite its share of setbacks and challenges, the HEB Transit has adapted and developed to improve its service — most notably by increasing its service hours by 170 percent to 108 hours weekly and providing nearly 43,000 work-related trips to eligible transportation-disadvantaged clients.

The Texas Workforce Commission recognized the project as the best example statewide of a coordinated effort to improve service to workers. And the North Central Texas Council of

Governments presented the 2009 Regional Cooperation Award to the cities of Hurst, Euless and Bedford in recognition of their cooperation and support of the project.

Officials say plans are underway to increase efforts to promote awareness of the service's availability in the community. Goals for the future are to position HEB Transit to continue providing demand-response transportation solutions to the transportation-disadvantaged in the H-E-B community.

Direct questions about H-E-B Transit to Beaulieu at 817-282-1160.

#### **LOCAL BUSINESSES HONORED BY H-E-B CHAMBER AWARDS**

Fourteen honorees were recognized at the H-E-B Chamber of Commerce Awards Luncheon recently at the Texas Star Conference Center in Euless. The annual event honored local businesses, organizations and individuals for their outstanding support for the H-E-B community and the chamber.

Among those receiving awards were Hingst Enterprises (Small Business of the Year), Affiliated Bank (Midsize Business of the Year), and Linebarger Goggan Blair and Sampson LLP (Large Business of the Year).

**Pete Benenati** was named Officer of the Year and **Wes Harrison** took home Director of the Year honors. Ambassador of the Year was **Chris Coyle**.

The Gertrude Tarpley Memorial Spirit Award went to **Rochelle Ross**, and **Darryl Day** was named Member of the Year. The Community Service Award was presented to **Steve Lineweaver**, former Trinity HS football coach

The Bill Ridgway Spirit of Enterprise Award went to **Steve Bowden**, **Mike Collins**, and **Bill Syblon**. Receiving the Clyde Mooney Award was **David B. Medina**, and the Chairman's Award went to **Steve Farco**.

#### **GOODTIMES CHORUS WILL DELIVER SINGING VALENTINES**

On Feb. 12-14, quartets will fan out across the greater Arlington area to deliver Singing Valentines to special sweethearts. The quartets belong to the Goodtimes Chorus — an award-winning barbershop chorus based in Arlington.

"We'll send four gents in tuxedos with a silk rose and a valentine card to sing two love songs in four-part a cappella harmony to anyone you choose," said chorus member **Gil Carrick**.



Carrick said they will go to a residence, workplace, restaurant, shopping mall, retirement home or the location of your choice to serenade a wife, husband, significant other, boss, or employees. Singing Valentines start at \$59 and can be delivered anytime from 9 a.m. to 9 p.m.

The Singing Valentine program raises money for various initiatives of the chorus. "One of our main charitable activities is a voice scholarship fund that we have established at UTA. We love to sing and we hope to encourage others to do so as well," said Carrick.

Call the chorus hotline at [682-233-3606](tel:682-233-3606) or send an email to [valentines@GoodTimesChorus.org](mailto:valentines@GoodTimesChorus.org).

#### CATALYST OF HOPE LUNCHEON SET FOR THURSDAY

Local charity 6 Stones will host the annual Catalyst of Hope luncheon on Thursday at 11:30 a.m. at its Campus West location, 209 N. Industrial Blvd. in Bedford.

The theme for this year's event will be "City Transformation" to pay homage to the efforts of the past seven years of community support.

A spotlight moment at the event will be the presentation of the Catalyst of Hope Award to Steve Lineweaver, former Trinity High School football coach of the three-time state champion team. Six Stones officials say additional recognition of the Community Champions during the past year will be a special celebration.

To register to attend the free event, call [817-868-7400](tel:817-868-7400).

#### EYES ON H-E-B GUEST COLUMNIST COMING SOON

Be on the lookout soon for the occasional Eyes on H-E-B column written by a guest columnist.

I am working on a special assignment for the next several months that will mean I sometimes won't be available to cover all our great community events and happenings. But we'll be in good shape because a most capable writer will fill in where needed.

Her name is **Rhonda Aghamalian**, a freelance writer and communications professional. She's written many stories in our publications over the years, so some of you may be familiar with her. Or you may know her because she's my daughter!

So be on the lookout for Rhonda's byline from time to time. Rest assured she can cover the social scene very well, and I know you'll love her style.

Please make note that it's important that you continue sending your news tips and requests for coverage to me as usual.

Send your Eyes on H-E-B news tips to [freeder@star-telegram.com](mailto:freeder@star-telegram.com). Also, keep up with local events through our social media page. Please like us at [www.facebook.com/SocialEyes.ST](http://www.facebook.com/SocialEyes.ST). Follow me on Twitter @FayeReeder

Read more here: <http://www.star-telegram.com/living/liv-columns-blogs/social-eyes/article58144888.html#storylink=cpy>

## Obama Says Low Gas Prices Make Room for Oil Tax to Fund Infrastructure

Oil tax would be part of 2017 budget proposal, expected next week

Wall Street Journal  
Feb. 5, 2016 1:41 p.m. ET  
By Byron Tau & Carol Lee

WASHINGTON—President [Barack Obama](#) on Friday defended his proposal for [a \\$10-per-barrel tax on oil companies](#) to raise hundreds of billions of dollars to fund transportation and energy projects, arguing that low gas prices make this an opportune moment for such a policy.

At the White House, Mr. Obama said low oil prices should not deter the U.S. from making investments in alternative transportation infrastructure that could reduce the country's dependence on fossil fuels.

By passing a new tax on oil, Mr. Obama said, "Ten years from now, 15 years from now, 20 years from now, we're going to be in a much stronger position when oil starts getting tight again, prices start going up again. We will have further weaned our economy off of dirty fuels."

"What is also important is that we use this period where gas prices are low to accelerate a transition to a cleaner energy economy because we know that's not going to last," the president said.

Mr. Obama will include the oil tax—which the White House said would raise about \$32 billion a year from companies producing oil—in his 2017 budget proposal, which is set to be released next week. But the Republican-led Congress is unlikely to act on the measure, which has already drawn opposition from leading members of Congress and presidential candidates.

Sen. [Marco Rubio](#), a leading GOP presidential candidate, said on the campaign trail Thursday that the Obama administration is "obsessed with taxes."

"We are going to fix our tax code, not make it more expensive and more complicated," he said.

Mr. Obama also noted that oil companies received a boost in the recent bipartisan budget bill after [the longtime oil export ban was dropped](#), allowing producers to sell U.S. crude oil abroad for the first time in decades.

Mr. Obama discussed the gas tax in a brief question-and-answer session after a statement on Friday's jobs report. That showed [unemployment dipped below 5%](#) for the first time in nearly eight years.

The president argued the fundamentals of the U.S. economy were strong and criticized Republicans running for president for their "doom and despair tour" on the campaign trail.

<http://www.wsj.com/articles/obama-says-low-gas-prices-make-room-for-oil-tax-to-fund-infrastructure-1454697679>

# Colleyville finds balance between growth, rural feel

David Kelly says the city has “less and less available land”

The goal is to balance growth, maintain feel of Colleyville

Among the issues are significant road construction projects

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By Marty Sabota

msabota@star-telegram.com

## COLLEYVILLE

With a decade of experience under his belt, Mayor David Kelly looks forward every day to a city he loves and leads with pride.

Asked what makes his city unique, Kelly said simply: “People.”

“The people who live here and the people who work here,” led to his devotion to his cherished Colleyville.

“Somehow this city has always managed to attract strong individuals, but individuals with a sense of community and pride in this place. It’s an amazing combination,” said Kelly, who was elected in 2005. “And, when it comes together, it’s pretty much unbeatable.”

As 2016 gets underway, Kelly addressed issues facing Colleyville.

“As the city approaches buildout, there is less and less available land,” Kelly said. “Land values in Colleyville are high, so people will continue to sell their land to developers and others. We’ve done a good job with responsible growth. It’s incumbent upon us to do that because growth will happen. The goal is to balance that growth and still maintain the feel of Colleyville.”

Goals for the year include some new and some that have been in the works for awhile.

“We want to keep our economic development efforts going strong,” Kelly said. “Six years ago, the City Council committed the city to redevelop some of our aging shopping centers and buildings, and to bring new retailers and restaurants to town.

“It’s something we’ve heard over and over in our surveys of citizens. We’re seeing our efforts pay off, especially along Colleyville Boulevard.”

Among issues on the front burner are significant road construction projects starting this year. One is TxDOT’s SH26 project and another is the first phase of the Glade Road project.

“While we don’t control the state’s project on SH26, the city is committed to working with TxDOT to minimize disruption to our businesses and to lessen the impact on drivers,” Kelly said.

Another topical issue is continuing to keep Colleyville’s identity intact, the mayor said.

“The city will grow,” Kelly said. “More people will come. More businesses will come. The things that brought all of us who live and work here now will bring others. But if we’re careful and mindful, and if we put to use the standards and programs we’ve put in place, then we can make that work to benefit the entire community.”

As a longtime resident, he addressed what he thinks needs to be improved in the city.

“I’ve always been struck by the connection among people in Colleyville,” Kelly said. “In a world where people find it hard to connect, Colleyville connects.

“So that’s my goal for this city — to find more ways to let people connect. Whether that’s a trail or a park or a restaurant or a special event, to create places for people to be with friends and family.”

*Marty Sabota, 817-390-7367*

*Read more here: <http://www.star-telegram.com/news/local/community/courier-journal/article59311998.html#storylink=cpy>*

**Obama wants a \$10 tax on oil. Here's why economists agree**  
**Washington Post 2/8/16 9:55 AM By Chris Mooney**

WASHINGTON - When the White House announced last week that President Obama would pursue a \$10-a-barrel tax on oil to fund major transportation system reforms, there were instant denunciations from many politicians, and especially congressional Republicans.

"A \$10-a-barrel tax on oil will be dead on arrival in the House," Rep. Bill Flores, R-Texas, said. "It is clear that in his last year in office the president is more concerned with his radical climate policies and pleasing special interest groups than providing economic stability for hardworking American families. This proposed tax will do nothing more than raise costs on consumers, who are still struggling with stagnant wages."

These critics were, in a sense, merely reflecting public opinion at large -- much research suggests that gasoline taxes are very unpopular. For instance, a 2015 study of the matter found, "large majorities of Americans (65-70 percent) oppose higher taxes on gasoline and electricity."

But despite the lack of public support, a large number of economists are convinced that taxes on fossil fuels in general are a pretty good idea. There have long been calls by economists for putting a tax on carbon in all of its forms -- not just from burning oil or gasoline. The goal is to address, in economist speak, the "market failure" that occurs in this case because of the "negative externality" that is greenhouse gas emissions.

And what goes for fossil fuels and carbon in general also goes for oil and gasoline in particular, explains Harvard's Gregory Mankiw, who has actually written about a "Pigou Club" of economists who agree that taxing negative externalities is a good idea.

"I think the basic argument is that there are a host of side effects, which economists call externalities, associated with production and consumption of oil," says Mankiw. "Climate change is one of them. But even putting that aside, there are much more mundane externalities like local pollution, congestion, accidents associated with driving. There's all sorts of bad stuff that goes along with oil that economists view as a kind of market failure. And the simplest way of fixing a market failure is to tax the activity that's causing these adverse side effects."

Indeed, another influential economist, Lawrence Summers, called for a carbon tax in a column for The Washington Post, referring to low oil prices roughly a year ago.

"All of us, when we drive our cars, heat our homes or use fossil fuels in more indirect ways, create . . . costs without paying for them," Summers wrote then. "It follows that we overuse these fuels.

Advocating a carbon tax is not some kind of argument for government planning; it is the logic of the market: That which is not paid for is overused."

There are key differences between Obama's proposed policy and a nationwide carbon tax. First, it only takes aim at part of the total of carbon-based fuels used in our lives. And second, the revenues wouldn't go where some economists believe they should -- to reduce other, less economically justified taxes. Instead, the goal is to spend them on improving our transportation infrastructure.

There have been some attempts to document just how many economists support carbon taxes. The IGM Forum, at the University of Chicago's Booth School of Business, convenes expert panels to determine views in the field, and in 2011 asked how much a group of economists agreed with the statement: "A tax on the carbon content of fuels would be a less expensive way to reduce carbon-dioxide emissions than would a collection of policies such as 'corporate average fuel economy' requirements for automobiles." Ninety percent of respondents either agreed or strongly agreed.

There may not be any direct polling yet on Obama's precise policy, but there are reasons to think the support might be similar.

"I will guarantee that the set of economists who support this Obama proposal is a superset of carbon tax supporters," adds Charles Komanoff, director of the Carbon Tax Center, whose website features a long list of supportive economists and scientists. "In other words, every economist who supports a carbon tax

will be supporting this Obama proposal, and there will be others as well, who don't necessarily bleed for carbon taxes, but will say, 'This makes so much sense because of the infrastructure need and the failure to raise the federal gasoline tax.'

Federal gasoline taxes have not been raised since 1993. And numerous reports have said that the Highway Trust Fund, which depends upon those taxed for revenues, is in dire financial trouble because of Congress's continual refusal to raise the gas tax, even when oil and gas prices are exceedingly low.

Alan Krupnick, an economist at the think tank Resources for the Future, said recently that Obama's idea "has long been championed by many of us at Resources for the Future, although we want the tax to be broad-based - that is, on oil, natural gas, and coal."

Krupnick added that to make the tax more politically palatable, it might be better to use it not for new spending but to reduce other taxes. "The country would gain doubly in efficiency if the tax were paired with reform of corporate taxation, including a reduction in the corporate income tax. And the political costs of rejecting such an approach out of hand could be high enough to at least give a pause to opponents."

That doesn't seem to be in the cards -- but there's at least one aspect of the proposal that's politically savvy: With radically low oil and gasoline prices, it's about as timely as it is ever going to be.

"The economic argument is the same whether oil prices are high or low," said Mankiw. "But certainly politically, it's much easier to do this when prices are low."

<http://www.star-telegram.com/news/nation-world/national/article59116888.html>

## **Widen vision instead of lanes?**

2/10/2016

With \$1.3 billion in new funds for highway projects almost ready to be doled out, last month's Texas Transportation Commission meeting was poised to be as close to a celebratory event as a routine government gathering can get.

But Houston Mayor Sylvester Turner, elected just weeks earlier, took a markedly different tack. He pointed to the Katy Freeway, a corridor in his region whose recent widening has done little to cut congestion.

He said highway expansions only exacerbate traffic woes. He called for a "paradigm shift" toward more public transit and denser developments and away from projects that cater to people who drive alone in their cars.

His comments spread like wildfire online among new urbanists. Dallas City Council member Philip Kingston called Turner's comments a "turning point."

Like his Houston counterpart, Rawlings wants more transit lines, denser urban development and reconnected communities. But he still sees a need in Dallas for expanded urban highways.

Rawlings said that people need choices on how to move around, but there has to be a happy medium between a city paved completely with highway lanes and one where everybody walks to work.

"Neither of those things are the way cities work," Rawlings said.

Plans for a new deck park on Interstate 35E are one sign that transportation projects in Dallas are starting to take a new shape.

Dallas Area Rapid Transit is developing a second set of light-rail tracks downtown in a project that is meant to increase train frequency throughout an already sprawling network. DART and Dallas also plan to open an extension of the downtown- Oak Cliff streetcar line later this year.

And the Dallas City Council last month adopted a "complete streets" design manual that aims to balance the needs of pedestrians, bicyclists, transit users and vehicles.

DMN



# Fort Worth mulls funding to finish downtown street project

Work stopped on the Hemphill-Lamar connector last fall

City learned project was going to cost several millions of dollars more to finish

State, regional transportation money being sought

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By Sandra Baker

[sabaker@star-telegram.com](mailto:sabaker@star-telegram.com)

FORT WORTH

City officials want to reinstate the risk manager on the now-stopped Hemphill-Lamar street connector on the south end of downtown to get a better handle on project costs.

The move is coming at the urging of Michael Morris, transportation director at the North Texas Council of Governments, who contacted Mayor Betsy Price in January, saying his office lost track of the project when it ran into delays during the past decade.

Morris said Monday the Regional Transportation Council, NTCOG's transportation planning body, had pledged money to the project years ago, but never followed through because the project fell through the cracks. Morris said he briefed the RTC in January on the situation and asked Price for a little time to sort things out.

Morris said he's confident money can be found to complete the project and that costs will come down.

"It got off of our radar screen. We moved on with our responsibilities," Morris said. "The lead then fell to the city. We've got to jump back in and get the project done. I'm talking to different people to help fund it. The city has spent a lot of money. I think Fort Worth will be interested in moving ahead."

Work was halted last fall by city staff after learning costs to finish the four-lane street and pedestrian tunnel were \$18.3 million higher than initially planned. At that time, McCarthy Building Cos., moved from the site.

The City Council was expected to approve spending \$500,000 on consulting engineering reports to look into improving nearby underpasses at Jennings Avenue and Main Street as an alternative to completing the connector. The council, though, never approved the money.

North Texas Council of Governments and Texas Department of Transportation representatives met with city officials Feb.9 to discuss potential funding sources, according a city report.

The council will likely vote March 1 to amend its contract with McCarthy to bring them back on site to investigate why project costs soared, the report said. McCarthy will look closer at soil contamination issues, underground utility relocation costs, as well as other construction costs.

Last projected to cost \$26.6 million, the city a few months ago was looking at a \$44.9 million price tag.

The connector is a planned four-lane street and a pedestrian tunnel that includes sidewalks and bike lanes connecting Lamar Street at the south end of downtown to Hemphill Street on the near south side, under the Union Pacific Railroad tracks and Interstate 30. About \$11.1 million has been spent on the project.

City staff learned last summer about significant price increases from McCarthy. Under a new policy taking effect Oct. 1, the City Council is now making spending decisions on bond program project overruns that were previously done at the staff level.

The Hemphill-Lamar connector dates to 2002, when the highway portion over Lancaster Avenue was moved to the south. Voters approved paying for the connector in the 2004 bond program. The project also received millions of dollars in certificates of obligations the city sold in 2013.

The connector is slated to be completed in the summer of 2017.

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*Read more here: <http://www.star-telegram.com/news/local/community/fort-worth/article60528431.html#storylink=cpy>*

# Improvements planned for Texas 199 ‘death zone’ near Azle, Lake Worth

State transportation agency pledges \$300 million-plus for Jacksboro Highway

Massive traffic crunch in Northwest Tarrant County

Azle, Lake Worth residents call it a “death zone”

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By Gordon Dickson

[gdickson@star-telegram.com](mailto:gdickson@star-telegram.com)

LAKE WORTH

On a rainy day nearly four years ago, Azle resident Robert Spracklen was driving his pickup eastbound toward Lake Worth on Texas 199 when a westbound driver lost control of his vehicle and spun into Spracklen’s lane.

“He was already facing in reverse when he hit me. He jumped over that itty-bitty, two-inch-tall median and hit me broadside,” said Spracklen, 50, a maintenance manager for a large company who has been disabled since the March 10, 2012, crash. The collision on Texas 199, also known as Jacksboro Highway, left Spracklen with back and knee injuries that have required numerous surgeries.

I don’t want anyone else to go through this. You’re making a nice living in life, and all of a sudden one day you’re not able to.

Robert Spracklen of Azle, disabled in crash on Texas 199

Nonetheless, he was thrilled Tuesday to hear state officials discuss their plan to improve safety on 6 miles of the Texas 199 corridor, including construction of a taller median barrier to prevent head-on collisions in the same area where Spracklen was hurt.

“I don’t want anyone else to go through this,” he said. “You’re making a nice living in life, and all of a sudden one day you’re not able to.”

\$300 million Estimated cost of improvements in the Texas 199 corridor through 2020

The Texas Department of Transportation is committing to making a series of improvements to the area, which extends from Farm Road 1886 (also known as Confederate Park Road) near Azle south to Loop 820, where Lake Worth meets Sansom Park and Fort Worth, an official said.

During the spring, the agency will install concrete median barriers west of the Lake Worth bridge to prevent head-on crashes, said Brian Barth, the transportation department's Fort Worth district engineer. He said that work, as well as possible improvements in the median areas east of the bridge, will be covered from the agency's routine maintenance funds.

Barth said he didn't have a specific cost for the short-term work but thought it would be minimal — mainly limited to the cost of concrete needed for the barriers — because the agency can use its maintenance staff to fix the medians rather than pay a private contractor for labor.

## Long-term fixes

Then, thanks to new funding sources in Texas, Barth said, the long-awaited completion of freeway lanes from Farm Road 1886 to Loop 820 will likely be built beginning in 2017 or 2018. That project is expected to cost roughly \$90 million.

And a full redesign and reconstruction of the Texas 199/Northwest Loop 820 interchange could be built as soon as 2020. That project could cost \$210 million, depending upon redesign costs and other factors, officials said.

Those projects have been on the drawing board but delayed for years because of the state's lack of highway revenue, Barth said.

This area right here we call the 'death zone.' It has been infamous for accidents, for many decades.

Micheal Dallas, Scenic Shores Neighborhood Association president

The new funds will come from a combination of sources, said state Rep. Charlie Geren, R-Fort Worth, who attended a press conference along Texas 199 on Tuesday to discuss the plans. Geren faces challenger and family friend Bo French in the March 1 Republican primary.

The sources include Proposition 1, which was approved by voters statewide in November 2014 and allows for a portion of revenue from oil and gas activities to go toward road work, as well as Proposition 7, approved by statewide voters a year later that allows for a portion of general sales tax and motor vehicle sales tax revenues to go to highways, Geren said.

And finally, some money likely will come from the Legislature ending its longstanding practice of diverting highway funds to other state programs. The ending of diversions is expected to bring in \$1.3 billion. Earlier this month, officials announced that some of that money would be used to improve Texas 199 just south of Azle.

For residents who live a few miles south of Azle, in the Lake Worth area, the improvements can't come soon enough.

"This area right here we call the 'death zone,' said Michael Dallas, president of the Scenic Shores Neighborhood Association, which represents many residential areas along the corridor. "It has been infamous for accidents for many decades."

At least four serious accidents have occurred during the past two months, Dallas said.

He said that in addition to the dangers at the Lake Worth bridge, many accidents occur at the intersection of Texas 199 and Surfside Drive, less than a mile to the north.

*Gordon Dickson: 817-390-7796, @gdickson*

*Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article60742841.html#storylink=cpy>*

# Pothole Damage Repairs Costing Drivers \$3 billion A Year

February 17, 2016 12:04 PM

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**NORTH TEXAS (CBSDFW.COM)** – Officials with AAA say 15-percent of American drivers have to repair their [cars](#) every year because of damage from potholes. Overall, roadway problems are costing you \$3 billion a year.

Streets across Dallas are notoriously torn up. For some [drivers](#) potholes and sections of ripped up pavement have almost become landmarks and they learn to avoid them.

Millions of us across the country are getting realigned and replacing tires every year because of potholes and torn up roads.

Extremely hot weather, along with cold, ice and flooding cause the road issues. Some people driving in the Oak Lawn area of Dallas said streets there are just a few of many that need attention.

One man said, “I’m through here everyday and this street is pretty bad. But it’s all over – I live in Mesquite and it’s bad there too.”

Along with other North Texas cities and counties, potholes are a nationwide problem. Last year Congress appropriated more money for transportation, but analysts say as much as \$170 billion more is needed, per year, to fix interstates and bridges.

In Dallas the city council has been looking at a possible billion-dollar bond [program](#) to fix city streets, [but plans for that have been put on hold temporarily. Earlier this month, Mayor Mike Rawlings announced that he wanted to discuss a possible postponement](#) of the 2017 bond package.

According to AAA, in the last five years 16 million Americans have suffered pothole damage to their vehicles, with the average [repair](#) bill totaling \$300.

Beyond the obvious advice to simply watch out for potholes, AAA counsels drivers to make sure their tires are in good condition and properly inflated.

So, what are the best things to do if hitting a pothole is inevitable?

- v slow down
- release the brakes
- v straighten your steering before making contact with the pothole

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## **Construction of the Midtown Express project will begin earlier than expected**

February 17, 2016  
By Paul Mosley  
Fort Worth Star-Telegram

Eules officials said that beginning March 4, the Texas 183 entrance and exit ramps at Ector Drive will be permanently closed.

The city and Southgate Constructors, the company that is overseeing the project will hold an informational meeting at 10 a.m. Tuesday in the Eules City Council chambers, 201 N. Ector Drive.

Other work scheduled includes replacing the Main Street Bridge.

Midtown Express, an extension of the North Tarrant Express, will reconstruct Texas 183 from Industrial Boulevard in Eules to Interstate 35E in Dallas. One toll lane will be added in each direction.

"We were looking for areas to accelerate the schedule," said Selma Stockstill, public information manager for Southgate Constructors.

The Midtown Express is an \$850 million project that stretches 28 miles through five cities and two counties.

Construction was supposed to begin on the Main Street Bridge in 2017 and take a year and a half to complete, but work has been moved up to this June.

The construction will also affect the pedestrian bridge for students at Eules Junior High. Stockstill said the bridge is "tentatively" closing at the end of the school year.

[http://www.star-telegram.com/news/local/community/hurst-eules-bedford\\_news/article60825846.html](http://www.star-telegram.com/news/local/community/hurst-eules-bedford_news/article60825846.html)

## **McKinney halts bus plan**

News Date:

The Dallas Morning News

McKinney has slammed the brakes on a plan to provide temporary bus service to the elderly and people with disabilities.

The on-demand bus service was scheduled to start Feb. 29 using a contractor through Dallas Area Rapid Transit. DART's board of directors approved the plan last week.

Council members in McKinney rejected a motion on Tuesday that called for the city to kick in about \$8,800 a month for three months to help fund the service, citing concerns about the precedent it might set once the emergency help expires and the city's costs increase.

McKinney's vote to reject the plan was unexpected. DART had already been reaching out by phone to potential riders to alert them to the service starting at the end of the month. DART acknowledged at the meeting that those calls were premature.

DMN



# Texas transportation projects impacted by oil revenues

Posted: Monday, February 22, 2016 12:57 pm | Updated: 4:34 pm, Wed Feb 24, 2016.

**Texas transportation projects impacted by oil revenues** A. Lee Graham [lgraham@bizpress.net](mailto:lgraham@bizpress.net) | 0 comments

The shale revolution that enriched North Texas before oil prices plummeted may never regain its peak momentum, according to at least one industry observer.

"When are we getting back to \$100 a barrel? My answer to that is we're not," said Ed Ireland, executive director of the Barnett Shale Energy Education Council in Fort Worth and associate professor of energy and economics at Texas Christian University.

Speaking Feb. 19 at the Seventh Annual Northeast Tarrant Transportation Summit in Hurst, Ireland described an energy industry facing an oversupply of oil and natural gas that's pleased motorists but sent stock prices plummeting. The climate is especially worrisome considering that Texas transportation projects depend on funding from two propositions tied to oil and gas drilling.

Voters prioritized better roads and the ability to accommodate a growing motorist population by approving Proposition 1 in 2014 and Proposition 7 in 2015. The former constitutional amendment sends half of the oil and gas production tax revenue previously directed to the state's rainy day fund to the State Highway Fund for non-tolled roadways. Those dollars, also known as the severance tax, promise the State Highway Fund \$1.1 billion in the current fiscal year, \$594 million in fiscal 2017 and \$740 million in fiscal 2018, with the state comptroller projecting the latter two amounts based on collections from years prior to 2017 and 2018, respectively.

As for Proposition 7, the measure promises \$2.5 billion of annual state sales tax transferred to the State Highway Fund upon exceeding a \$28 billion floor. While low oil prices have caused some companies to downsize staff and operations, they actually have benefited the petrochemical industry, which Ireland said has caused an economic stimulus.

"Overall, I think Texas is going to be fine but there is going to be a period where some tax revenue is going to be lower than expected," Ireland said.

Sharing that outlook is Victor Vandergriff, a longtime Arlington auto dealer and attorney currently serving as a commissioner on the Texas Transportation Commission.

"Proposition 7 will give us a good opportunity to reach \$2.5 billion in fiscal 2018 and another \$500 million in fiscal 2020," said Vandergriff, predicting that will occur when the state fund exceeds the \$28 billion floor, which he expects to happen in May or June 2018. "It won't happen until then, we think," Vandergriff said.

"The good news is that we get reserves from the federal government to set up for right-of-way utility acquisitions and relocations. I think we'll be in a good position to advance projects in 2018," Vandergriff said.

Fueling that ability will be the state's untapped oil and natural gas resources.

“Texas has a lot of shale,” Ireland said. “There’s no reason why Texas can’t lead the United States to be the largest oil and gas producer in the world.”

#### North Tarrant Express construction continues

Motorists dreading the daily slog from downtown to far North Fort Worth have some relief on the horizon as Interstate 35W construction continues. According to Robert Hinkle, director of corporate affairs with NTE Mobility Partners LLC — comprising Ferrovial Agroman US. Corp. and Cintra US, among other companies — work on the \$1.4 billion project continues to progress, with Phase 1 expected to open in October 2016 and phase two in 2018.

For the segment between downtown and the Interstate 820 interchange (also known as segment 3A), the project is 40 percent complete and all right-of-way acquired for construction. Motorists should be aware that the direct connector from eastbound Loop 820 to northbound I-35W will become a right-hand exit, Hinkle emphasized.

They can also expect a break in construction on March 24-28 for Easter, and April 6-11 for Texas Motor Speedway activity.

# 35W Coalition – a driving force for mobility solutions

Coalition formed 10 years ago to advocate for transportation infrastructure improvements

Meet mobility needs of rapidly growing population and support economic development

More than 900 businesses and residents add a collective voice to solve mobility problems

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By Mac Churchill

Special to the Star-Telegram

More than 20 years ago, members of the Tarrant County business community, along with regional planners, began discussing how to ensure that our transportation infrastructure could keep pace with the incredible growth that was expected.

We wanted to support future economic development.

As AllianceTexas, the development centered on Alliance Airport, began to take off and development continued in the downtown core, mobility along the Interstate 35W corridor became a key focus of interest and concern.

In the early 2000's, as Fort Worth began a 13-year run as the fastest-growing large city in America, discussions led to a need for action.

We officially launched the I-35W Corridor Coalition, now known as the 35W Coalition, in a January 2006 press conference at Fort Worth's City Hall. Our plan was to advocate for transportation improvements in the community, along with stronger development standards along the corridor.

To celebrate the founding of the 35W Coalition and its many accomplishments over the past decade, the coalition is hosting an annual meeting and 10-year anniversary celebration Wednesday at the Speedway Club at Texas Motor Speedway.

This celebration will recognize the many individuals and organizations that have been involved to help to make the 35W Coalition a success. The progress made by the coalition, from the planning to the securing of funds for transportation improvements along the I-35W corridor, has made a tremendous impact on the North Texas region.

Within the last decade, the coalition has grown to include more than 900 businesses and residents. Leading North Texas companies and organizations are members because of the value the coalition provides and the difference it makes in finding solutions to the mobility issues affecting the region.

The 35W Coalition is dedicated to providing our community the best opportunity to make a difference, to improve our transportation infrastructure and to play an active role in enhancing the region's livability, sustainability and economic vitality.

Together, through determined advocacy, the coalition has been recognized by the Texas Department of Transportation and by state legislators as an important and influential authority for better transportation solutions in Tarrant County and the region.

We have achieved a great deal.

Our collective voice has made a difference in successfully advocating for transportation funding. This included grassroots efforts to encourage voters to make their voices heard in support of Proposition 1, which authorized the Legislature to allocate money from "Rainy Day Fund" savings to the State Highway Fund.

We did the same for Proposition 7, which dedicates up to \$2.5 billion of revenue from the sales and use tax to the State Highway Fund each fiscal year, beginning in 2018 and ending in 2032.

Additionally, we have heightened our private sector engagement in educating elected officials and policy makers about transportation funding needs through organized legislative visits and advocacy campaigns.

We have advanced the work on infrastructure projects like the North Tarrant Express along Loop 820 and Airport Freeway and now I-35W, which will ensure better mobility.

It has been a tremendous decade of progress for the 35W Coalition. We are extremely proud of the progress we have made and appreciate the dedication of so many of our members, constituents, partners and influencers to confront the transportation issues in our region.

We have proven that, collectively, we make a difference to improve our infrastructure, to help secure economic vitality and our quality of life in North Texas.

*Mac Churchill is the chairman of the non-profit transportation advocacy group 35W Coalition and president of Mac Churchill Acura in Fort Worth.*

*Read more here: <http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article62047377.html#storylink=cpy>*

# Dallas Dead Man's Curve Replacement Moving to Construction

Years of planning and neighborhood meetings completed

By **Ken Kalthoff**

After years of planning and delays, a replacement for the notorious Dead Man's Curve in Dallas is moving forward, Texas Department of Transportation officials said Friday. (Published Friday, Feb. 19, 2016)

After years of planning and delays, a replacement for the notorious Dead Man's Curve in Dallas is moving forward, Texas Department of Transportation officials said Friday.

Utility relocation is already underway on south Dallas land purchased over the years to remove the 90 degree turn on Highway 175 with a straight connection to Interstate 45.

A construction contract has been awarded and the Texas Transportation Commission is expected to formally approve the deal at a meeting in Austin next week, TxDOT representative Michelle Raglon said.

Construction on phase one could start by May.

"Well this is a really great opportunity for TxDOT and it's been a long time coming," Raglon said. "We've worked with the community in south Dallas."

Most neighbors are pleased, while some remain unhappy.

The phase one connection between 175 and I-45 will cost about \$104 million. Phase two turns the existing S.M. Wright Freeway north of the curve into a surface level boulevard, removing the freeway overpasses and ramps.

Businessman Ricky Svay said he relies on the 80,000 cars a day currently passing the liquor store he's run for 16 years just north of the curve.

"Every day I can't sleep, I worry so much," he said. "I don't know what's going to happen to my income."

Svay said the Boulevard plan reduces driveways at his business from four to one with many of his customers driving vehicles with trailers.

"I don't know how they're going to exit," Svay said. "They can enter, but where are they going to exit?"

Neighbors Janet Jackson lives a block from an S.M. Wright Freeway overpass. She said removing the freeway will be a tremendous improvement for the neighborhood.

"It's going to be very, very nice," she said. "It's going to take all that traffic away, the noise, all the sirens you hear in the deep night, all night long."

Resident Robert Randall said removing Dead Man's Curve will make the neighborhood safer.

"I am very excited that they're going to fix that problem because it has hurt a lot of people, tore up a lot of cars," Randall said. "After you complete it, everybody will realize it's the best thing that could have happened."

Raglon said the project includes a new TxDOT program to hire workers from the neighborhood. And additional connections to Grand Avenue from I-45 have also been added after meetings with neighbors.

“Some of the ramping was different, the beautification. We worked with the community with jobs and a lot of different parts on that. So we’re excited to be able to finally start,” Raglon said.

Plans call for six years of construction.

# DART addresses ‘Big Brother’ fears over facial recognition software



**Brandon Formby** Follow @brandonformby Email  
bformby@dallasnews.com

Published: February 17, 2016 4:43 pm

North Texas’ largest transit agency is about to appease safety advocates who have long called for security cameras on its light-rail trains. And it’s going one step further: using facial-recognition software on cameras throughout its system.

Dallas Area Rapid Transit trains will start getting cameras this summer. That’s roughly when the agency will pilot software that could be used for everything from monitoring train capacity to alerting law enforcement when a wanted person is on a DART bus.

Officials are already sensitive to potential fears that the agency is going a little too “big brother.” The software won’t be checking faces against existing law enforcement databases, drivers licence records or anything of the like. It will only be cross checking pictures that DART uploads into its own database.

“It’s only those that we have put in,” said DART police chief James Spiller.

So who will DART want to be looking out for? The exact details haven’t been decided. But Spiller said the software will likely be used when a law enforcement agency sends out alerts about missing or wanted people.

The technology could also alert the agency when frequent fare evaders who have been banned from a bus route or train line try to ride the system. It still hasn’t been decided if the software will be used that way, though.

“We could put those persons in there, too,” Spiller said.

All of the agency's buses already have cameras. So, too, do all train stations and some bus centers.

"Now it's time for us to move that over to trains," said DART spokesman Morgan Lyons.

DART has been eyeing security cameras on trains for about a decade. Calls for train cameras have often followed violent incidents or high-profile crimes on the light-rail cars. That includes an incident last year during which a man shot two fellow passengers on DART's Red Line.

A stabbing at a downtown Dallas station last year also sparked a petition demanding that DART increase security, including adding cameras on trains. More than 1,000 signed the online petition.

The agency is spending \$4.8 million to outfit 48 of its 163 train cars this year. All trains should have cameras by 2018.

Spiller said that even crimes on trains haven't been caught on video, suspects are frequently tracked down thanks to the cameras at stations where they disembark.

"When people run, we very often have very good pictures of them," Spiller said.

The software won't just be used to monitor crime or criminals. It will also help the agency monitor capacity of train cars, which is especially vital during major events like the State Fair of Texas and St. Patrick's Day. Having a better idea of real-time passenger loads will help the agency be more nimble in adding extra trains to busy lines.

The new train cameras will also serve as the agency's eyes when an incident like a medical emergency happens on a train.

"We will now have a different way to look in on activity," Lyons said.

Spiller hasn't chosen which buses, trains or stations will act as the facial-recognition test cases.

"Although I have some in mind," he said.



# Where to put Dallas' next deck park?

Published: 13 January 2016 05:06 PM

Updated: 14 January 2016 09:14 AM

## Related

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

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

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

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

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

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

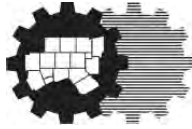
Recently, the Southern Gateway project has been adorned with a deck park proposal of its own. The proposal before the RTC includes a \$30 million provision that would

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

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

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

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



North Central Texas  
Council of Governments

## PRESS RELEASE

Contact: Amanda Wilson  
(817) 695-9284  
[awilson@nctcog.org](mailto:awilson@nctcog.org)

### **Mobility 2040, Transportation Conformity Focus of Public Meetings Feb. 9-15**

North Texans can provide input on transportation recommendations at public meetings, online

**Feb. 8, 2016** (Arlington, Texas) – Recommendations for major roadways, transit projects and bicycle and pedestrian infrastructure between now and 2040 in North Texas will be discussed during public meetings in February. Transportation Conformity, an analysis of air quality impacts from transportation sources, will also be featured.

NCTCOG is required to maintain a long-range plan for the region's multimodal transportation system covering a time horizon of at least 20 years. Staff are developing Mobility 2040, the next long-range plan, and will highlight draft recommendations as well as a list of near-term Transportation Improvement Program projects affected by the plan. In March, the Regional Transportation Council, the transportation policy committee comprised of local elected officials and transportation partners, is expected to adopt Mobility 2040.

In addition to long-range planning, staff also coordinate Transportation Conformity, a federal regulation requiring nonattainment areas to conduct air quality analysis on projects, programs and policies identified in transportation plans, federally funded projects or projects requiring federal approval. Ten Dallas-Fort Worth area counties are designated nonattainment for the pollutant ozone. Staff will present information regarding draft results for the 2016 Transportation Conformity.

AirCheckTexas Drive a Clean Machine Program, Dallas-Fort Worth Clean Cities annual report and recognition and the annual list of obligated projects will also be highlighted.

Following the meeting on Feb. 10, a video recording of the discussion will be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

<b>Public Meeting Details</b>		
<p><b>Tuesday, Feb. 9</b> <b>6:30 p.m.</b> Richardson Civic Center 411 W. Arapaho Road Richardson, TX 75080</p>	<p><b>Wednesday, Feb. 10</b> <b>2:30 p.m.</b> North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011</p>	<p><b>Monday, Feb. 15</b> <b>6:30 p.m.</b> Mary Lib Saleh Euless Public Library 201 N. Ector Drive Euless, TX 76039</p>

#### **About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://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](http://www.nctcog.org).

# # #

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**A JOINT RESOLUTION ADOPTING  
MOBILITY 2040: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH  
CENTRAL TEXAS AND THE 2016 TRANSPORTATION CONFORMITY DETERMINATION  
FOR THE DALLAS-FORT WORTH TEN-COUNTY NONATTAINMENT AREA  
(R16-01)**

**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), composed primarily of local elected officials, is the regional transportation policy body associated with NCTCOG and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the Fixing America's Surface Transportation Act (FAST Act) assigns the MPO the responsibility for developing and maintaining the Metropolitan Transportation Plan and Transportation Improvement Program and their periodic updates; and,

**WHEREAS**, the FAST Act requires the Metropolitan Transportation Plan and Transportation Improvement Program to include a financial plan to demonstrate the consistency of proposed transportation investments with available and projected sources of revenue; and,

**WHEREAS**, the Metropolitan Transportation Plan and Transportation Improvement Program were developed using the most recent federal guidance and applicable regulations; and,

**WHEREAS**, Mobility 2040: The Metropolitan Transportation Plan for North Central Texas was developed in cooperation with local governments, the Texas Department of Transportation, North Texas Tollway Authority, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, and other transportation agencies; and,

**WHEREAS**, the Civil Rights Act of 1964 and Executive Order 12898 mandate nondiscrimination and analysis of impacts to protected populations for all federally funded projects; and,

**WHEREAS**, the RTC's policy is to evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system; and,

**WHEREAS**, the FAST Act assigns the MPO the responsibility for carrying out the transportation conformity process in cooperation with the state and operators of publicly owned transit services; and,

**WHEREAS**, the Environmental Protection Agency (EPA) has designated the ten-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties as moderate nonattainment under the 2008 8-hour National Ambient Air Quality Standard for the pollutant ozone, effective July 20, 2012; and,

**WHEREAS**, the current RTC Metropolitan Planning Area includes all of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties; and,

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**WHEREAS**, the FAST Act and the Clean Air Act regulations require information regarding the development of the Mobility 2040: The Metropolitan Transportation Plan for North Central Texas and the 2016 Transportation Conformity analysis be available for public comment according to the adopted MPO public participation plan; and,

**WHEREAS**, the EPA has established a Transportation Control Measure process to ensure commitments of all federally enforced transportation projects contained in a State Implementation Plan are met; and,

**WHEREAS**, Mobility 2040: The Metropolitan Transportation Plan for North Central Texas and the 2016 Transportation Conformity have been recommended for adoption to the RTC by the NCTCOG Surface Transportation Technical Committee.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

- Section 1.** The Regional Transportation Council adopts Mobility 2040: The Metropolitan Transportation Plan for North Central Texas, including the “RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)” and the RTC Policy Bundle Initiative.
- Section 2.** The Regional Transportation Council approves the results of the 2016 Transportation Conformity, which demonstrates that implementation of Mobility 2040: The Metropolitan Transportation Plan for North Central Texas and appropriate Transportation Improvement Program will not cause any new violations of the air quality standard, increase the frequency or severity of violations of the standard, or delay timely attainment of the standard. This analysis uses the latest available information and the latest EPA-approved emissions estimation model. In addition, these results meet the requirements of the motor vehicle emissions budget test and demonstrating that Transportation Control Measures in approved State Implementation Plans are implemented in a timely fashion.
- Section 3.** The Regional Transportation Council requests staff to conduct a Transportation Control Measure substitution concurrently during the Transportation Conformity Interagency Consultation review. This substitution updates projects from their interim status. Subsequent final local action by the Regional Transportation Council on the Transportation Control Measure process and resulting 2016 Transportation Conformity analysis will follow.
- Section 4.** The development of Mobility 2040: The Metropolitan Transportation Plan for North Central Texas utilized the most recent regional demographic projections as adopted by the NCTCOG Executive Board on May 28, 2015.
- Section 5.** The recommendations included in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas meet financial constraint requirements and all federal nondiscrimination and Environmental Justice requirements and have no disproportionate impacts on protected populations.

**DRAFT**

- Section 6.** The Regional Transportation Council directs staff to appropriately amend other planning documents such as the Transportation Improvement Program and Unified Planning Work Program as needed to implement the policies, programs, and projects contained in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas.
- Section 7.** The development of Mobility 2040: The Metropolitan Transportation Plan for North Central Texas and the 2016 Transportation Conformity was conducted in accordance with NCTCOG's approved public participation plan, including presentation of draft recommendations and analysis results prior to Regional Transportation Council adoption.
- Section 8.** The latest public involvement information for the 2016 Transportation Conformity, including Mobility 2040: The Metropolitan Transportation Plan for North Central Texas, will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, and the Texas Commission on Environmental Quality.
- Section 9.** This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, Texas Commission on Environmental Quality, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and all impacted local governments.
- Section 10.** 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 March 10, 2016

---

Rob Franke, P.E., Secretary  
Regional Transportation Council  
Mayor, City of Cedar Hill



# The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Chad McKeown and Chris Klaus

March 10, 2016



# Mobility 2040 Prioritization and Expenditures

Maximize Existing System	<b>Infrastructure Maintenance</b> <ul style="list-style-type: none"> <li>Maintain &amp; Operate Existing Facilities</li> <li>Bridge Replacements</li> </ul>	\$37.4
	<b>Management and Operations</b> <ul style="list-style-type: none"> <li>Improve Efficiency &amp; Remove Trips from System</li> <li>Traffic Signals and Bicycle &amp; Pedestrian Improvements</li> </ul>	\$7.2
	<b>Growth, Development, and Land Use Strategies</b> More Efficient Land Use & Transportation Balance	\$3.6
Strategic Infrastructure Investment	<b>Rail and Bus</b> Induce Switch to Transit	\$27.2
	<b>HOV/Managed Lanes</b> Increase Auto Occupancy	\$43.4
	<b>Freeways/Tollways and Arterials</b> Additional Vehicle Capacity	
<b>Mobility 2040 Expenditures</b>		<b>\$118.9*</b>

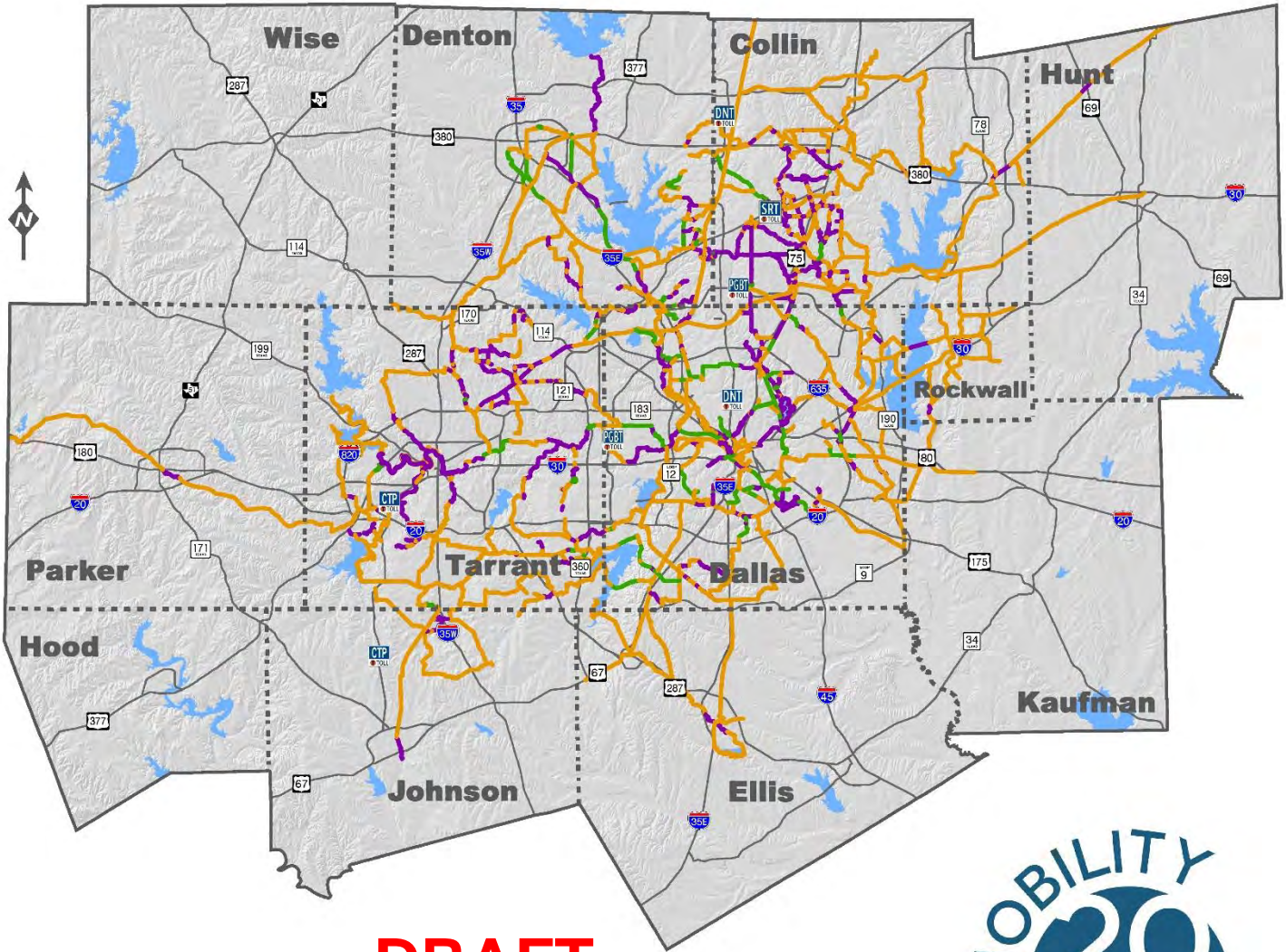
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\*Actual dollars, in billions. Values may not sum due to independent rounding.

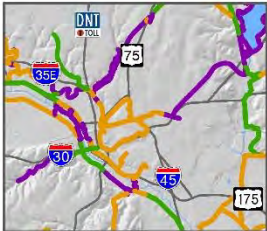
# Regional Veloweb

## Facility Status

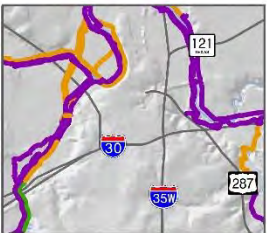
- Existing 442 Miles
- Funded 146 Miles
- Planned 1,288 Miles
- Total 1,876 Miles
- Major Roads



Dallas CBD



Fort Worth CBD

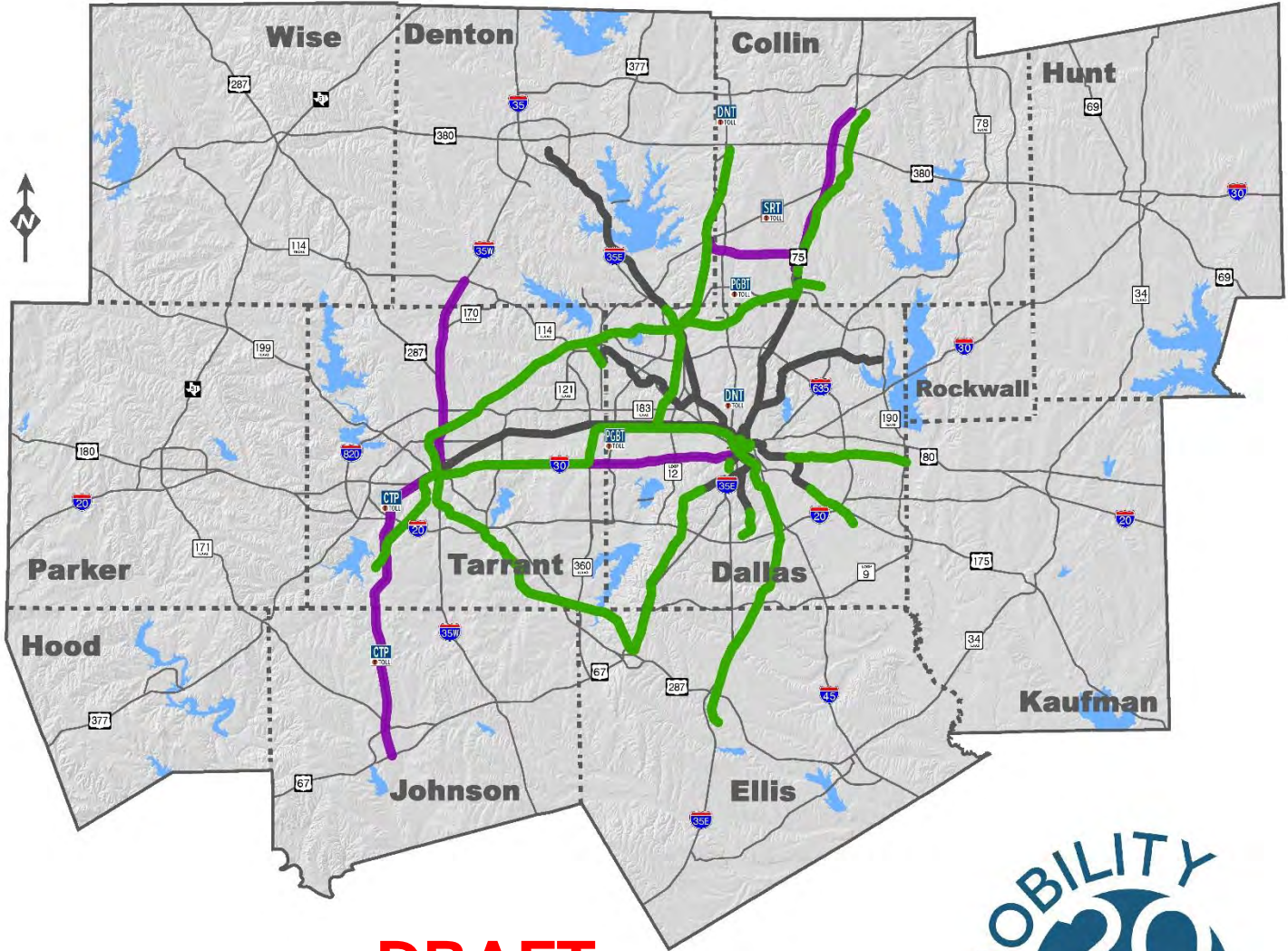


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# Major Transit Corridor Recommendations

-  Recommended Rail
-  Existing Rail
-  Recommended High-Intensity Bus
-  Major Roadways

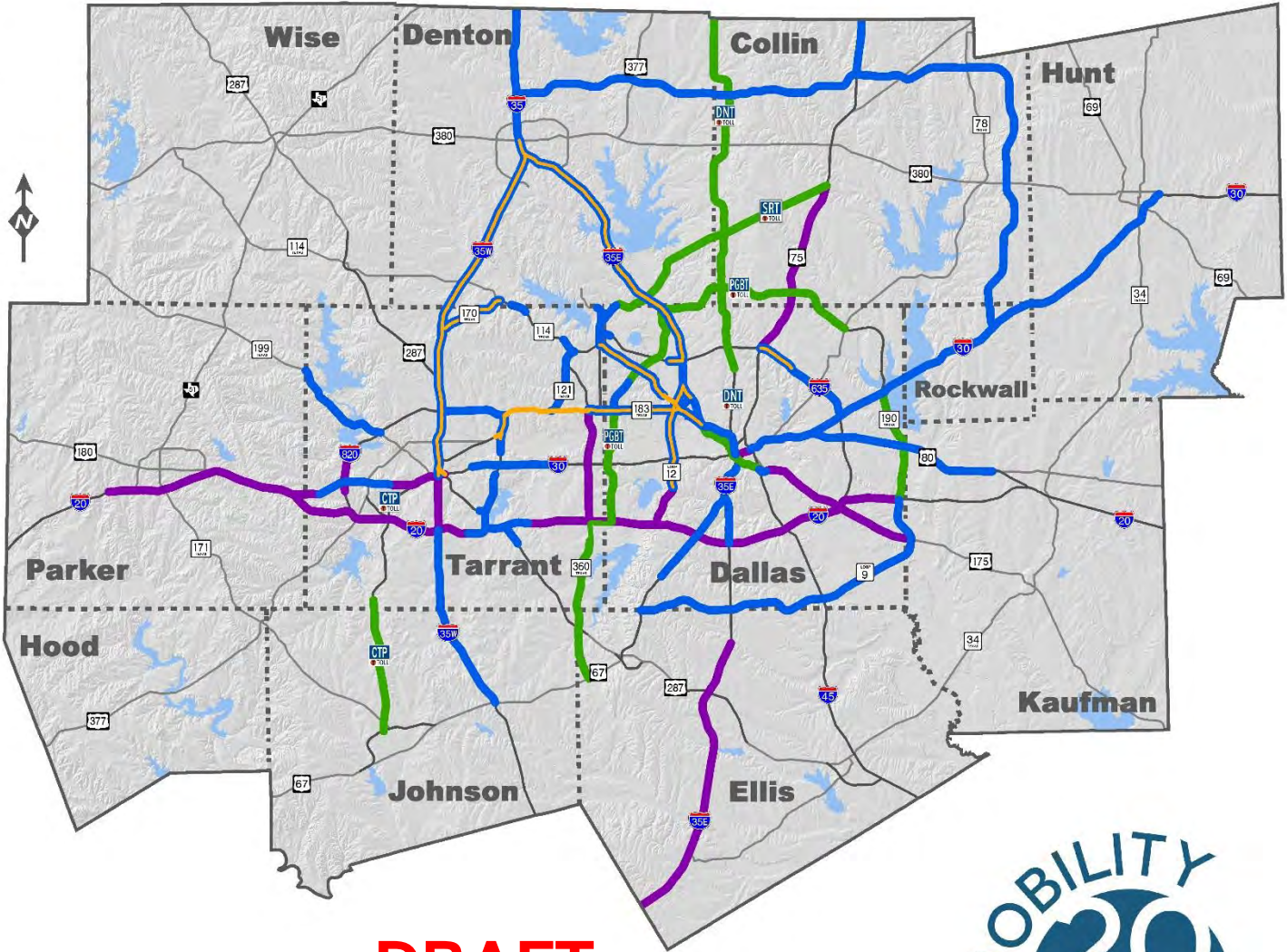


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# Major Roadway Recommendations

-  New or Additional Freeway Capacity
-  Additional Freeway Capacity and New Tolled Managed Lanes
-  New or Additional Tolled Managed Capacity
-  New or Additional Toll Road Capacity
-  Capacity Maintenance
-  Freeways/Tollways
-  Other Major Roadways

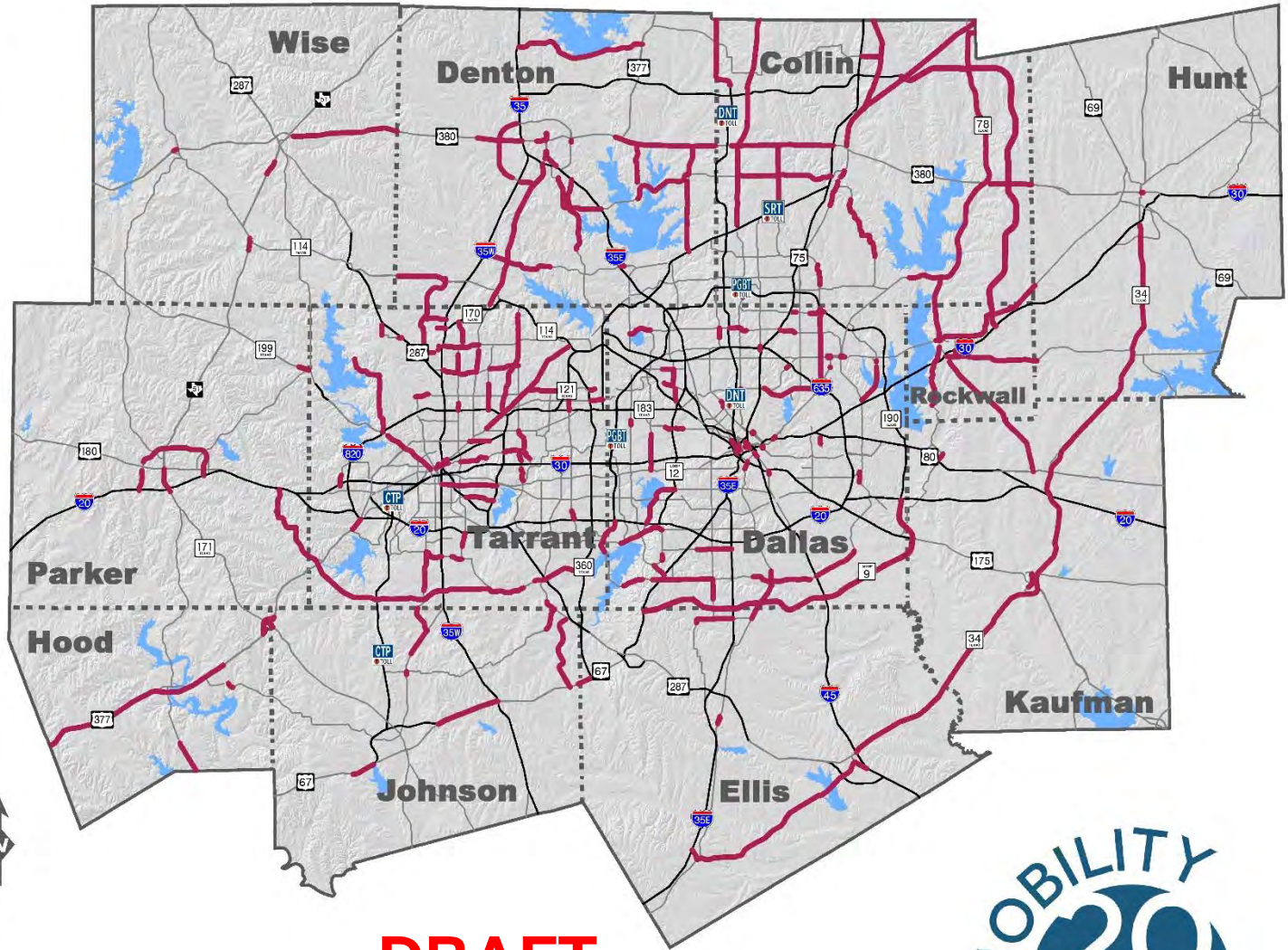


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# Funded Major Arterial Improvements





- Capacity Improvement
- Freeways/Tollways
- Other Major Roadways

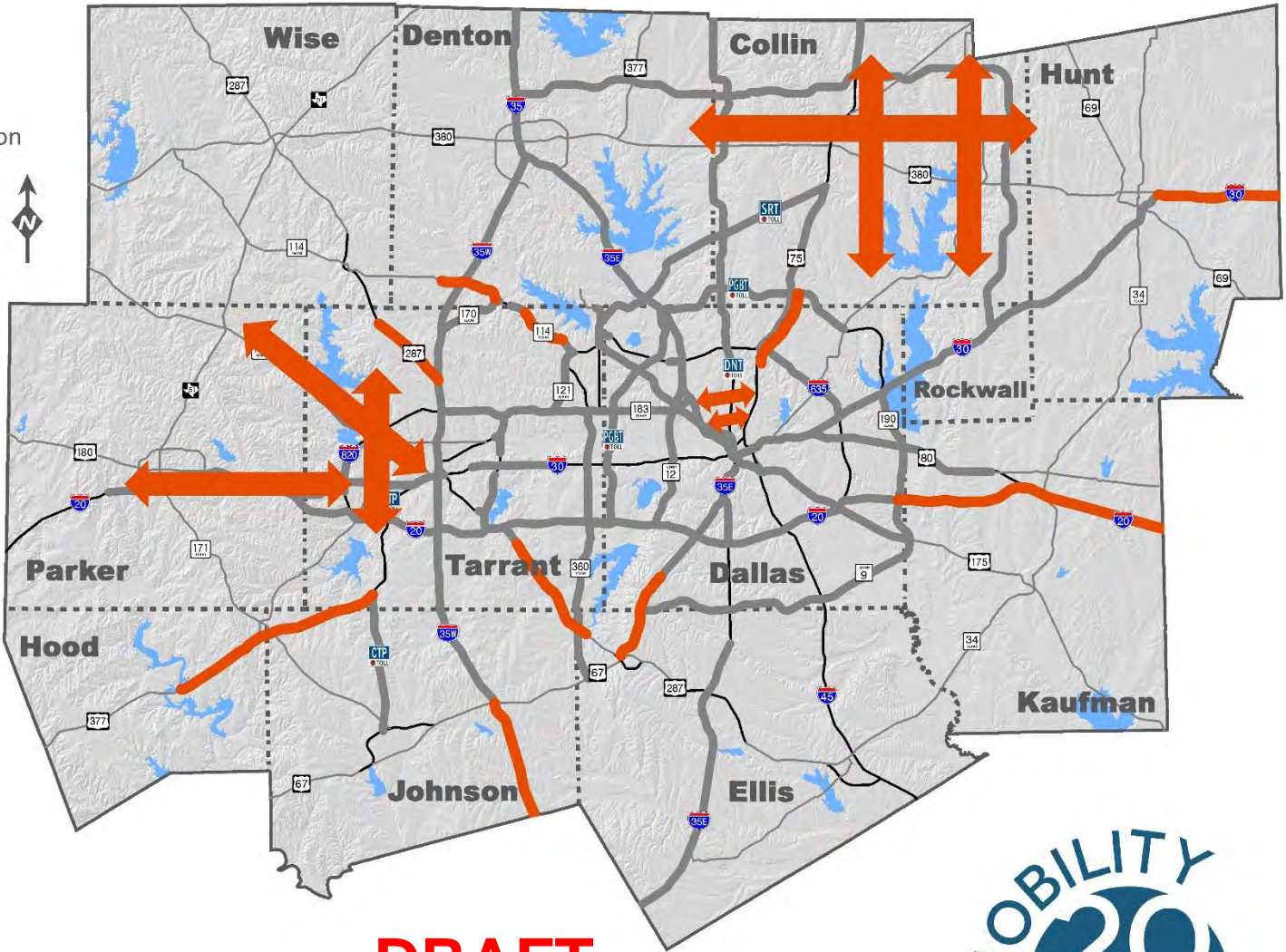


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# Illustrative Major Roadway Corridors for Future Evaluation

-  Corridors for Future Evaluation
-  Mobility 2040 Corridor Recommendation
-  Freeways/Tollways
-  Other Major Roadways



**DRAFT**



# Supplemental Policy Initiatives

- RTC Policy Bundle Initiative
  - Aims to find solutions beyond infrastructure improvements to achieve regional transportation goals
  - Participation is voluntary
  - Participating local governments would receive credits to help offset local funds on federal projects
- RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)
  - Calls for expedited project delivery
  - If rail cannot be expedited, review other options for early implementation

# Transportation Improvement Program (TIP) Impacts

- A subset of projects listed in the 2015-2018 TIP document will be impacted by scope, timing, and funding changes identified in Mobility 2040 recommendations.
- All impacted projects will be amended in the 2017-2020 TIP (vs. in the 2015-2018 TIP listings) as these projects are not being implemented prior to finalization of the new TIP.
- Subsequent TIP action will be consistent with Mobility 2040 and the 2016 Transportation Conformity.



# 2016 Transportation Conformity

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

**Analysis Years:** 2017, 2027, 2037, and 2040

**Latest Planning Assumptions:** MOVES2014 Emissions Model  
2014 Registration  
2014 Traffic Count Data  
2014 Meteorological Data

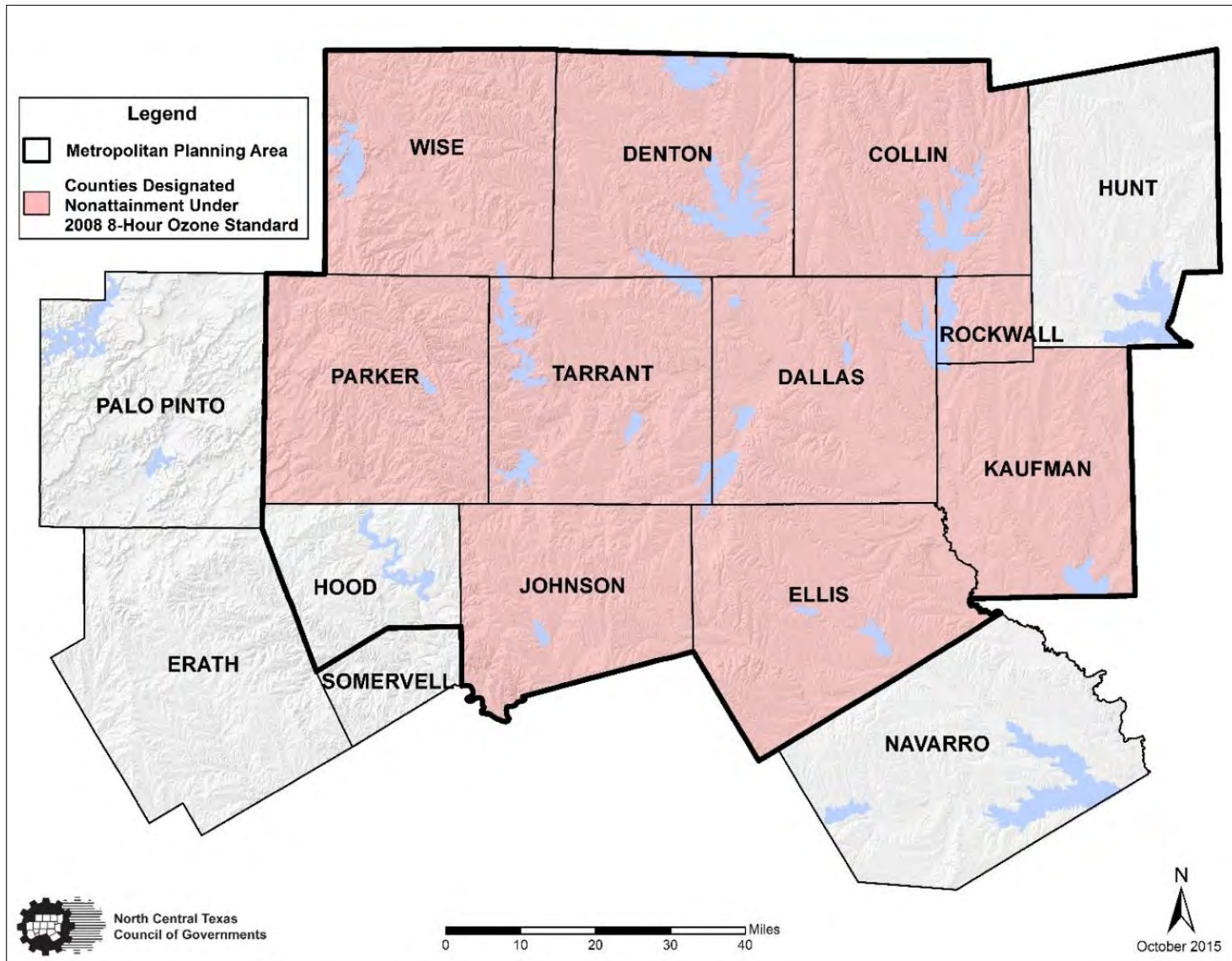
**Motor Vehicle Emissions Budgets (MVEBs)\***

**Nitrogen Oxides (NO<sub>x</sub>) = 148.36 tons/day**

**Volatile Organic Compounds (VOC) = 77.18 tons/day**

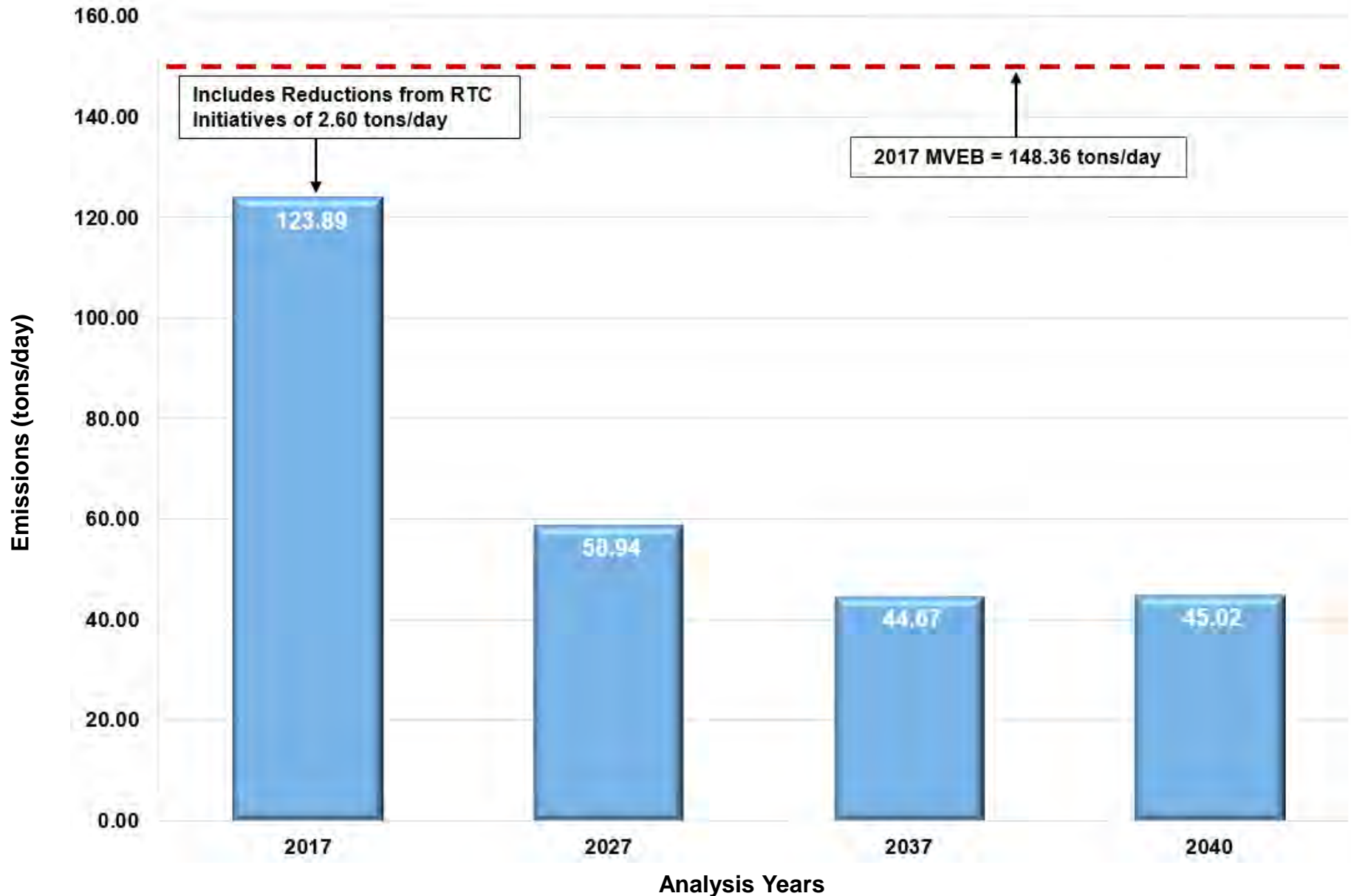
**Analysis Area:** Ten-County Ozone Nonattainment Area

# Ten-County Nonattainment Area Under the Eight-Hour Ozone Standard



# Nitrogen Oxides (NO<sub>x</sub>) Emission Results

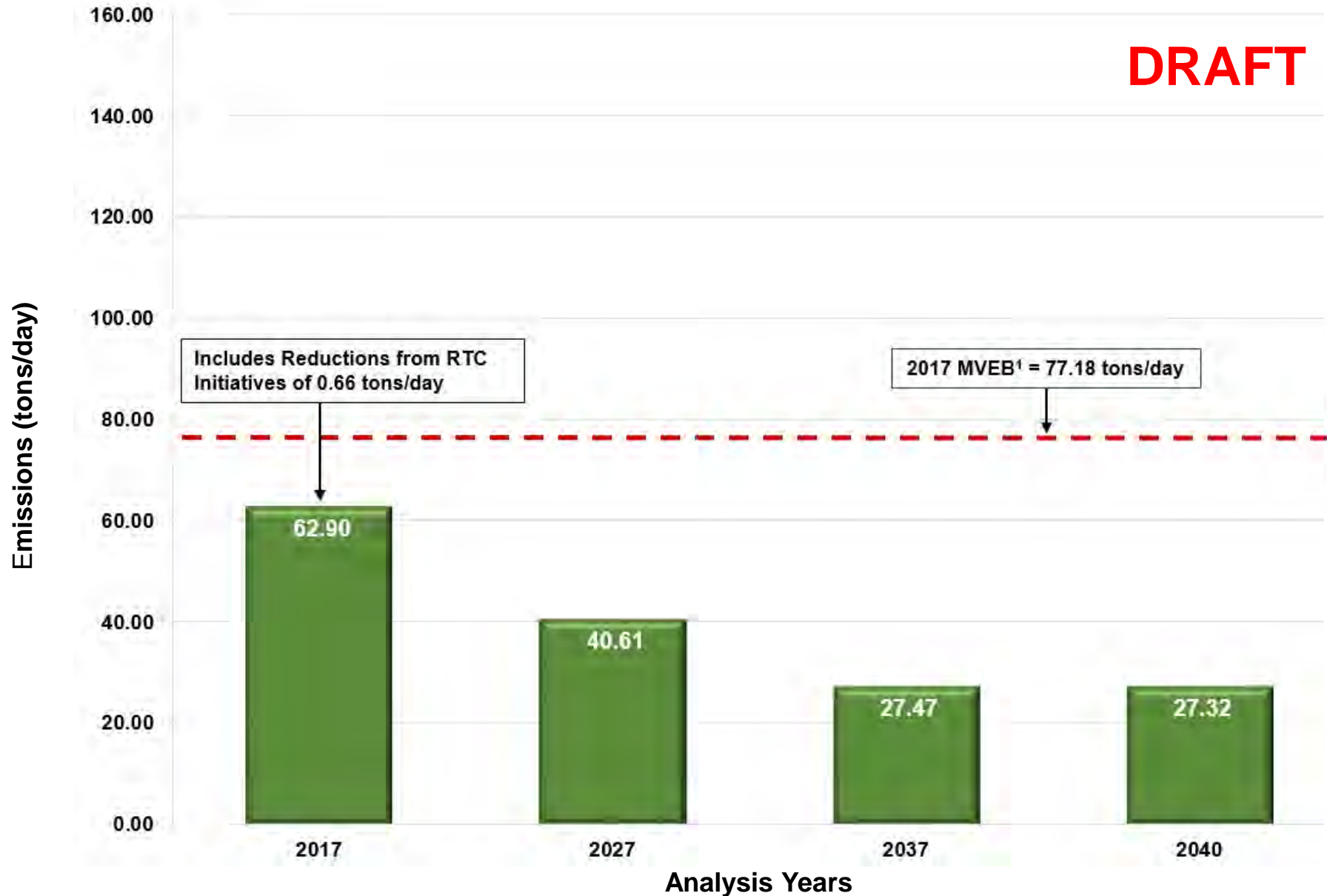
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<sup>1</sup> Source: Environmental Protection Agency Notice of Adequacy Status of the Dallas-Fort Worth, TX Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes; 81 FR 1184, <https://federalregister.gov/a/2016-339>.

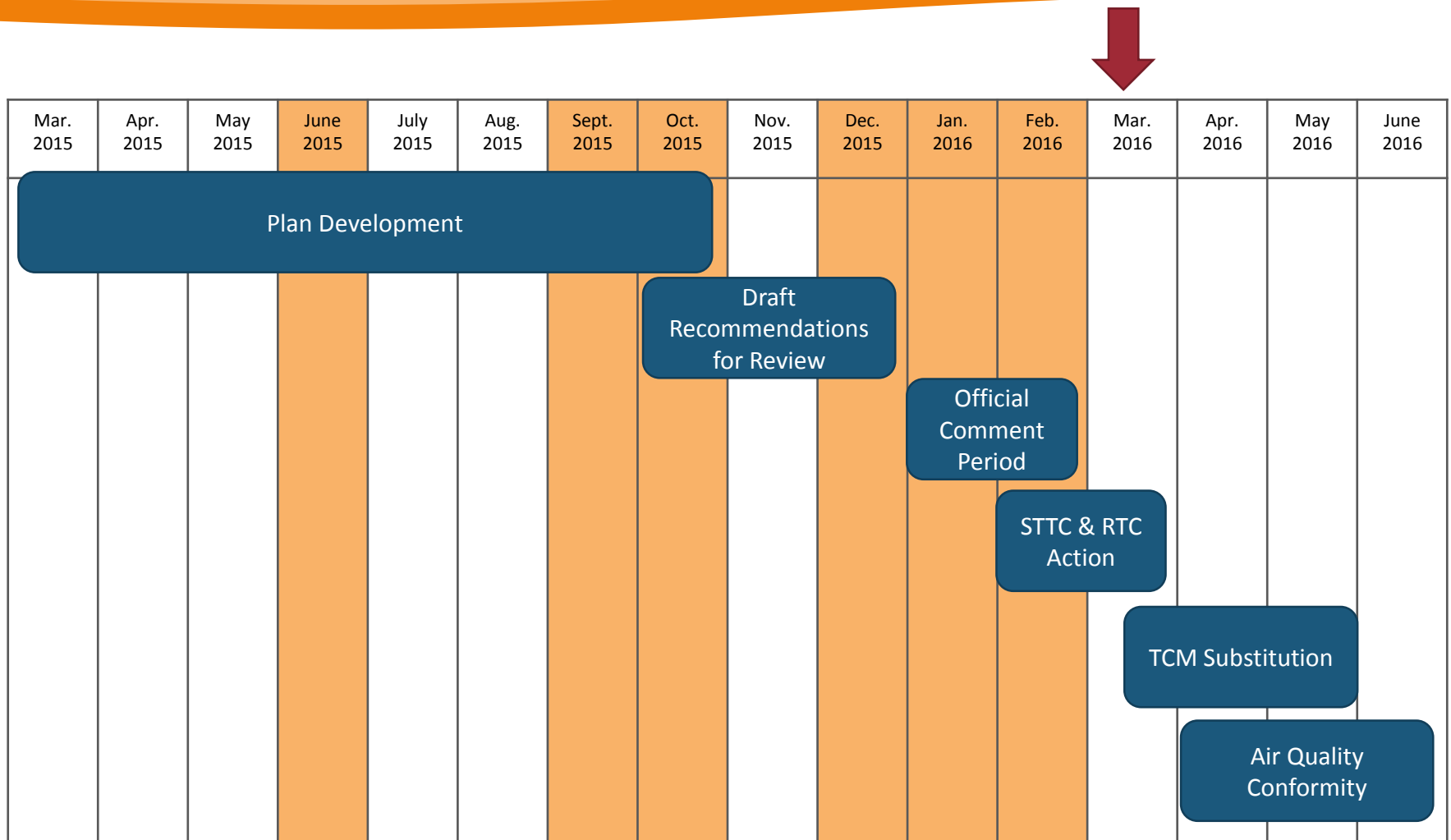
# Volatile Organic Compounds (VOC) Emission Results

**DRAFT**



<sup>1</sup> Source: Environmental Protection Agency Notice of Adequacy Status of the Dallas-Fort Worth, TX Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes; 81 FR 1184, <https://federalregister.gov/a/2016-339>.

# Schedule



Public meetings held during highlighted months.

# Request for Action

- Approve Mobility 2040
- Confirm the 2016 Transportation Conformity results
- Confirm that TIP related changes will occur through the 2017-2020 TIP approval process
- Approve the resolution R16-01 as outlined in the following slides

# Request for Action (continued)

## Approve Resolution (Reference Item 4.1)

**Section 1:** RTC adopts Mobility 2040: The Metropolitan Transportation Plan for North Central Texas, including the “RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)” and the RTC Policy Bundle Initiative.

**Section 2:** RTC approves the results of the 2016 Transportation Conformity, which demonstrates that implementation of Mobility 2040: The Metropolitan Transportation Plan for North Central Texas and appropriate TIP will not cause any new violations of the air quality standard, increase the frequency or severity of violations of the standard, or delay timely attainment of the standard.

**Section 3:** RTC request staff to conduct a Transportation Control Measure substitution concurrently during the conformity interagency consultation review. Subsequent final local action by the RTC on the TCM process and resulting conformity analysis will follow.

# Request for Action (continued)

**Section 4:** The development of Mobility 2040: The Metropolitan Transportation Plan for North Central Texas utilized the most recent regional demographic projections.

**Section 5:** The recommendations included in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas meet financial constraint requirements and all federal nondiscrimination and Environmental Justice requirements and have no disproportionate impacts on protected populations.

**Section 6:** RTC directs staff to appropriately amend other planning documents such as the Transportation Improvement Program and Unified Planning Work Program as needed to implement the policies, programs, and projects contained in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas.



# Request for Action (continued)

**Section 7:** The development of Mobility 2040: The Metropolitan Transportation Plan for North Central Texas and the 2016 Transportation Conformity was conducted in accordance with NCTCOG's approved public participation plan, including presentation of draft recommendations and analysis results.

**Section 8:** The latest public involvement information for the 2016 Transportation Conformity, including Mobility 2040: The Metropolitan Transportation Plan for North Central Texas, will be transmitted to the interagency conformity consultation partners (FHWA, FTA, EPA, TxDOT, and TCEQ).

**Section 9:** This resolution will be transmitted to FHWA, FTA, EPA, TxDOT, TCEQ, DART, FWTA, DCTA, NTTA, Collin County Toll Road Authority, and all impacted local governments.

**Section 10:** This resolution shall be in effect immediately upon its adoption.

# Websites

Additional information available online

Mobility 2040: [www.nctcog.org/mobility2040](http://www.nctcog.org/mobility2040)

Conformity: <http://www.nctcog.org/trans/air/conformity/>

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[Metropolitan Transportation Plan Home](#)

[Metropolitan Transportation Plan: Mobility 2040](#)

[Metropolitan Transportation Plan: Mobility 2035 - 2014 Amendment](#)

[Previous Metropolitan Transportation Plans](#)

[Regional Managed Lane System](#)

[Texas Metropolitan Mobility Plan \(TMMP\)](#)

[Transportation Resource Agency Consultation and Environmental Streamlining \(TRACES\)](#)

[Other Plan-Related Information](#)

[Transportation Home](#)

## Mobility 2040

The North Central Texas Council of Governments coordinates with cities, counties and transportation partners to plan road, transit, bicycle and pedestrian transportation for North Texas.

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) is required to maintain a long-term transportation plan that defines a vision for the region's multimodal transportation system and guides expenditures of state and federal transportation funds during the the next 20 plus years.

Staff are in the process of developing Mobility 2040, the next long-term transportation plan. Input received during the spring and summer from the public, cities, counties and transportation partners is especially beneficial. Draft recommendations are expected to be available in late 2015, and the Regional Transportation Council is expected to approve the new long-term plan in spring 2016.



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**DRAFT** [Mobility 2040 Document](#) | [Mobility 2040 Appendix A-D](#) **DRAFT**  
**DRAFT** [Mobility 2040 Appendix E](#) | [Mobility 2040 Appendix F-G](#) **DRAFT**

### [January 2016 Public Meeting Presentation](#)

**Regional Transportation Council**  
**December 10, 2015**  
[Proposed Freeway/Tollway Recommendations](#)

**Regional Transportation Council Mobility Plan Workshop**  
**November 12, 2015**  
[Agenda](#)  
[Presentation 1](#)  
[Presentation 2](#)

**Regional Transportation Council Mobility Plan Workshop**  
**July 9, 2015 | 11:30 am**  
[Agenda](#)  
[Presentaton](#)

**LBJ East Legislative Meetings**  
[Presentation 1](#)  
[Presentation 2](#)

Please [sign up](#) to stay involved in developing Mobility 2040, and [submit questions and comments](#). Additionally, please feel free to share this information with your friends, family and colleagues.

## Public Input

Results from two Mobility 2040 surveys, distributed online and at NCTCOG outreach events and meetings, are now available.

[Fall 2015 Survey Results >>>](#) [PDF]

[Spring/Summer 2015 Survey Results >>>](#) [PDF]

## Partner Coordination

[Local Government Review](#)

## Infographic: Transportation Choices for Our Future

Take a look at how the region is growing, funding transportation improvements, meeting traffic challenges and finding a way forward in the [Mobility 2040 infographic](#). [PDF]



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2/10/2016 4/01/09 MW

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

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

MTP Policy Bundle: Voluntary Measures

Action Type	Program Area	Policy Name	Policy	Agencies to Adopt or Implement								
				Cities	Counties	TxDOT	NTTA	Transit Authorities	ISDs			
<b>Existing Policy Tied to Funding</b>												
1	Governing Body Approval	Air Quality	Clean Fleet	Required for clean fleet funding as contained in <b>RTC Resolution R14-10</b> . Establish a framework for reducing emissions, reducing fuel consumption, partnering with NCTCOG/DFW Clean Cities, and training staff.			X	X	X	X	X	X
<b>Proposed Policies for Bundling</b>												
1	Joint Staff Coordination	Travel Demand Management	Employer Trip Reduction Program	Request local agency staff and NCTCOG staff to meet with all major employers (defined as employers with 250 or more employees) to discuss and encourage the implementation of voluntary Employer Trip Reduction Programs.			X	X				
2	Joint Staff Coordination	Safety	Wrong-Way Driving	Work with NCTCOG Staff and RTC to implement safety strategies to reduce wrong-way driving crashes.			X	X	X	X	X	X
3	Joint Staff Coordination	Security	Securing Transportation Infrastructure	Participate in the identification and development of a security plan for the top 10 regionally identified transportation infrastructure components.			X	X	X	X	X	
4	Joint Staff Coordination	Operations/Safety	Integration	Integrate all traffic operations systems between public sector entities, including sharing of data and video.			X		X	X	X	
5	Joint Staff Coordination	Operations/Safety	Copper Theft	Coordinate and share best practices to prevent copper wire theft supporting the operations and illumination of transportation infrastructure.			X	X	X	X	X	
6	Joint Staff Coordination	Sustainable Development	Parking Management	Work with NCTCOG staff to identify and develop parking management strategies within areas of higher density or trip generation. Strategies would include smart parking management policies to reduce excessive traffic circulation and to set standards for supply ratios that might encourage alternative modes of transportation such as: transit, shared parking, on-street parking provisions, bicycle parking, parking management technologies, parking districts, etc.			X				X	
7	Joint Staff Coordination	Sustainable Development	Safe Access to Schools	Engage TxDOT, the city, and all Independent School Districts within their jurisdiction agreeing to partner, to prepare and implement Safe Routes to School (SRTS) plans for existing and future schools, to address the 5 E's of engineering, education, enforcement, encouragement, and evaluation. Plans would include topics such as traffic operations, safety, bicycle, and walking access, etc.			X	X	X			X
8	Joint Staff Coordination	Freight	Railroad Safety	Improve railroad safety through public education, innovation, and partnering with local governments to address railroad crossing safety improvements.			X	X	X		X	X
9	Governing Body Approval	Safety	Traffic Incident Management	Require a comprehensive, coordinated, interagency approach to traffic incident management in the North Texas region modeled after <b>RTC Resolution R08-10</b> . This includes tracking performance measures based on regional definitions, collecting data, and monitoring progress (applies to local governments that respond to freeway incidents).			X	X	X	X		
10	Governing Body Approval	Sustainable Development	Land-Use Strategies	Develop sustainable land use strategies to support urban, rural, and suburban communities. A) Encourage form-based design, increased density, diversity of land uses, and multi-modal transportation options for areas of infill, redevelopment, historic main streets, and/or that are transit oriented, B) Develop strategies to protect rural land use and reduce suburban sprawl, or C) Encourage strategies that support areas of conservation, partnered with strategic economic growth and density.			X	X				
11	Governing Body Approval	Sustainable Development	School Siting Coordination	Engage TxDOT, the city, and all Independent School Districts within their jurisdiction to collaborate on the ISD's growth plans, the city's Comprehensive Plan, and other general coordination. Discussions should be had regarding school siting, safety, etc.			X	X	X			X
12	Governing Body Approval	Roadways	Complete Streets	Implement a local Complete Streets Policy including, but not limited to, the following: vision and intent, applicability, design, and implementation strategy.			X	X	X			
13	Governing Body Approval	Roadways	Urban Thoroughfare Revitalization	Implement land-use and transportation programs and policies to revitalize and redevelop aging infrastructure (at least 20+ years old) to provide context sensitive solutions for urban thoroughfares on the state roadway systems and other important community roadways that have significant development of commercial, retail, and other uses.			X	X	X			
14	Governing Body Approval	Environmental	Stormwater Management	Implement sustainable stormwater practices for transportation improvements and site development to promote improved water quality, flood control, and reduced run-off effects.			X	X	X	X	X	X
15	Governing Body Approval	Air Quality	Clean Construction	Encourage use of lower-emission construction equipment on transportation projects which are awarded federal funding by the RTC and conduct comparison studies to compare regular contracts.			X	X	X	X	X	X
16	Governing Body Approval	Transit	Transit Funding: Level 1	Allocate local funds to support public transit (e.g., participate as a member of a transit authority, contract for transit service, build transit-oriented developments).			X	X			X	
17	Ordinance	Air Quality	Idling Restrictions	Implement and enforce Locally Enforced Motor Vehicle Idling Limitations, consistent with <b>RTC Resolution R08-03</b> , which limits the idling of certain vehicles to 5 minutes or less and provides for enforcement mechanisms.			X	X				X
18	Ordinance	Freight	Freight-Oriented Development	Enhance freight-oriented land-use sustainability by requiring local governments to adopt compatible zoning requirements to property adjacent to freight-oriented development land uses.			X					
19	Ordinance	Aviation	Unmanned Aircraft Systems	Implement operational restrictions and other requirements of Unmanned Aircraft Systems (UAS) around regionally significant aviation facilities.			X	X				
20	Election	Transit	Transit Funding: Level 2	Participate in some form of membership with a transportation authority that results in rail transportation investments and more efficient land-use development.			X	X			X	
<b>Total</b>						20	17	12	7	10	7	
<b>Need 50% of Eligible Policies</b>						10	8	6	3	5	3	

**Joint Staff Coordination:** Regional Transportation Council staff and local agency staff work together to implement and encourage within the region. **Governing Body Approval:** Resolution, Court Order, Minute Order or other instrument reflecting governing body approval. **Ordinance:** Ordinance or other locally enforceable rule or law. **Election:** Requires an election in order to implement.

**DRAFT**

RTC Policy Position on Transit Implementation in the Cotton Belt Corridor  
(P16-01)

**Background**

Mobility 2035 proposes regional rail service in the Cotton Belt Corridor from southwest Fort Worth to Plano. The Fort Worth Transportation Authority (the T) is constructing rail service from downtown Fort Worth to the A/B station at the DFW International Airport. It is anticipated that the T will have a full funding grant agreement with the Federal Transit Administration in early 2016. In addition, the Fort Worth Transportation Authority has ordered rail vehicles that have been agreed to by Dallas Area Rapid Transit to operate in the eastern portion of the corridor (east of DFW International Airport). Mobility 2035 calls for a seamless connection of transit service between the two transportation authorities. It is anticipated that rail service will be operating in the western portion of the corridor in 2018. Dallas Area Rapid Transit has approved rail funding in their 2035 financial plan. This would provide full funding for rail by 2035.

**Policy Direction/Context**

The Regional Transportation Council requests in this policy that Dallas Area Rapid Transit explore possibilities in expediting rail service in the eastern side of the corridor. Dallas Area Rapid Transit may wish to consider public and public/private partnerships to advance rail service in a timeframe that closer matches the investment in the western side of the corridor. The Regional Transportation Council stands ready to assist Dallas Area Rapid Transit in any areas that may accomplish this objective. The reason for both a seamless rail connection and an expedited delivery is related to three factors:

- 1) The movement of a greater share of travel in the region by rail transportation aiding in reliability, safety and air quality.
- 2) The significant demand between the two sub-regions that wish to travel between Tarrant and Dallas County. A seamless connection that includes interlining rail service between the sub-systems without forcing a transfer will maximize transit benefits. Expediting service will aid in the meeting of this regional need. In addition to cross-regional transit movements is the desire to go to and from DFW International Airport and to transfer between the Cotton Belt and the Orange Line at the A/B station.
- 3) Investment in the rail component of the Regional Transportation System is essential and needs special focus to offset the magnitude and innovation of roadway investments within the region. Greater and special attention to innovative rail funding and financing is critical to deliver the appropriate balance of transportation investments to a region of 10.7 million person by 2040.

If rail service cannot be expedited, some form of DART selected premium transit service should be implemented to accomplish these policy objectives. Although a rail to bus transfer will reduce the demand for service between the regions (eliminating a one-seat ride) some attention to near term transit investment remains critical. Rail is preferred but some connection by premium bus transit is better than no service.

**Definitions**

Regional Rail - Rail service provided by commuter rail-type vehicles. In the Cotton Belt Corridor, these vehicles will be identical or similar to the FLIRT vehicles purchased by the Fort Worth Transportation Authority.

Seamless Connection – In this policy, seamless connection refers to the coordination of service between the Fort Worth Transportation Authority and DART. This policy anticipates the same technology between the two sub-regions, therefore, rail vehicles will need to have continuous interline scheduling between the areas resulting in no transfers for passengers. This is often referred to as a One Seat Ride. If rail service is delayed and premium transit service is implemented, sensitivity to the customer resulting in efficient transfers will need to be addressed.

Premium Transit Service – This level of service is referred to in Mobility 2040 as High Intensity Bus. This service could include such transit attributes as guaranteed travel times, additional passenger amenities and increased technology.

### **Mobility 2040 Recommendation**

Rail service along the entire corridor. The western sub-region will explore bus service on the Chisholm Trail as an interim measure south of Fort Worth. In the eastern sub-region, rail should be in place by 2035. Rail service may be possible before this timeframe. If rail service cannot be expedited within the next four years, Dallas Area Rapid Transit should explore the introduction of premium transit service in the corridor.

### **“Ten Year Plan” (Consistency with HB 20)**

Rail service along the entire corridor. The western sub-region will explore bus service on the Chisholm Trail as an interim measure south of Fort Worth. In the eastern sub-region, rail should be in place by 2027. Rail service may be possible before this timeframe. If rail service cannot be expedited within the next four years, Dallas Area Rapid Transit should explore the introduction of premium transit service in the corridor.

### **Quarterly Monitoring/Expedited Service**

Dallas Area Rapid Transit and the RTC Staff will present quarterly updates on the status of expediting rail service in the eastern corridor. If rail service cannot be expedited within four years, efforts will transition to premium transit service.

### **Expediting Bus Transit Improvements**

If premium bus transit service in the form of bus rapid transit is advanced, DART will provide additional information on the following questions.

How will bus rapid transit access DFW International Airport?

Where will bus rapid transit meet the western side regional rail line?

How will DART and the T minimize the impact of passenger transfers?

How will bus rapid transit be built in the Cotton Belt Corridor that has active freight service?

Will bus rapid transit cross conflicting north/south thoroughfare streets at-grade? If so, what traffic controls will be used?

How will bus rapid transit be built in the Cotton Belt Corridor that has no freight service?

Will bus rapid transit cross conflicting north/south thoroughfares at-grade in this section? If so, what traffic controls will be used?

**DRAFT**

If there are going to be arterial grade separations, would those structures be built for bus transit or regional Rail?

Would DART place all of the bus transit within the Cotton Belt right-of-way, or other parallel facilities?



**PROJECTS IN THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM/  
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM IMPACTED  
BY CHANGES IN MOBILITY 2040**

DISTRICT	TIP CODE	CSJ	PROJECT SPONSOR	CITY	HWY NO	LIMITS FROM	LIMITS TO	DESCRIPTION	SCOPE CHANGES TO BE MADE TO THE 2017-2020 TIP LISTINGS FOR CONSISTENCY WITH MOBILITY 2040
DALLAS	20210	0094-03-065	TXDOT-DALLAS	IRVING	SH 183	WEST OF SH 161	0.66 MILES WEST OF SL 12	RECONSTRUCT 6 TO 6 GENERAL PURPOSE LANES, 0 TO 2 CONCURRENT HOV/MANAGED LANES, AND 4/6 LANE TO 4/6 LANE DISCONTINUOUS FRONTAGE ROADS (PHASE 1)	CHANGE NUMBER OF MANAGED LANES FROM 0 TO 2 TO 0 TO 2/4 LANE CONCURRENT HOV/MANAGED LANES WITH NO CHANGES TO THE REST OF THE SCOPE
DALLAS	54066	0094-07-020	TXDOT-DALLAS	DALLAS	SH 183	WEST END OF ELM FORK TRINITY RIVER BRIDGE	IH 35E	FROM W END OF ELM FORK TRINITY RIVER BRIDGE TO EMPIRE CENTRAL DR: RECON 8 TO 8 GP LANES, 0 TO 2 HOV/MANAGED-C & 4/6 LN FR-D TO 4/6 LN FR-D; FROM EMPIRE CENTRAL DR TO IH 35E: RECON 6 TO 6 GP LANES, 0 TO 2 LN HOV/MANAGED-C & 4/6 LN FRONTAGE-C TO 4/6 LN FR-C (PHASE 1)	CLARIFY THAT MANAGED LANES ARE NOT PART OF THE TRANSITION SECTION FROM EMPIRE CENTRAL TO IH 35E
FORT WORTH	11153.2	0363-01-139	TXDOT-FORT WORTH	COLLEYVILLE	SH 26	HALL-JOHNSON ROAD	BROWN TRAIL	RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)	CHANGE SCOPE TO RECONSTRUCT 4 TO 6 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES
FORT WORTH	11517	0364-05-025	TXDOT-FORT WORTH	EULESS	SH 183	SH 121	SH 10	RECONSTRUCT EXISTING 6 TO 6 GENERAL PURPOSE LANES, 0 TO 2 CONCURRENT HOV/MANAGED LANES, AND 2/4 DISCONTINUOUS TO 2/8 LANE DISCONTINUOUS FRONTAGE ROADS (PHASE 1)	CHANGE SCOPE FOR MANAGED LANES ONLY TO 2 TO 4 CONCURRENT HOV/MANAGED WITH NO CHANGES TO THE REST OF THE SCOPE
FORT WORTH	55097	1068-02-127	TXDOT-FORT WORTH	ARLINGTON	IH 30	COOPER ST	DALLAS COUNTY LINE	WIDEN FROM 6 TO 10 LANES WITH 2 REVERSIBLE MANAGED LANES, MODIFICATIONS TO SH 360 CONNECTIONS, AND RAMP MODIFICATIONS	CHANGE SCOPE TO WIDEN 6 TO 8 LANES WITH 2 CONCURRENT HOV/MANAGED LANES, MODIFICATIONS TO SH 360 CONNECTIONS AND RAMP MODIFICATIONS
FORT WORTH	55098	1068-04-903	TXDOT-FORT WORTH	GRAND PRAIRIE	IH 30	DALLAS COUNTY LINE	SH 161	WIDEN FROM 6 TO 10 LANES WITH 2 REVERSIBLE MANAGED LANES AND MODIFICATIONS TO SH 161 CONNECTIONS	CHANGE SCOPE TO WIDEN 6 TO 8 LANES WITH 2 CONCURRENT HOV/MANAGED LANES, MODIFICATIONS TO SH 360 CONNECTIONS AND RAMP MODIFICATIONS

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

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## Transportation Conformity

Transportation Conformity is a federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects requiring federal approval. Conformity determinations must demonstrate consistency between emissions expected from the implementation of transportation plans and programs and Motor Vehicle Emission Budgets (MVEBs) in the applicable implementation plan. To meet this criterion, conformity determinations in nonattainment areas with adequate MVEBs from an applicable State Implementation Plan (SIP), must perform a MVEB test. For the MVEB test, the emissions analysis must demonstrate the estimated emissions are less than the MVEBs in the applicable implementation plan.

The determination of the analysis is a two-step process in metropolitan areas. The first step is for the Metropolitan Planning Organization (MPO) to make the initial transportation conformity determination at the local level. For the North Central Texas nonattainment area, this responsibility falls with the Regional Transportation Council (RTC), the MPO's policy body. The second step is for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to make a joint transportation conformity determination at the federal level. Upon favorable federal approval, a four-year window begins during which projects, programs, and policies identified in the Metropolitan Transportation Plan and Transportation Improvement Program may move toward implementation.

Select Language ? ?

### DRAFT 2016 Transportation Conformity Analysis and Documentation

The DFW 2008 Eight-Hour Ozone Reasonable Further Progress SIP revisions were adopted on June 3, 2015, and submitted to the Environmental Protection Agency (EPA) in July 2015. On January 11, 2016, EPA published the *Adequacy Status of the Dallas-Fort Worth, TX Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes*, effective January 26, 2016 (81 FR 1184).



### 2014 Transportation Conformity Analysis and Documentation

The DFW 1997 Eight-Hour Ozone Attainment Demonstration and DFW Reasonable Further Progress SIP revisions were adopted on December 7, 2011, and submitted to the EPA in January 2012. On February 1, 2013, EPA published the *Adequacy Status of the Dallas-Fort Worth, TX Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes*, effective February 19, 2013 (78 FR 7429).



[Previous Conformity Determination Letters](#)

**Resources:**

[Federal Highway Administration](#)

[Environmental Protection Agency](#)

2/8/2016 0CH

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



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

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

# IH 35E/IH 635 Interchange Rendering – IH 35E Managed Lanes “Y-Connection” Path



**NORTHBOUND  
IH35E EXPRESS  
(PM PEAK)**

**SOUTHBOUND  
IH35E EXPRESS  
(AM PEAK)**

Courtesy: AGL Constructors (2016)

DRAFT

**RESOLUTION APPROVING IH 35E/IH 635 Y CONNECTION  
REVENUE SHARING PRINCIPLES  
(R16-02)**

**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**, on July 11, 2013, the RTC adopted R13-05, Resolution Approving the Funding Strategy for IH35E Options that included a Y Connection (sometimes referred to as the "Wishbone Connection") in the IH 35E/IH 635 Interchange; and,

**WHEREAS**, the cost of the Y Connection is approximately \$45 million, which is being funded with Regional Toll Revenue funds pending approval and receipt of the IH 35E Transportation Infrastructure Finance and Innovative Act loan; and,

**WHEREAS**, the Y Connection is designed to allow IH 35E/LP 12 managed lane users to continue through the IH 35E/IH 635 Interchange on a continuous managed lane facility as opposed to exiting the managed lanes, mixing with general purpose traffic through the interchange, and reentering the managed lanes after the interchange; and,

**WHEREAS**, the Y Connection increases revenue to the LBJ Project and the LBJ Comprehensive Development Agreement (CDA) provides for the allocation of increased revenue in such projects; and,

**WHEREAS**, the Texas Department of Transportation (TxDOT) and the LBJ Infrastructure Group (LBJIG) have been in discussions concerning the appropriate allocation of the increase in revenue to the LBJ Project; and,

**WHEREAS**, TxDOT is requesting RTC staff to assist TxDOT and LBJIG in developing a fair revenue sharing position; and,

**WHEREAS**, it is in the RTC's interest to assist TxDOT and LBJIG in developing a fair revenue sharing position for the Y Connection, and the RTC desires to establish the principles to facilitate a resolution of this issue.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

**Section 1.** In response to TxDOT's request, the Regional Transportation Council approves the following principles to assist TxDOT and the LBJ Infrastructure Group develop a fair revenue sharing position with respect to the increase in revenue to the LBJ Project due to the Y Connection:

- a. Any proposed revenue sharing position should recognize that TxDOT and LBJIG are still in the early phase of their long-term, on-going contractual relationship. This may be one of many instances where TxDOT and LBJIG are negotiating

**DRAFT**

revenue issues during the term of the CDA, and the resolution of the Y Connection should be used to further establish the excellent working partnership between TxDOT and LBJIG;

- b. Any proposed revenue sharing position should minimize the risk of an all-or-nothing approach and should reflect a mutually beneficial (i.e, win-win) position for the parties;
- c. Any proposed revenue sharing position should be adjusted to appropriately account for the source funds used to construct the Y Connection. There are various scenarios that could be developed to incorporate this principle;
- d. Although TxDOT and LBJIG have specific contractual interests in the outcome, any proposed revenue sharing position should also incorporate the interests of the Dallas-Fort Worth region;
- e. To the extent possible, any revenue sharing position should streamline the implementation of other RTC policy interests (e.g., high-occupancy vehicle discounts, traveler rebates, toll tag utilization rates, etc.).

**Section 2.** The RTC volunteers RTC staff to be available to TxDOT and LBJIG to facilitate the negotiation and resolution of the Y Connection revenue sharing issue consistent with the principles outlined herein.

**Section 3.** This resolution shall be transmitted to the Texas Transportation Commission, TxDOT Executive Director, TxDOT Dallas District Engineer, and the LBJ Infrastructure Group.

**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 March 10, 2016.

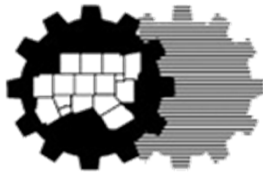
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Rob Franke, P.E. Secretary  
Regional Transportation Council  
Mayor, City of Cedar Hill



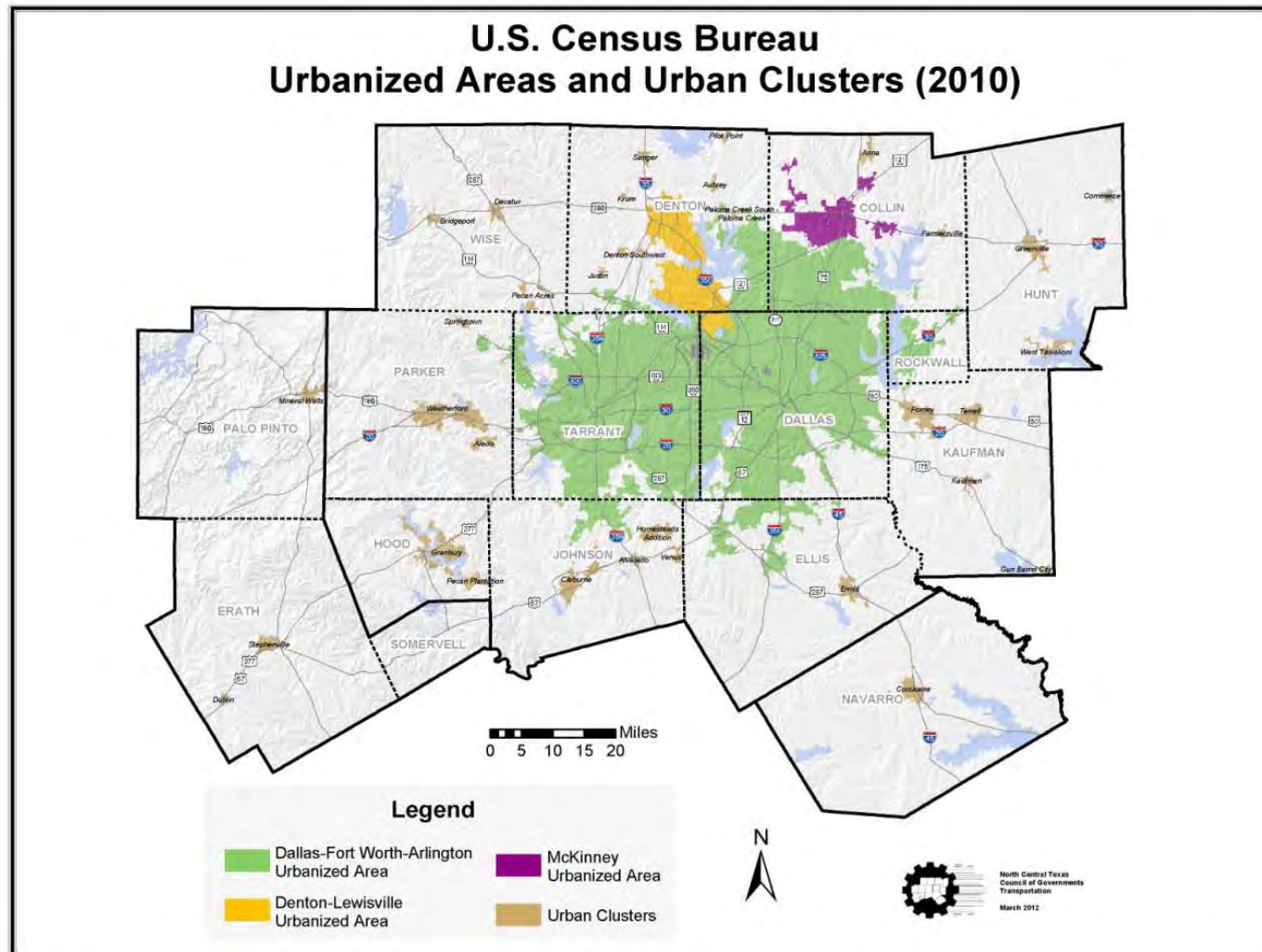
# DIRECT RECIPIENT STATUS FOR THE MCKINNEY URBANIZED AREA (UZA)

## Regional Transportation Council



Michael Morris, P.E.  
Sarah Chadderdon, AICP  
March 10, 2016

# Background







# McKinney UZA

## Population

170,030 (2010 Census)

## Cities

McKinney, Princeton, Prosper, Celina, Melissa and Lowry Crossing

## Annual Urbanized Area Formula Allocation

\$2.6M

## Direct Recipient Status History

Through 2013: Collin County Area Regional Transit (CCART)

2014 – Present: Texoma Area Paratransit System (TAPS)

Future: North Central Texas Council of Governments (NCTCOG)  
(proposed)



## Eligible Direct Recipients

Public agencies (e.g., metropolitan planning organizations) may serve as Direct Recipient, including:

Cities

Counties

Councils of Governments

State Agencies

Metropolitan Transit Authorities

Public transportation agencies that are political subdivisions of the State of Texas (e.g. TAPS)



# Small Urbanized Area Requirements

The Federal Transit Administration (FTA) has very specific roles and responsibilities for allocating and receiving federal funds. In small urbanized areas:

## MPOs

Regional Transportation Council programs funds  
Ensures coordinated planning

## Designated Recipient (i.e., TxDOT)

Allocates and apportions funding  
Responsible for oversight and compliance

## Direct Recipient

Receives funds directly from FTA  
Decides how service gets provided and identifies local needs  
Identifies local partnerships and matching funds  
Must ensure compliance with State and federal rules

# Timeline

<b>ACTION</b>	<b>WHEN</b>
TAPS ceases public transportation service in the McKinney Urbanized Area	December 2015
Coordination with cities in the McKinney Urbanized Area regarding Direct Recipient status	Ongoing
Federal Transit Administration releases FY2016 apportionment	February 16, 2016
STTC: Action Item	February 26, 2016
RTC: Action Item	March 10, 2016
Send selected Direct Recipient to the Governor (i.e., TxDOT)	March 2016
Receive TxDOT and FTA approval	April 2016
Texas Transportation Commission allocates FY2016 funds for small urbanized areas	April 28, 2016



## Requested Action

**Concurrence of NCTCOG serving as the Direct Recipient of Federal Transit Administration funds for the McKinney Urbanized Area**



# Contacts

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**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION  
DRAFT RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
<b>PROJECTS PROPOSED FOR CANCELLATION</b>														
1992 CALL FOR PROJECTS	2785	DART	DALLAS	N/A	2015	LEMMON AVENUE FROM BLUFFVIEW TO AIRDROME	WIDEN FROM 6 TO 8 LANES DIVIDED URBAN FROM BLUFFVIEW TO UNIVERSITY; RECONSTRUCT FROM 6 TO 6 LANES FROM UNIVERSITY TO AIRDROME	\$1,525,000	LOCAL (DEFEDERALIZATION)	DART AND CITY SUPPORT DELETION	N/A	NO	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; DART AND CITY OF DALLAS RECOMMEND CANCELLATION	MEETING NEEDED TO DISCUSS AGENCY COMMITMENT AS PART OF THE DEFEDERALIZATION PROCESS
1992 CALL FOR PROJECTS	2795	DART	DALLAS	03/2016	2015	HARRY HINES BLVD AT MOCKINGBIRD LANE	INTERSECTION IMPROVEMENTS; INCREASE EB LEFT TURN STORAGE AND NB RAMP IMPROVEMENT	\$500,000	LOCAL	DART AND CITY SUPPORT DELETION	N/A	NO	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; DART AND CITY OF DALLAS RECOMMEND CANCELLATION	MEETING NEEDED TO DISCUSS AGENCY COMMITMENT AS PART OF THE DEFEDERALIZATION PROCESS
2001 PARK IN RIDE CALL FOR PROJECTS	11189.5	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	09/2017	2018	IH 820 AT SH 26 INTERCHANGE	CONSTRUCT 100 SPACE PARK AND RIDE FACILITY IN TXDOT ROW BENEATH FM 1938 RAMPS AT NE MALL INTERCHANGE	\$300,000	CMAQ	YES	YES	N/A		CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT
2005-2006 PARTNERSHIP PROGRAM 3	11749	FRISCO	FRISCO	03/2016	2016	MAIN ST WEST OF DNT	ADD 2 EASTBOUND DEDICATED LEFT TURN LANES ON MAIN STREET WEST OF THE DALLAS NORTH TOLLWAY	\$255,900	CMAQ	NO	N/A	NO	CITY REQUESTS CANCELLATION OF PROJECT AND NOTES THAT THIS WORK WILL BE COMPLETED WITH LOCAL PROJECTS	CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT
<b>PROJECTS UNDER CONSTRUCTION OR RECENTLY LET</b>														
1999 CALL FOR PROJECTS	11018.2	DALLAS	DALLAS	10/2015	2015	KATY TRAIL FROM ELLSWORTH AVE TO WORCOLA STREET IN CITY OF DALLAS	CONSTRUCT ELEVATED PEDESTRIAN BRIDGE ON KATY TRAIL - PHASE 6	\$8,100,000	RTR	YES	YES	YES		PROJECT UNDER CONSTRUCTION; CONFIRM FUNDING
2005-2006 PARTNERSHIP PROGRAM 3	11808.1	DALLAS	DALLAS	12/2015	2016	CITYWIDE SIGNAL RETIMING AND INSTALL ADVANCED VEHICULAR DETECTION EQUIPMENT	TRAFFIC SIGNAL IMPROVEMENT (ON SYSTEM & OFF SYSTEM)	\$519,560	CMAQ	YES	YES		CONSTRUCTION BEGAN IN DECEMBER 2015, TO BE COMPLETED IN DECEMBER 2016	PROJECT UNDER CONSTRUCTION; CONFIRM FUNDING
1992 CALL FOR PROJECTS	533	DART	DALLAS	NA	2015	LEMMON AVENUE AT BLUFFVIEW	INTERSECTION IMPROVEMENTS	\$2,245,000	LOCAL (DEFEDERALIZATION)	YES	N/A	NO	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; CITY OF DALLAS RECOMMENDS CANCELLATION	CHANGE SCOPE AND CONFIRM FUNDING
2005 PARTNERSHIP PROGRAM 2	11584	DART	IRVING	07/2016	2013	TRE DOUBLE TRACKING AT VALLEY VIEW (TAR/DAL CL) AND WEST IRVING	CONSTRUCT SECOND TRACK FROM DALLAS/TARRANT COUNTY LINE (AT VALLEY VIEW LN) TO WEST IRVING STATION	\$4,752,000	CMAQ	NO	?	?	FUNDS PREVIOUSLY TRANSFERRED TO DART, CONSTRUCTION MAY BE COMPLETED, BUT SPECIFIC DATES ARE UNKNOWN	STATUS UNKNOWN; NEED DETAILS FROM DART

**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION  
DRAFT RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
2005 PARTNERSHIP PROGRAM 2	11547	FWTA	FORT WORTH/ HURST	05/2014	2012	TRE CROSSING AT PRECINCT LINE	UPGRADE CROSSING BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON-MOUNTABLE CURB MEDIAN	\$1,620,000	CAT 12(S)	YES	YES	YES	PROJECT COMPLETE AS OF SEPTEMBER 2015	PROJECT COMPLETE; NO ACTION NEEDED
2002 STRATEGIC PROGRAMMING INITIATIVE	11450	LANCASTER	LANCASTER	08/2015	2015	DANIELDALE RD FROM IH 35E TO HOUSTON SCHOOL RD	RECON. 2 LN UNDIV TO 2 LN UNDIV URBAN FROM IH 35E NB FR RD TO LONGHORN TRL & RECON. 2 LN UNDIV TO 3 LN UNDIV WITH CONTIN. CNTR TURN LN W/TRANSITION LNS, SIGNALS, & ADD COMBO LNS FOR LT & RT TURN LNS FROM LONGHORN TRL TO HOUSTON SCHOOL RD	\$6,194,242	STP-MM; EARMARK; LOCAL	YES	YES	YES		CONFIRM FUNDING AS PROJECT BID IN AUGUST 2015
1999 CALL FOR PROJECTS	11197	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	12/2015	2016	RUFE SNOW DRIVE FROM MID- CITIES BLVD TO 0.02 MILE SOUTH OF RIDGETOP ROAD	WIDEN FROM 4 LANES TO 6 LANES WITH A CONTINUOUS CENTER LEFT- TURN LANE AND ADDITIONAL TURN LANES AT MAJOR INTERSECTIONS (MID-CITIES, HIGHTOWER, AND CHAPMAN)	\$18,803,236	STP-MM; LOCAL	YES	YES	YES		CONFIRM FUNDING AS PROJECT FUNDS HAVE BEEN OBLIGATED
2005-2006 PARTNERSHIP PROGRAM 3	11850	PLANO	PLANO	06/2014	2014	15TH STREET FROM AVENUE G TO CHISHOLM TRAIL AT 15TH STREET	ENHANCE PEDESTRIAN CROSSING, RECONSTRUCT EXISTING PAVEMENT, IMPROVE BUS STOP LOCATIONS, OPTIMIZE TRAFFIC SIGNALS, MODIFY SIDEWALKS AND DRIVEWAY APRONS, BIKE TRAIL, PROVIDE WAY FINDING SIGNAGE, AND LANDSCAPING	\$2,350,000	RTR	YES	YES	YES	PROJECT LET IN SEPTEMBER 2014	CONFIRM FUNDING AS PROJECT IS UNDER CONSTRUCTION
2005-2006 PARTNERSHIP PROGRAM 3	11580	TXDOT DALLAS	CARROLLTON	08/2015	2015	BICYCLE CONNECTION LINK FOR CARROLLTON TRANSIT DISTRICT	2 BICYCLE TRAIL LINKS EXTENDING NORTHEAST FROM DOWNTOWN CARROLLTON DART STATION; ONE TRAIL PARALLELS HUTTON BRANCH CREEK/BNSF RAIL LINE AND THE OTHER IS PARALLEL TO THE COTTONBELT RAIL LINE	\$343,020	CMAQ	YES	YES	UNDER REVIEW		CONFIRM FUNDING
TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11252.2	TXDOT FORT WORTH	FORT WORTH	01/2016	2016	EAST ROSEDALE STREET FROM WEST OF MILLER TO STALCUP WEST OF IH 820	RECONSTRUCT FOUR LANES TO FOUR LANES DIVIDED WITH A RAISED MEDIAN (PHASE 2)	\$13,309,820	TXDOT PE; STP-MM; CAT 12(S); CAT 12; LOCAL	YES	YES		PROJECT LET IN JANUARY 2016	CONFIRM FUNDING AS PROJECT IS UNDER CONSTRUCTION
2005-2006 PARTNERSHIP PROGRAM 3	11754.1	TXDOT FORT WORTH	HUDSON OAKS	10/2014	2015	ON LAKESHORE DRIVE AT US 180/IH 20	IMPROVEMENTS AT LAKESHORE DRIVE, US 180, AND IH 20 FRONTAGE ROADS, CONSTRUCT TURNAROUND BRIDGE, AND WIDEN EXISTING LAKESHORE DRIVE BRIDGE TO ACCOMMODATE TURN LANES	\$9,173,848	CMAQ; DISTRICT DISCRETIONARY; CAT 12(S); LOCAL	YES	YES	YES		CONFIRM FUNDING AS PROJECT HAS LET



**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION  
DRAFT RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
<b>PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2016</b>														
2005-2006 PARTNERSHIP PROGRAM 3	11144	ARLINGTON	ARLINGTON	3/2016	2016	BIKEWAYS CITYWIDE	DEVELOP BIKE LANES AND BIKE ROUTES WITHIN CITY LIMITS	\$260,000	CMAQ	NO (NOT RECENT)	YES	UNDER REVIEW		RECONFIRM FUNDING AS PROJECT WILL LET IN FY 2016
2005-2006 PARTNERSHIP PROGRAM 3	11746	DALLAS	DALLAS	01/2016	2016	CITY OF DALLAS SAFETY PROGRAM	ASSESSMENT AND IMPLEMENTATION OF DALLAS SAFETY PROGRAM TO IMPROVE SAFETY AT INTERSECTIONS	\$875,000	STP-MM; CMAQ	YES	YES	YES	LPAFA EXECUTED; SCOPE CHANGE TO INCLUDE SIGNAL TIMING IMPROVEMENTS AND INSTALLATION OF ADVANCED VEHICLE DETECTION EQUIPMENT; PROJECT LET 01/2016	CHANGE SCOPE TO SIGNAL AND INTERSECTION IMPROVEMENTS; RECONFIRM FUNDING
2005-2006 PARTNERSHIP PROGRAM 3	11727	DALLAS COUNTY	DALLAS	10/2016	2016	MEDICAL DISTRICT DR FROM IH 35E TO HARRY HINES BLVD	RECONSTRUCT AND WIDEN FROM 4- LANE TO 6-LANE DIVIDED	\$22,220,458	STP-MM; LOCAL; EARMARK	YES	YES	UNDER REVIEW	NEED TXDOT CONFIRMATION OF SCHEDULE	CONFIRM FUNDING AND MOVE TO FY 2017 PENDING FINANCIAL CONSTRAINT
2005-2006 PARTNERSHIP PROGRAM 3	11745	DALLAS COUNTY	COCKRELL HILL/ DALLAS	05/2016	2016	COCKRELL HILL RD FROM NORTH OF MOLER STREET TO DAVIS STREET	RECONSTRUCT ROADWAY; RECONFIGURATION OF INTERSECTION WITH JEFFERSON BLVD INCLUDING APPROACHES	\$9,225,562	RTR; LOCAL	YES	YES	UNDER REVIEW	PROJECT DELAYED FROM FY 2015 TO FY 2016; CONSTRUCTION SLATED TO BEGIN IN MAY 2016	IF CURRENT SCHEDULE IS MAINTAINED, RETAIN FUNDING ON PROJECT
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11263.7	FORT WORTH	FORT WORTH	02/2017	2016	PEACH STREET AREA FROM PEACH STREET TO LIVE OAK CONNECTOR	CONSTRUCT THE LIVE OAK CONNECTOR; CLOSE PEACH STREET AND EAST 1ST STREET AT UP CROSSING; AND INSTALL FENCES TO RESTRICT PEDESTRIAN ACCESS ACROSS THE RR TRACKS	\$3,183,455	STP-MM; EARMARK; LOCAL	YES	YES	N/A	LPAFA EXECUTED	CONFIRM FUNDING AND NEED TO CONFIRM FUNDING LEVEL AS CITY IS SHOWING A HIGHER FEDERAL SHARE THAN THE RTC
2005 PARTNERSHIP PROGRAM 2	11505	FWTA	IRVING	03/2016	2015	DFW INTERNATIONAL AIRPORT LIGHT RAIL TRANSIT CONNECTION; SEAMLESS AVIATION CONNECTION	DFW INTERNATIONAL AIRPORT LIGHT RAIL TRANSIT CONNECTION; SEAMLESS AVIATION CONNECTION	\$22,382,585	TMF	YES	N/A	YES	LPAFA EXECUTED	CONFIRM FUNDING
2005 PARTNERSHIP PROGRAM 2	11515	FWTA	GRAPEVINE	Aug-16	2015	SEAMLESS AVIATION CONNECTIONS; DFW INTERNATIONAL AIRPORT TO COTTONBELT RAILWAY	CONSTRUCT NEW RAIL CONNECTION; DFW INTERNATIONAL AIRPORT INTERMODAL CONNECTION TO COTTONBELT	\$9,926,211	TMF	YES	N/A	YES	LPAFA EXECUTED	CONFIRM FUNDING
1999 CALL FOR PROJECTS	11065	GARLAND	GARLAND	05/2016	2016	WINTERS PARK/SPRING CREEK GREENBELT TRAIL FROM BRAND ROAD TO RANGER DRIVE	CONSTRUCT NEW 12' WIDE CONCRETE TRAIL AS PART OF VELOWEB; TWO MILES	\$2,072,339	CMAQ; LOCAL	YES	YES	UNDER REVIEW		CONFIRM FUNDING
2002 STRATEGIC PROGRAMMING INITIATIVE	11419	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	07/2016	2016	FM 1938 (DAVIS BLVD) AT MID- CITIES BLVD	ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS	\$5,253,691	CMAQ; LOCAL	YES	YES	YES		CONFIRM FUNDING AS PROJECT TO LET IN FY 2016

**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION  
DRAFT RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
2005-2006 PARTNERSHIP PROGRAM 3	11847	RICHARDSON	RICHARDSON	12/2015	2016	SIDEWALKS TO DART RAIL STATIONS - W/IN 1/2 MILE RADIUS OF DART SPRING VALLEY STATION, ARAPAHO STATION, & GALATYN PARK STATION	CONSTRUCT 6/7 FOOT SIDEWALKS ALONG ARTERIAL AND COLLECTOR STREETS (15.5 MI)	\$1,000,000	RTC LOCAL	YES	YES	YES		CONFIRM FUNDING AS PROJECT LET IN DECEMBER 2015
TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11217	TXDOT DALLAS	DENTON	04/2017	2016	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	\$18,950,000	STP-MM; RTR	YES	YES	NO	WORKING WITH TXDOT TO TAKE OFF-SYSTEM, MAKING CITY OF DENTON THE PROJECT SPONSOR	IMPLEMENTING AGENCY CHANGED TO DENTON AND STP-MM FUNDS WERE REMOVED AND REPLACED WITH RTR FUNDS AS PART OF THE OCTOBER 2015 RTC ACTION ON PROPOSITION 1 PROJECTS; NEED UPDATED SCHEDULE FROM CITY
2005-2006 PARTNERSHIP PROGRAM 3	11585	TXDOT DALLAS	CARROLLTON	08/2015	2016	BROADWAY/MAIN FROM BELTLINE/BROADWAY TO BROADWAY NORTH OF CROSBY	CONSTRUCT PEDESTRIAN CONNECTION BETWEEN DART RAIL STATION AND DOWNTOWN CARROLLTON	\$693,935	CMAQ; TDCs (MPO)	YES	N/A (TDCs)	UNDER REVIEW	TO BE CHANGE ORDERED INTO IH 35E PROJECT; NO LOCAL MATCH TDCs BEING USED	CONFIRM FUNDING
1999 CALL FOR PROJECTS	11153.2	TXDOT FORT WORTH	COLLEYVILLE	02/2016	2016	SH 26 FROM HALL-JOHNSON ROAD TO BROWN TRAIL	RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)	\$24,576,097	STP-MM; TXDOT ROW; ENHANCEMENT; TMF; LOCAL	YES	YES	YES		CONFIRM FUNDING AS PROJECT LET IN FEBRUARY 2016
1999 CALL FOR PROJECTS	11153.3	TXDOT FORT WORTH	COLLEYVILLE	02/2016	2016	SH 26 FROM JOHN MCCAIN TO HALL-JOHNSON ROAD	RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)	\$20,484,883	TXDOT PE; TXDOT ROW; STP-MM; TMF; LOCAL; CAT 12	YES	YES	YES		CONFIRM FUNDING AS PROJECT LET IN FEBRUARY 2016
<b>PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2017</b>														
2002 STRATEGIC PROGRAMMING INITIATIVE	11428.1	CARROLLTON	CARROLLTON	12/2016	2017	VARIOUS LOCATIONS IN CITY OF CARROLLTON - OFF-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	\$900,000	CMAQ	YES	YES	UNDER REVIEW	PROJECT PREVIOUSLY DELAYED FROM FY 2015 TO FY 2017; LPAFA EXECUTED NOV 2015	CONFIRM FUNDING
2002 STRATEGIC PROGRAMMING INITIATIVE	11428.2	CARROLLTON	CARROLLTON	12/2016	2017	VARIOUS LOCATIONS IN CITY OF CARROLLTON ON-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	\$200,000	CMAQ	YES	YES	UNDER REVIEW	PROJECT PREVIOUSLY DELAYED FROM FY 2015 TO FY 2016; LPAFA EXECUTED NOV 2015	CONFIRM FUNDING AND MOVE TO FY 2017 PENDING FINANCIAL CONSTRAINT
1992 CALL FOR PROJECTS	633	DALLAS	DALLAS	04/2017	2017	HATCHER ST FROM SPRING AVE TO NORTH OF HASKELL AVE/MILITARY PKWY	RECONSTRUCT EXISTING ROADWAY FROM 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH INTERSECTION IMPROVEMENTS AT HASKELL	\$4,694,450	STP-MM	YES	YES	UNDER REVIEW		CONFIRM FUNDING

**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION  
DRAFT RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
1992 CALL FOR PROJECTS	2310.1	DALLAS COUNTY	DALLAS	04/2017	2015	DENTON DRIVE FROM SOUTH OF WALNUT HILL LANE TO NORTH OF ROYAL LN	RECONSTRUCT DENTON DR FROM 2 LN UNDIVIDED RURAL INTO 3 LN URBAN TRANSIT ORIENTED ROADWAY WITH CENTER TURN LN, BIKE LN, SIDEWALKS, AND SIDEWALK CONNECTION TO HARRY HINES BLVD ALONG BOTH WALNUT HILL LN AND ROYAL LN CONNECTING DART LRT STATION	\$10,253,250	RTR; LOCAL	YES	YES	UNDER REVIEW	RTR FUNDS USED FOR ENGINEERING; CONSTRUCTION IS FUNDED WITH LOCAL FUNDS; CITY OF DALLAS IS IN SUPPORT OF THE PROJECT	CONFIRM FUNDING AND MOVE TO FY 2017 PENDING FINANCIAL CONSTRAINT
2004 PARTNERSHIP PROGRAM 1	11536	DALLAS COUNTY	GRAND PRAIRIE	12/2016	2017	CAMP WISDOM ROAD FROM CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED; CONNECTION WITH SOUTHERN EXTENSION OF BARDIN ROAD	\$16,200,000	RTR; LOCAL	YES	YES	UNDER REVIEW		CONFIRM FUNDING
2005-2006 PARTNERSHIP PROGRAM 3	11785	FORT WORTH	FORT WORTH	01/2017	2016	ROSEDALE ST FROM IH 30 TO MILLER ROAD	ACTIVE CORRIDOR MANAGEMENT SYSTEM; REAL TIME TRAVELER INFORMATION WITH HIGH SPEED COMMUNICATIONS	\$918,324	CMAQ; LOCAL	YES	YES	UNDER REVIEW	LPAFA EXECUTED	CONFIRM FUNDING AND MOVE TO FY 2017 PENDING FINANCIAL CONSTRAINT
2005-2006 PARTNERSHIP PROGRAM 3	11775	FRISCO	FRISCO	02/2017	2018	FRISCO/NTTA FIBER OPTIC CONNECTION FRISCO TMC TO NTTA - DNT	DESIGN & INSTALLATION OF FIBER OPTIC CONNECTION W/THE REGION FIBER CONNECTION FROM FRISCO TMC TO DNT	\$326,098	CMAQ	YES	YES	UNDER REVIEW	ITS ARCHITECTURE STATEMENT NEEDED; LPAFA UNDERWAY	CONFIRM FUNDING AND ADVANCE PROJECT TO FY 2017 PENDING FINANCIAL CONSTRAINT AND SUBMITTAL OF ITS ARCHITECTURE STATEMENT
1999 CALL FOR PROJECTS	11110	PLANO	PLANO	07/2017	2017	ON SPRING CREEK PARKWAY AT COIT ROAD	EXPAND INTERSECTION TO ADD RIGHT AND LEFT TURN LANES	\$2,433,303	CMAQ	YES	YES	UNDER REVIEW		CONFIRM FUNDING FOR PROJECT IN FY 2017
2004-2005 SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS	11318.1	PLANO	PLANO	01/2017	2018	PLANO TRANSIT VILLAGE; FROM 12TH TO SH 190/BUSH TURNPIKE	VELOWEB CONTINUOUS BICYCLE AND PEDESTRIAN PATH	\$2,668,552	CMAQ; LOCAL	YES	YES	UNDER REVIEW	ENVIRONMENTALLY CLEARED; DESIGN IN PROGRESS	CONFIRM FUNDING AND MOVE TO FY 2017 PENDING FINANCIAL CONSTRAINT
2002 STRATEGIC PROGRAMMING INITIATIVE	11461	PLANO	PLANO	09/2016	2017	SH 289 AT INTERSECTION OF PLANO PARKWAY	INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED	\$3,600,000	CMAQ; STP-MM	YES	YES	UNDER REVIEW	SCHEMATICS UNDER REVIEW BY TXDOT	CONFIRM FUNDING IN FY 2017
1992 CALL FOR PROJECTS	535	TXDOT DALLAS	DALLAS	08/2017	2017	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	DUAL LEFT TURN LANES ON ALL APPROACHES	\$522,500	CMAQ; TXDOT PE	YES	YES	UNDER REVIEW	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	SCOPE REDUCTION TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; MAY DECREASE FUNDING TO MATCH THE REDUCED SCOPE; CONFIRM FUNDING

**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION  
DRAFT RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
1992 CALL FOR PROJECTS	537	TXDOT DALLAS	DALLAS	08/2017	2016	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	ADD TURN LANES AND TRAFFIC SIGNAL IMPROVEMENT	\$572,500	CMAQ; TXDOT PE	YES	YES	UNDER REVIEW	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	SCOPE REDUCTION TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; CONFIRM FUNDING AND MOVE TO FY 2017 PENDING FINANCIAL CONSTRAINT; MAY DECREASE FUNDING TO MATCH THE REDUCED SCOPE
1992 CALL FOR PROJECTS	2810	TXDOT DALLAS	GARLAND	08/2017	2017	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	\$2,760,000	CMAQ; TXDOT PE	YES	YES	YES	PROJECT ON SCHEDULE FOR AN AUGUST 2017 LETTING	CONFIRM FUNDING IN FY 2017
2005-2006 PARTNERSHIP PROGRAM 3	11763	TXDOT FORT WORTH	FORT WORTH	09/2016	2017	CHAPEL CREEK BLVD AT IH 30	CONSTRUCT NEW 6 LANE BRIDGE WITH 4 THRU LANES AND 2 LEFT TURN LANES TO REPLACE EXISTING 2 LANE BRIDGE	\$9,488,000	CAT 12S; STP-MM; LOCAL	YES	YES	YES		CONFIRM FUNDING; INCREASE FUNDS PER THE PROPOSED MAY 2016 MODIFICATION DUE TO ADDED TURN LANE AND COST INCREASES
2005-2006 PARTNERSHIP PROGRAM 3	11853.2	TXDOT FORT WORTH	ARLINGTON	08/2017	2017	SH 180/DIVISION FROM COOPER TO COLLINS	DIVISION BICYCLE AND PEDESTRIAN PROJECT; CONSTRUCT NEW BIKE TRAIL, 8-FOOT SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT	\$1,050,775	CMAQ	YES	YES	UNDER REVIEW	AS OF FEBRUARY 2016 THE CITY REQUESTS A SCOPE REDUCTION TO INCLUDE SIDEWALKS ONLY	CONFIRM FUNDING; CHANGE PROJECT DESCRIPTION TO INCLUDE ONLY THE SIDEWALKS AS FUNDING IS INSUFFICIENT TO COVER THE ORIGINAL SCOPE
<b>PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2018 OR LATER</b>														
2005-2006 PARTNERSHIP PROGRAM 3	11853.1	ARLINGTON	ARLINGTON	10/2017	2017	ABRAM STREET HIKE AND BIKE TRAIL; FIELDER ON THE WEST, ABRAM ON THE SOUTH, STADIUM ON THE EAST AND RIGHT UP TO, BUT NOT INCLUDING DIVISION ON THE NORTH	ABRAM-AREA BICYCLE AND PEDESTRIAN DISTRICT: CONSTRUCT NEW BIKE TRAIL, SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT	\$1,093,325	CMAQ	YES	YES	YES	CURRENTLY UNDER DESIGN	CONFIRM FUNDING AND MOVE PROJECT TO FY 2018 PENDING FINANCIAL CONSTRAINT
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11258.9	DALLAS	DALLAS	01/2018	2018	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD, BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS	\$2,260,000	STP-MM	YES	YES	UNDER REVIEW	DELAYED DUE TO LOCAL MATCH UNAVAILABILITY; CITY IS SLATED FOR THE 2017 BOND PROGRAM; IF NOT INCLUDED IN THE BOND PROGRAM THE CITY UNDERSTANDS THAT THE PROJECT WILL BE CANCELLED	CONFIRM FUNDING AVAILABILITY; CANCEL PROJECT IF LOCAL MATCH NOT APPROVED IN THE 2017 DALLAS BOND PROGRAM
2005-2006 PARTNERSHIP PROGRAM 3	11747	DALLAS COUNTY	VARIOUS	10/2017	2015	WINTERGREEN ROAD FROM DUNCANVILLE ROAD EAST OF STEWART BRANCH CREEK TO DUNCANVILLE ROAD FROM WINTERGREEN TO SOUTH OF STEWART BRANCH CREEK	REALIGN OFFSET INTERSECTION TO ACCOMMODATE 6 LANE APPROACHES	\$6,800,000	RTR; LOCAL	YES	YES	UNDER REVIEW		CONFIRM FUNDING AND MOVE TO FY 2018 PENDING FINANCIAL CONSTRAINT

**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION  
DRAFT RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11258.6	GRAND PRAIRIE	GRAND PRAIRIE	11/2017	2018	RR CROSSING RELIABILITY PARTNERSHIP PROGRAM; 19TH STREET SW, BAGDAD RD, SE 14TH STREET, CENTER STREET, SW 2ND STREET, AND SW 23RD STREET AT UPRR	INSTALL MISC. EQUIPMENT, GATES, ADVANCE PREEMPTION, AND FLASHERS	\$1,575,000	STP-MM; TXDOT RAIL FUNDS; LOCAL	YES	YES	UNDER REVIEW	CITY OF GRAND PRAIRIE WORKING WITH UPRR ON PROJECT DETAILS; LPAFA AGREEMENT EXECUTED IN 2013, BUT NEW AGREEMENTS ARE NEEDED DUE TO PROJECT DELAYS	CONFIRM FUNDING AND DELAY TO FY 2018
2005-2006 PARTNERSHIP PROGRAM 3	11757	GRAPEVINE	GRAPEVINE	09/2017	2018	MUSTANG DR AT WILLIAM D TATE AVE	ADD ADDITIONAL EASTBOUND LEFT TURN LANE	\$53,000	LOCAL	NO	YES	PENDING	PART OF A DEFEDERALIZATION PACKAGE WITH GRAPEVINE; PROJECT DELAYED DUE TO DFW CONNECTOR AND NEW RAMP AT SH 121/SH 360	MAINTAIN COMMITMENT BY THE CITY; CITY TO BUILD BY FY 2018 - FY 2019
1999 CALL FOR PROJECTS	11116	RICHARDSON	DALLAS	01/2017	2017	DUCK CREEK TRAIL FROM PLANO RD TO CAMPBELL/US 75 IN RICHARDSON	BIKE AND PEDESTRIAN TRAIL	\$2,615,804	CMAQ	YES	YES	UNDER REVIEW	LPAFA IN PROGRESS	NEED ADDITIONAL SCHEDULE DETAILS TO FINALIZE RECOMMENDATION
2005-2006 PARTNERSHIP PROGRAM 3	11794.2	RICHARDSON	RICHARDSON	10/2017	2017	CAMPBELL RD FROM COLLINS TO US 75	EXTEND SB RIGHT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD SB LEFT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD AUXILIARY LANE ON CAMPBELL FROM US 75 TO COLLINS	\$1,250,000	STP-MM	YES	YES	UNDER REVIEW		NEED ADDITIONAL SCHEDULE DETAILS; MOVE TO FY 2017 PENDING FINANCIAL CONSTRAINT
1992 CALL FOR PROJECTS	665.2	TXDOT DALLAS	DALLAS	06/2017	2018	PARK LANE FROM US 75 TO GREENVILLE AVE	WIDEN ROADWAY FROM 4 TO 5 LANES (2 EASTBOUND AND 3 WESTBOUND), AND CONSTRUCT RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE	\$7,736,000	STP-MM	YES	YES	UNDER REVIEW	CITY AND TXDOT HAVE AGREED TO REDEFINE THE PROJECT SCOPE TO INCLUDE ONLY A RIGHT- TURN LANE ON THE NORTHBOUND CENTRAL EXPRESSWAY SERVICE ROAD TO EASTBOUND PARK LANE; PROJECT COST PENDING	DECREASE FUNDING AND SCOPE; MOVE PROJECT FY 2018 PENDING FINANCIAL CONSTRAINT
1992 CALL FOR PROJECTS	684	TXDOT DALLAS	DALLAS	07/2018	2017	VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE TO AUDELIA RD	INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE AND AUDELIA RD	\$4,393,500	STP-MM	YES	YES	YES	CITY OF DALLAS IN SUPPORT OF PROJECT	MOVE TO FY 2018 PENDING FINANCIAL CONSTRAINT
1992 CALL FOR PROJECTS	2998	TXDOT DALLAS	ROCKWALL	5/1/2018	2017	SH 276 FROM SH 205 TO FM 549	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)	\$16,861,654	LOCAL; TXDOT PE; TXDOT ROW; PROPOSITION 1	YES	YES	YES	PROJECT DELAYED DUE TO ROW ACQUISITION	IN OCTOBER 2015, THE RTC APPROVED PROPOSITION 1 FUNDS FOR FY 2017 AND REMOVAL OF THE STP-MM FUNDS; DELAY PROJECT TO FY 2018
TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11265	TXDOT DALLAS	DUNCANVILLE	10/2017	2018	IH 20 FROM NORTH MAIN STREET TO CAMP WISDOM ROAD	CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS	\$5,000,000	STP-MM	YES	YES	YES	RECEIVED LETTER OF SUPPORT FROM DUNCANVILLE	CONFIRM FUNDING
2004 PARTNERSHIP PROGRAM 1	11527	TXDOT DALLAS	IRVING	05/2035	2035	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	N/A	N/A	NO	NO	2037	CONSTRUCTION NOT FUNDED; HOWEVER TXDOT PAYING FOR PE AND ROW	CONFIRM PROJECT NEED; ADD TXDOT FUNDS OF \$15.1M TXDOT ROW FUNDS AND TXDOT PE FUNDS FOR DESIGN; CONSTRUCTION REMAINS UNFUNDED

**SUMMARY OF 10 YEAR MILESTONE POLICY IMPLEMENTATION  
DRAFT RECOMMENDATION**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION/ DISTRICT ENGINEER SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11244.1	TXDOT FORT WORTH	FORT WORTH	03/2018	2018	FM 156 FROM US 81/287 TO WATAUGA ROAD (MCELROY)	WIDEN 2 TO 4 LANE DIVIDED	\$13,850,010	STP-MM; TXDOT PE; TXDOT ROW	YES	YES	YES	PROPOSING FUTURE PROP 1 FUNDING FOR SHORTFALL	CONFIRM EXISTING FUNDING AND MOVE TO FY 2018 PENDING FINANCIAL CONSTRAINT
							TOTAL	\$331,171,887						

# **PROJECT MILESTONE POLICY IMPLEMENTATION**

Regional Transportation Council

March 10, 2016

# BACKGROUND

In June 2015, the Regional Transportation Council (RTC) approved the Project Milestone Policy.

Projects funded ten (10) or more years ago in which construction has not started are affected.

In November 2015, agencies submitted responses regarding the status of projects for review.



# BACKGROUND—cont'd

Agencies could justify keeping projects by:

- Providing a realistic, achievable schedule
  - Schedule must receive NCTCOG & TxDOT concurrence
- Providing documentation of policy board support
  - If projects were advancing imminently or had policy board approval within the last six months, new action was not needed (just submit latest approval documentation).
  - If policy support documentation was greater than six months old, new action was requested.
- Documenting the availability of local matching funds

# INTENDED OUTCOMES

Increase the amount of available funds for priority, “ready-to-go” projects

Provide a realistic assessment of project status for decision-making

Balance project construction schedule capacity with the current financial constraints

# FUNDING BY SELECTION AUTHORITY AND MILESTONE STATUS

Funding Type	In \$ Millions					Total
	Possibly Proposed to Cancel	Under Construction or Recently Let (Confirm Funding)	Possibly Confirm Funding (Policy Discussion Needed)			
			Delayed to FY 2016	Delayed to FY 2017	Delayed to FY 2018+	
RTC-Selected Funding Categories*	.56	50.44	119.88	35.06	44.21	250.15
Non-RTC-Selected Funding Categories**	2.02	16.97	21.22	21.53	19.28	81.02
<b>Total</b>	<b>2.58</b>	<b>67.41</b>	<b>141.10</b>	<b>56.59</b>	<b>63.49</b>	<b>331.17</b>

\* Congestion Mitigation Air Quality Improvement Program, Surface Transportation Program-Metropolitan Mobility, Regional Toll Revenue, etc.

\*\* TxDOT Engineering Funds, TxDOT Right-of-Way Funds, Local Funds, etc.

# NEXT STEPS

Continue to review project schedules prior to final recommendation next month and follow up with agencies

Bring the proposed actions to the Council as part of the 2017-2020 TIP development action item in April 2016

# QUESTIONS/COMMENTS?

**Christie Gotti**

Senior Program Manager

Ph: 817/608-2338

[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

**Adam Beckom, AICP**

Principal Transportation Planner

Ph: 817/608-2344

[abeckom@nctcog.org](mailto:abeckom@nctcog.org)

**Regional Transportation Council Attendance Roster**  
**March 2015 - February 2016**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>3/12/15</b>	<b>4/9/15</b>	<b>5/14/15</b>	<b>6/11/15</b>	<b>7/9/15</b>	<b>8/13/15</b>	<b>9/10/15</b>	<b>10/8/15</b>	<b>11/12/15</b>	<b>12/10/15</b>	<b>1/14/16</b>	<b>1/20/16</b>	<b>2/11/16</b>
Monica R. Alonzo (07/15)	Dallas	--	--	--	--	P	P	P	P	P	P	P	E	P
Bruce Arfsten (08/15)	Addison	--	--	--	--	--	P	P	E(R)	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	P	P	E	P	P	P	P	P	P	P	A	P
Brian Barth (09/13)	TxDOT, FW	P	E(R)	P	P	P	P	E(R)	P	P	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	E(R)	P	P	E	P	P	E	P	A	A	P	A	P
Mike Cantrell (1/07)	Dallas Cnty	A	P	P	P	P	A(R)	P	P	P	P	E(R)	E	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P	E
Andy Eads (1/09)	Denton Cnty	P	P	P	P	E	P	P	P	P	P	P	A	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	E(R)	P	E	P	E(R)	E	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	E	P	P	P	P	E(R)	P	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	E	P	P	P	E	P	P	P	P	P	P	E	P
Mojoy Haddad (10/14)	NTTA	P	P	A	P	A	P	P	P	A	A	P	A	P
Roger Harmon (1/02)	Johnson Cnty	E(R)	P	P	E(R)	E	P	P	E	P	P	P	P	P
Clay Jenkins (04/11)	Dallas Cnty	A	P	P	P	E	P	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	A(R)	P	P	P	P	A(R)	P	P	P	P	P	E(R)	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	E	P	P	P	P	P	P	P	P
Lee Kleinman (09/13)	Dallas	E	E	P	P	E	P	P	P	E	E(R)	A	P	A
Stephen Lindsey (10/11)	Mansfield	P	P	E	P	P	P	P	P	P	P	P	P	P
Brian Loughmiller (04/15)	McKinney	--	P	P	A	A	A(R)	P	A(R)	P	P	P	A	A
David Magness (06/13)	Rockwall Cnty	A	P	P	P	P	P	P	A	P	P	E(R)	A	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	E(R)	P	P	P	E(R)	E(R)	P	E(R)	P
Matthew Marchant (07/08)	Carrollton	A	P	P	P	P	A	P	P	P	P	P	A	P
Maher Maso (10/08)	Frisco	A	E	E(R)	E(R)	P	P	E(R)	P	P	E(R)	P	E	E(R)
Cary Moon (06/15)	Fort Worth	--	--	--	A	P	E	P	P	P	P	P	P	E(R)
Stan Pickett (06/15)	Mesquite	--	--	--	P	P	P	P	E(R)	P	P	P	A	P
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Roden (6/14)	Denton	A	P	P	P	P	P	P	P	E	P	P	E(R)	P
Amir Rupani (11/14)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	P	E(R)	P	P	P	P	P	P	E(R)	P	P	P	P
Gary Slagel (11/15)	DART	--	--	--	--	--	--	--	--	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	E	P	P	P	P	P	P	P	P	P	P	A
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	E(R)	P	P	P	E	P	P	P	P	P	P
Oscar Trevino (6/02)	Nrth Rch Hills	A	P	E(R)	P	E(R)	P	P	P	P	P	P	P	P
William Velasco (11/11)	Dallas	P	P	E	A	P	P	E	E	P	E	P	A	A
Oscar Ward (6/14)	Irving	P	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  
March 2015 - February 2016**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>3/12/15</b>	<b>4/9/15</b>	<b>5/14/15</b>	<b>6/11/15</b>	<b>7/9/15</b>	<b>8/13/15</b>	<b>9/10/15</b>	<b>10/8/15</b>	<b>11/12/15</b>	<b>12/10/15</b>	<b>1/14/16</b>	<b>1/20/16</b>	<b>2/11/16</b>
Bernice Washington (4/09)	DFW Airport	E(R)	P	P	E(R)	P	P	P	P	P	P	P	E	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	E(R)	P	P	P	E(R)	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E	P	P	E	P	E	P	E(R)	P	E(R)	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Williams (10/15)	Arlington	--	--	--	--	--	--	--	P	P	A	P	E(R)	P
Erik Wilson (07/15)	Dallas	--	--	--	--	P	P	P	P	P	P	P	E	A
Zim Zimmerman (9/12)	Fort Worth	P	P	P	P	E(R)	A(R)	P	A(R)	P	P	A(R)	A(R)	P

Note: Date in parenthesis indicates when member was  
1st eligible to attend RTC meetings

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Surface Transportation Technical Committee Attendance Roster  
December 2014-January 2016

STTC MEMBERS	Entity	12/5/14	1/23/15	3/27/15	4/24/15	5/22/15	6/26/15	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16
Antoinette Bacchus	Dallas Cnty	A	A	A	P	P	A	P	P	P	P	P	P
Bryan Beck	Fort Worth	A	P	A	P	A	P	A	P	P	P	P	P
Marc Bentley	Farmers Branch	--	--	--	--	--	--	--	--	A	A	A	A
Kristina Brevard	DCTA	--	P	P	P	P	P	P	P	P	P	R	P
Keith Brooks	Arlington	P	P	P	P	P	P	P	P	P	P	P	R
John Brunk	Dallas	P	A	P	P	P	A	P	A	P	P	P	P
Mohammed Bur	TxDOT, Dallas	P	P	P	P	A	P	P	P	A	A	A	A
Chris Burkett	Mansfield	P	P	R	R	R	P	P	P	R	P	R	P
Loyl Bussell	TxDOT, FW	P	P	P	P	P	P	P	P	P	A	P	P
Jack Carr	Plano	P	P	A	P	P	A	P	P	P	P	P	A
Dave Carter	Richardson	P	A	P	P	P	P	P	P	P	P	A	P
John Cordary, Jr.	TxDOT, FW	--	--	P	P	P	P	P	P	P	P	P	P
Hal Cranor	Eules	P	P	P	R	P	P	P	P	P	P	P	P
Clarence Daugherty	Collin County	P	P	P	A	P	A	R	P	P	P	R	A
Chad Davis	Wise Cnty	A	A	P	P	P	P	P	P	P	A	P	A
Greg Dickens	Hurst	R	R	P	A	A	R	R	R	R	R	R	R
David Disheroon	Johnson County	--	--	--	--	--	--	--	--	P	P	P	P
Massoud Ebrahim	Greenville	R	P	A	A	P	P	P	P	R	R	P	P
Chad Edwards	DART	P	P	P	P	P	P	P	P	A	P	A	P
Claud Elsom	Rockwall Cnty	P	P	P	P	P	P	A	P	P	P	P	P
Keith Fisher	Keller	R	P	P	P	P	A	R	P	R	A	P	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	A	P	A	P	P
Chris Flanigan	City of Allen	P	P	A	R	P	P	P	P	P	P	P	P
Gary Graham	McKinney	R	R	P	R	P	A	P	P	P	P	R	P
Tom Hammons	City of Carrollton	A	A	A	P	A	P	A	A	A	A	A	A
Michael Hasler	Duncanville	--	--	--	--	--	--	--	A	P	P	P	P
Curvie Hawkins	FWTA	A	A	A	P	P	P	A	P	P	P	P	P
Chris Holsted	Wylie	P	P	A	P	A	P	A	P	A	A	P	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	A	P	P
Kirk Houser	City of Dallas	P	P	P	A	A	P	P	P	P	P	A	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	P	P	P	R	P	P	P	A	P	A	A	R
Paul Iwuchukwu	Arlington	P	P	P	P	P	A	P	P	P	A	P	A
Joseph Jackson	Ellis County	--	--	--	--	--	--	--	P	P	P	P	P
Tim James	Mesquite	P	A	P	P	P	A	P	A	A	P	A	A
David Jodray	Fort Worth	P	P	P	P	P	P	P	P	P	A	A	A
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	P	P	A	A
Tom Johnson	DeSoto	A	P	P	P	A	A	P	P	P	P	P	P
Sholeh Karimi	Grand Prairie	P	P	P	P	P	P	P	P	A	P	P	P
Chiamin Korngiebel	Dallas	A	P	P	A	A	P	A	A	P	P	P	P
Richard Larkins	Grapevine	--	--	P	A	P	P	P	A	A	P	A	P

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Surface Transportation Technical Committee Attendance Roster  
December 2014-January 2016

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Paul Luedtke	Garland	A	P	A	A	P	P	P	A	P	P	P	P
Stanford Lynch	Hunt Cnty	A	P	R	R	A	P	P	P	P	P	R	A
Rick Mackey	TxDOT Paris	P	P	P	A	P	P	P	P	P	A	P	P
Srini Mandayam	Mesquite	P	P	P	A	R	P	P	P	R	R	P	R
Geroge Marshall	Coppell	P	P	R	R	P	P	P	P	A	P	P	P
Laura Melton	Burleson	A	A	A	A	A	A	A	A	A	A	A	P
Brian Moen	Frisco	A	A	A	P	A	A	P	A	A	A	A	P
Cesar Molina, Jr.	Carrollton	P	P	A	A	P	A	P	P	A	P	R	P
Lloyd Neal	Plano	P	P	A	P	P	A	A	P	P	A	P	P
Mark Nelson	Denton	P	P	P	P	A	P	P	P	R	P	P	A
Jim O'Connor	Irving	P	P	P	P	P	A	P	P	P	P	P	A
Kenneth Overstreet	Bedford	--	--	--	--	--	--	--	--	--	--	--	A
Kevin Overton	Dallas	P	A	P	P	P	A	P	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	A	P	P	P	A
Derica Peters	Waxahachie	--	--	--	--	--	--	--	--	--	--	P	P
Todd Plesko	DART	P	P	P	P	P	A	P	P	A	P	A	P
John Polster	Denton Cnty	P	P	P	P	A	P	P	P	P	P	P	P
Lisa Pyles	Town of Addison	A	A	A	P	P	P	A	P	A	P	A	A
William Riley	Tarrant Cnty	P	P	P	A	P	A	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	P	P	P	P	A	P	A	P	A	P	A
Moosa Saghian	Kaufman County	--	--	--	--	P	P	P	P	A	P	P	P
David Salmon	Lewisville	P	R	P	R	A	P	P	P	P	R	A	P
Elias Sassoon	Cedar Hill	P	P	P	P	R	P	P	R	P	P	P	R
Gordon Scruggs	The Colony	P	R	P	P	P	P	P	P	P	P	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	A	P	P
Walter Shumac, III	Grand Prairie	--	P	A	P	P	A	P	P	P	P	P	P
Randy Skinner	Tarrant Cnty	P	P	A	P	A	P	A	P	P	P	P	A
Angela Smith	FWTA	--	--	--	--	--	--	P	P	A	P	P	P
Caleb Thornhill	Plano	A	P	P	A	P	P	A	P	P	A	A	P
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	R	A	P
Jonathan Toffer	Dallas Cnty	A	P	P	A	A	P	A	A	A	A	A	A
Timothy Tumulty	Rockwall	R	P	P	A	P	A	P	P	A	A	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	P	A	P	A	P	P	A	A	A	A	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	R	P	P	P	P
Jared White	Dallas	P	P	P	P	P	A	P	P	P	P	P	P
Bill Wimberley	Hood County	P	P	P	R	P	A	P	P	P	P	P	R
Alicia Winkelblech	Arlington	P	P	R	R	P	P	A	P	P	P	R	A
Mykol Woodruff	TxDOT, Dallas	--	--	P	P	P	P	A	P	P	P	A	A
Jamie Zech	TCEQ	--	--	--	--	--	--	A	A	A	A	A	A

P =Present      A= Absent  
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## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 22, 2016**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 22, 2016, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Kristina Brevard, Chris Funches (representing Keith Brooks), John Brunk, Chris Burkett, Loyl Bussell, Dave Carter, John Cordary Jr., Hal Cranor, Jim Juneau (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Gary Graham, Michael Hasler, Curvie Hawkins, Chris Holsted, Matthew Hotelling, Kirk Houser, Terry Hughes, Cheryl Taylor (representing Jeremy Hutt), Joseph Jackson, Tom Johnson, Chiamin Korngiebel, Richard Larkins, Paul Luedtke, Ricky Mackey, Yang Jin (representing Srinu Mandayam), George Marshall, Laura Melton, Brian Moen, Cesar Molina Jr., Lloyd Neal, Kevin Overton, Derica Peters, Todd Plesko, John Polster, William Riley, Moosa Saghian, David Salmon, Robert Woodbury (representing Elias Sassoon), Gordon Scruggs, Lori Shelton, Walter Shumac III, Angela Smith, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, and Raymond Edmund (representing Bill Wimberley).

Others present at the meeting were: Vickie Alexander, Berrien Barks, Carli Baylor, Adam Beckom, Kenny Bergstrom, Natalie Bettger, Valerie Bradley, Jason Brown, Ron Brown, Ken Bunkley, Pamela Burns, Courtney Coates, Ruben Delgado, Kevin Feldt, Brian Flood, Chris Funches, Mary Griffin, David Gattis, Christie Gotti, Wade Haffey, Jill Hall, Jeff Hathcock, Edgar Hernandez, Rebekah Hernandez, Mohammed Howlader, Jessie Huddleston, Yagnesh Jarmarwala, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Garry Kraus, Dan Lamers, April Leger, Sonny Loper, Chad McKeown, James McLane, Mindy Mize, Bailey Muller, Jenny Narvaez, Hilary Nguyen, Allix Philbrick, Chris Reed, Milton Richter, Kyle Roy, Russel Schaffner, Mark Stephens, Jahnae Stout, Gerald Sturdivant, Kimberlin To, Mitzi Ward, Kendall Wendling, Elizabeth Whitaker, Amanda Wilson, and Kate Zielke.

1. **Approval of December 4, 2015, Minutes:** The minutes of the December 4, 2015, meeting were approved as submitted in Reference Item 1. John Polster (M); Cesar Molina Jr. (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Unified Planning Work Program Modifications:** A motion was made to recommend Regional Transportation Council approval of the FY2016 and FY2017 Unified Planning Work Program modifications provided in Reference Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.

John Polster (M); Cesar Molina Jr. (S). The motion passed unanimously.
3. **Endorsement of New Texas Department of Transportation Congestion Relief Program:** Michael Morris presented the new Texas Department of Transportation (TxDOT) Congestion Relief Initiative. He thanked Governor Greg Abbot's Office and TxDOT for efforts to address congestion in the metropolitan areas of the State, and highlighted outreach efforts by Commissioner J. Bruce Bugg, Jr. Through this effort, TxDOT is anticipated to allocate \$1.0 billion to \$1.3 billion statewide for projects in Houston, Austin, San Antonio,

Dallas, and Fort Worth. Elected officials from each of the areas will attend the January 28, 2016, Texas Transportation Commission (TTC) meeting to help gain consensus on proposed projects for each of the areas. The initiative will create a partnership with TxDOT and the TTC to implement priority projects, with RTC also committing funds. Funds will be formula allocated to the region. The western subregion is anticipated to receive \$126-\$163.8 million and the eastern subregion is anticipated to receive \$280-\$364 million. Proposed projects in the western subregion include the SH 121/SH 360 Interchange, SH 199, and IH 820 (from SH 121 to Randol Mill). In the eastern subregion, proposed projects include the Southern Gateway (IH 35E and US 67) and Lowest Stemmons (IH 35E). He noted supplemental projects that will be discussed in Agenda Item 4: IH 635E and US 75. Projects in the western subregion were presented in detail. The first project, the SH 121/SH 360 Interchange, is a \$60 million project as part of the DFW Connector. The second project is to complete some of the previous stages on SH 199 north of IH 820. The project cost is approximately \$56.5 million. The final project, IH 820, extends from SH 121 back towards IH 30. The project will be scaled to meet funding at a cost of approximately \$111 million or up to \$137 million if the upper range of funding is allocated. Projects in the eastern subregion were also presented in more detail. The Southern Gateway project is approximately \$655 million. Revenue sources were reviewed, which include approximately two-thirds of the funding from TxDOT and approximately \$243 million from the RTC. The project includes a deck park as a way to create bicycle and pedestrian activity connecting the Dallas Zoo to the Trinity River. US 67 south of IH 20 will proceed as an independent project. The second project is Lowest Stemmons from IH 30 to north of Oak Lawn. The total project cost is approximately \$100 million. Revenue of \$20 million in congestion relief funding is proposed, with up to \$100 million proposed if the higher allocation of funding is received. Proposition 1 funds will be used to supplement revenue depending on the total allocation of congestion relief funds. In the future, efforts will be made to move forward with a non-tolled project in Collin County and to find permanent revenues to complete work on IH 35E and SH 183. Mr. Morris also presented potential TxDOT tolling guidelines that should be discussed in the future. The first potential concept is that the use of tolling should be scaled back in proportion to the Legislature's ability to identify revenue to meet the congestion funding needs of metropolitan areas. Another potential concept is that maybe tolls should only be used in large metropolitan areas trying to address rapid population growth. He also discussed the last potential concept, noting the continuing need for tolled managed lane projects that are being built in phases that need funding in order to be completed. There will need to be future conversation with the Commission on how to finish projects such as Midtown Express/SH 183 and IH 35E Express because the leadership that worked on IH 35E north of LBJ and then SH 183/SH 114 in the Mid Cites should not be penalized. Once Congestion Relief Initiative projects are approved by the Commission, staff plans to take these policies and propose that TxDOT begin moving in a funding direction that can continue the Mobility Plan. A motion was made to endorse the Regional Transportation Council's approval of the selection of these projects for the Texas Department of Transportation's Congestion Relief Initiative, as detailed in Reference Item 3. Dan Vedral (M); Paul Luedtke (S). The motion passed unanimously.

4. **Endorsement of Eastern Subregion Supplemental Projects:** Michael Morris presented eastern subregion supplement projects not included in, but associated with the proposed Congestion Relief Initiative by the Governor. Details were provided in Reference Item 4. The first project, LBJ East includes tolled managed lanes on IH 635 from US 75 to Miller and gas tax supported lanes from Miller to IH 30. Also included is the advancement of the noise walls from east of Greenville Avenue to IH 30 and the IH 30 at IH 635 Interchange. The total anticipated project cost is \$1.3 billion. Revenue for the project includes approximately \$500 million in toll bonds and \$500 million-\$800 million in future Proposition 7 funds. The

noise wall portion of the project is approximately \$31 million funded with Regional Toll Revenue savings from the LBJ backstop on the LBJ Express project. The noise walls have the dual benefit of reducing noise once the project is open, but also while the LBJ East project is under construction. The interchange improvement on IH 635 at Skillman/Audelia is a \$65 million project. Expected revenue sources include approximately \$60.6 million of Proposition 1 and \$4.4 million of Category 12 funds (as a result of the Metropolitan Planning Organization Revolver swap). The suggestion is that all projects proceed together. Mr. Morris also highlighted the proposed US 75 project, Phase 1. The proposal is to use the shoulders during the peak period from IH 635 to the north, similar to the SH 161 pilot project. The project cost is approximately \$40 million, proposed for funding with Surface Transportation Program-Metropolitan Mobility (STP-MM) dollars. In addition to the use of shoulders during the peak periods, it is proposed that the shoulders also be used for the management of incidents or accidents. John Polster asked if the US 75 proposal is in lieu of the managed lane concept conversion and noted the funding source of STP-MM, which is scarce. Mr. Morris discussed the project, noting that this proposal is for Phase 1 only. Consensus has not been reached on the full project. He also noted that it is believed the STP-MM will increase and that staff does not believe another project will be negatively impacted by suggesting this funding source. Chad Edwards discussed funding from the LBJ backstop and asked how much money was originally available for the backstop. Mr. Morris noted that at one time \$100 million was available, and that very little of the contingency funding for the corridor has been used. Paul Luedtke asked if the proposal affects the interim toll project. Mr. Morris noted the interim toll project is moving ahead and is an improvement for capacity. If supported by the Commission, the short-term project will provide the benefit of understanding how users will behave on the interim. A motion was made to endorse Regional Transportation Council approval to put into motion the ability to proceed with IH 635 east of US 75 and US 75 north of IH 635 as detailed in Reference Item 4. Paul Luedtke (M); John Polster (S). The motion passed unanimously.

5. **Proposed Policy for Possible Employer Location and Announcement of Specific Request in Irving:** Michael Morris discussed a draft Regional Transportation Council (RTC) policy for possible employer location in the region, requested by RTC member Sandy Greyson. Following a previous RTC agenda item, Ms. Greyson asked staff to prepare a policy so that in the future others entities represented on the RTC are aware of request related to employers wishing to relocate in the region. A copy of the draft policy was provided in Electronic Item 5. At the January 14, 2016, meeting, RTC members discussed compelling arguments that the policy could complicate discussions and voted to take no action in order to allow for further review of the policy. Staff's desire is that local governments are able to come to the RTC with a request for infrastructure assistance without North Central Texas Council of Governments (NCTCOG) staff having to know all of the details, which could complicate the process. Mr. Morris reminded members that the item also contains the City of Irving request for consideration of funding for a rail station and roadway improvements in relation to the potential location of a large employer in Irving. He noted staff is reviewing the request from Irving, and that RTC members were asked to review the draft policy for discussion at a future meeting. John Polster noted one of the Denton County RTC representatives strongly believes the policy should not move forward. In agreement, Mr. Polster noted the RTC staff has always been sensitive to political issues within the region. RTC members seem confident that as long as the notification is made, NCTCOG staff and the RTC (based on information from staff) will be able to make the final decision whether or not to move forward. To create a policy may make it more difficult. Mr. Morris agreed, noting the analytics required of the policy may be more complicated than the simple request. As Ms. Greyson noted, it would be nice to have a level playing field, but the issue of where a large employer wishes to locate may not be an RTC issue.

6. **Mobility 2040:** Chad McKeown provided an update on the development of Mobility 2040, the region's next long-range transportation plan, and presented draft recommendations. Guiding principles were highlighted, with focus on the reevaluation of toll facility recommendations based on public feedback and the new revenue anticipated from the State that cannot be used on toll facilities. He also noted the reassessment of regional rail recommendations as a result of funding available for rail, as well as the opportunity for using available capacity on toll roads and the new managed lane system for high-intensity bus service. Mr. McKeown highlighted Mobility 2040 prioritization to first maximize the existing system and then implement strategic infrastructure investment. Total expenditures for Mobility 2040 were updated since the last meeting and now stand at \$118.9 billion. Figures for rail and bus are lower than what was included in the mail out due to reevaluation of portions of the high-speed rail projects within the region. The Regional Veloweb was highlighted, which includes over 500 miles of existing and funded projects with an additional 1,291 miles of network trails. Transit recommendations were also presented. The existing rail system, proposed extensions to the rail system, and corridors identified for high-intensity bus lines were highlighted. A corridor has been added in southwestern Collin County as a result of input received, but other recommendations remain the same as previously presented. Mr. McKeown noted discussion at the December 10, 2015, Regional Transportation Council (RTC) meeting regarding the Cotton Belt corridor and the request for public feedback on bus or rail options, as well as the need for the seamless connections policy between TEX Rail west of the Dallas/Fort Worth International Airport and the Cotton Belt corridor east of the Airport. The draft RTC policy position on transit implementation in the Cotton Belt corridor was provided in Electronic Item 6.3. In summary, the draft policy addresses efforts to expedite rail delivery in the Cotton Belt corridor. If it cannot be expedited in the next four years, Dallas Area Rapid Transit will be asked to look at other options on or near the corridor. Mr. McKeown highlighted major roadway recommendations. Similar to transit, roadway recommendations remained unchanged since the December 2015 meeting. Recommendations include new or additional freeway capacity, managed lane capacity, toll road capacity, and capacity maintenance. As mentioned, recommendations are responsive to the reevaluation of the toll facilities. Focus will be on improving current toll facilities such as the managed lane system in the core areas of highest congestion in the region. General consensus was highlighted for some of the highest priority roadway projects including the Southern Gateway, LBJ East, and US 75. Details were provided in Electronic Item 6.1. Mobility 2040 also includes funded improvements to major arterials highlighted in the presentation and detailed in Electronic Item 6.2, as well as illustrative major corridors for future evaluation. Planning is an ongoing process and the illustrative map identifies areas of transportation need that are not included in the financially constrained portion of the Plan. Areas in Collin County and western Tarrant County were highlighted as areas of growth that are lacking needed infrastructure. Staff is working directly with agencies in those areas on studies that could form the basis of recommendations for future Mobility Plans. One area of focus is in northern Dallas between Woodall Rogers Freeway and IH 635 where there is no major capacity east to west between IH 35E and US 75. Mr. McKeown noted a draft of the Mobility 2040 document is available for review online through the link provided in Electronic Item 6.2. He also discussed the RTC policy bundle concept presented in conjunction with the Mobility Plan. Solutions beyond infrastructure improvements are needed to handle the congestion and growth expected in the region. Entities can participate on a voluntary basis and decide which subset of policies it prefers. A 50 percent target is proposed and if reached, credits will help offset local funds on federal projects. Type 1 policies would require joint staff coordination, Type 2 policies would require governing body approval, Type 3 policies would require ordinances, and Type 4 policies would require an election. Mr. McKeown reviewed the schedule for Mobility 2040, noting that action was anticipated by the Committee in February and RTC in March.

Jenny Narvaez discussed air quality conformity for the four analysis years of the Plan. The Environmental Protection Agency's Notice of Adequacy of the DFW Reasonable Further Progress 8-House Motor Vehicle Emission Budgets was published in the Federal Register on January 11 and becomes effective January 26. These budgets will start a 24-month clock in which a conformity analysis will need to be completed. The NO<sub>x</sub> emission budget is set at 148.36 tons per day. Each of the four analysis years in Mobility 2040 fall below the set budget for NO<sub>x</sub>. The budget for volatile organic compounds is 77.182 tons per day and all four analysis years also fall below the budget. Results will be presented to the public in February and will be included as part of Mobility 2040 action.

John Polster discussed the need for lane balance in the area where IH 35W and IH 35E merge in Denton County. Mr. Polster requested additional consideration for continuing the managed lane recommendation for IH 35W along the entire corridor in the county. Michael Morris noted the comment had been previously expressed. He added that the project does not match with the concept of focusing tolled managed lanes in the core, as recommended by NCTCOG staff. Bryan Beck added that his concern was if the pendulum were to swing back making toll projects eligible for funding, the wrong project may be cleared. Mr. Morris responded, cited options to build the IH 20/US 287 project, and note that in the near term the only way to move forward on the project is to remove the tolling element. At this time, the focus is on developing innovative ways to complete IH 35E and SH 183. Mr. Polster asked if staff was suggesting that dropping IH 35W to a free facility from a partially tolled facility helps from a financial constraint standpoint because it is eligible for other funding sources. Mr. Morris noted that was correct. Mr. Polster discussed the possibility of a managed lane from the DFW Connector to SH 170 and asked if the managed lane could be extended along SH 114. He noted that he believed a managed lane in that area will be part of the core of managed lanes in the future. Regarding IH 35E and IH 35W in Dallas and Tarrant Counties, he believes IH 35W is critical in this area similar to the way IH 35E and IH 35W are critical south in Johnson and Ellis Counties. Lastly, he discussed the lack of equity in having a managed lane in Denton County on IH 35E and not having managed lanes on IH 35W. Michael Morris noted that he would work with staff to determine the status of the request, but added that when future projects are funded, SH 183 and IH 35E would be the focus. Mr. Polster agreed. Mr. Morris asked if Fort Worth agrees with the proposal for a tolled managed lane to SH 114. Bryan Beck noted that SH 114 is at the end of the city's boundary and seems like an appropriate place to drop the lane. Mr. Polster reiterated that Denton County has planned for managed lanes to US 380 and they are included on both IH 35W and IH 35E for connectivity. Discussion continued regarding where the managed lanes should terminate and it was noted that Mr. Polster would discuss in further detail with NCTCOG staff. Chad Edwards asked for additional detail about the \$8 billion in savings for rail/bus. Mr. Morris noted that after review of the high-speed rail estimates, it was concluded that the at-grade high-speed rail corridors would not be totally rebuilt, as previously thought, and would not cost as much as the earlier estimate.

- 7. Lawsuits Against Volkswagen Group of America, Inc., Audi of America, LLC, and Porsche Cars North America:** Jenny Narvaez presented information regarding the recent lawsuits against Volkswagen Group of America, Inc., Audi of America, LLC, and Porsche Cars North America. Last year, the Environmental Protection Agency (EPA) announced that vehicles from Volkswagen, Audi, and Porsche were found to have emission defeat devices that were activated during an emissions test and then turned off during regular driving. The vehicles are believed to release up to 40 times the permitted levels of nitrogen oxides for light-duty vehicles. The first announcement made by the EPA included 2.0 liter vehicles. Subsequently, a separate announcement was made that the devices were also found on

3.0 liter vehicles. The State of Texas has filed two separate lawsuits. The first is for deceptive trade practices and is based on consumer fraud. The second is for violating the Texas Clean Air Act. Both suits seek injunctive relief, civil penalties, attorney fees, and costs. A separate suit has also been filed by Harris County. At the federal level, the United States Department of Justice, on behalf of the EPA, has filed a civil complaint. According to the complaint files, nearly 600,000 2.0 liter and 3.0 liter diesel engines are impacted in the United States. Sanctions could total more than \$40 billion. North Central Texas Council of Governments staff has performed an in-house estimation of the registered, impacted vehicles in the region. Staff believes that the number of affected vehicles could be near 3,000 and may increase because of the latest vehicles added to the lawsuit. At its March 2016 meeting, staff will request that the Regional Transportation Council submit a letter to the Department of Justice and the Attorney General requesting that if a financial settlement is reached, funds will be disbursed to nonattainment regions in Texas. A draft of the letter was provided in Electronic Item 7.1 and additional details were provided in Electronic Item 7.2.

8. **Federal Legislative Update:** Rebekah Hernandez provided an overview of the Fixing America Surface Transportation (FAST) Act, signed into law on December 4, 2015. The bill authorizes surface transportation programs with \$305 billion over fiscal years (FY) 2016-2020. Funding includes a 5 percent increase for highway programs in FY2016 and a 2 percent increase for FY2017-FY2020. Transit programs will receive an 8 percent increase in FY2016 and a 2 percent increase for FY2017-2020. Funding totals for various programs and agencies were highlighted. She noted the \$7.5 billion rescission of unobligated balances in FY2020 spread among states. Related to Metropolitan Planning Organization (MPO) planning, the bill clarifies that public transportation officials may be representatives on MPO policy boards as determined by the MPO's bylaws. The Transportation Improvement Program (TIP)/Statewide TIP and the Mobility Plan must include intermodal facilities that support intercity transportation, intercity buses and facilities, and commuter vanpool programs. New planning factors to consider include system resiliency and reliability, natural disaster risk reduction, and travel/tourism. There is also a new, optional Congestion Management Plan that can be considered in the TIP. Ms. Hernandez also noted the renaming of the Surface Transportation Program (STP), now titled the Surface Transportation Block Grant Program (STBGP). The amount suballocated to MPOs increases by 1 percent each year between FY2016 and FY2020 from 51 percent to 55 percent. In addition, there is now a set aside for the previous Transportation Alternative Program (TAP) and recreational trails. TAP is also now referred to as STBGP set-aside. The same programs are included and funding allocations will be continued with 50 percent to both the State and MPOs. Now, MPOs may use 50 percent of funds for any purpose under the STBGP. Changes related to the Congestion Mitigation and Air Quality Improvement Program include vehicle-to-infrastructure communication equipment and port-related equipment eligibility. Ms. Hernandez noted there were many changes for project delivery. Some of these include new specific timeframes for notices and reviews. In addition, states are now allowed to assume responsibilities of the US Department of Transportation Secretary in the review process. The Transportation Infrastructure Finance and Innovation Act received a 71 percent funding cut, but a balance of approximately \$800 million remains in the program. Funds can be redistributed and the program was expanded to include transportation oriented development and rural projects. Related to tolling, over-the-road and transit buses now require the same treatment when on toll facilities. Also, an MPO must be consulted on toll placement/amount for high occupancy vehicle toll lanes on interstate facilities within metropolitan planning areas. New freight programs include a new competitive grant program that will receive approximately \$900 million per year. States, large MPOs, and localities may apply. Eligible projects include highway, highway freight, and highway bridge

projects, as well as intermodal facilities and grade crossings. The National Highway Freight Program is a new formula program that is funded at an average of \$1.2 billion per year. Under this section, the administrator would establish a national highway freight network with MPO/state consultation. States would use the funding to improve freight mobility on the designated freight network. Finally, some of the major changes to transit programs were highlighted. Bus and bus facilities received a funding increase, the Bus Discretionary Program was reinstated to help transit agencies replace aging buses and includes a set aside for low or no-emission buses. There is also a new pilot program for cost-effective capital investment that encourages states to share resources among multiple participants. In addition, the research program has been renamed and is now the Transportation Innovation Program. This will fund research projects for new low and no-emission vehicle testing. Related to the Access and Mobility Program, there is a new innovative coordinated access and mobility pilot program to improve the coordination of transportation services with non-emergency medical care. Related to positive train control, there is \$199 million in one-time funding for positive train control implementation by commuter railroads. Ms. Hernandez noted that there were moderate funding increases and slight changes to other transit programs that were not reviewed. Paul Luedtke asked if Texas is the only donor state remaining and how much Texas donates. Ms. Hernandez noted she would look into the subject.

9. **Dallas-Fort Worth Clean Cities Outstanding Recognition and Annual Report:** Pamela Burns provided an overview of the Dallas-Fort Worth Clean Cities Outstanding Fleet awards. North Central Texas Council of Governments (NCTCOG) staff recently revised the Regional Transportation Council (RTC) Clean Fleet Policy. During this process, staff took the opportunity to create a recognition program based on elements included in the policy. Fleets submit their annual report and are scored based on how the fleets are accomplishing the specific elements. Activities that each of the outstanding fleets had in common were shared with the Clean Cities stakeholder group at the annual meeting last December. By sharing these best practices, staff hopes that additional fleets will adopt emission and petroleum reduction strategies in the coming years. Electronic Item 9 contained fleets that were recognized for their outstanding efforts to reduce emissions and petroleum consumption. Feedback received to date has been positive. Ms. Burns also discussed the Clean Cities annual reporting. Organizations that have adopted the Clean Fleet Policy and some other entities who also operate fleets but have not adopted the policy submit their annual report to NCTCOG between January and March of every year. Staff is currently collecting reports based on data from calendar year 2015. The reports are used to monitor activities associated with the Clean Fleet Policy and to update various funding agencies including the Department of Energy who runs the National Clean Cities Program. Based on data received in calendar year 2014, Clean Cities stakeholders helped reduce over 22 million gallons of petroleum through their activities. The annual report template is now available at [www.dfwcleancities.org](http://www.dfwcleancities.org). Fleets who submitted a report last year can request a copy to assist in this year's data collection efforts. For organizations that have not yet adopted the Clean Fleet Policy, more information is available at [www.nctcog.org/fleetpolicy](http://www.nctcog.org/fleetpolicy).
10. **2017-2020 Transportation Improvement Program Development Draft Listings and Project Milestone Policy Update:** Adam Beckom briefed the Committee on the 2017-2020 Transportation Improvement Program (TIP) development process and draft listings. In May 2015, staff began the review of existing projects and additional locally funded projects. Needed adjustments to existing projects, including staging, funding, and updated scope were then made. Revised project listings were developed and balanced to available revenues. He noted that over the next few weeks, staff will conduct Mobility Plan and air quality review of the project listings, which will then be presented for public review in



March 2016. Mr. Beckom also noted the draft TIP roadway and transit project listings will be available online to members by close of business for their review. The listings contain 909 projects. Roadway projects are listed using a double-entry sheet showing projects as they are listed currently and the changes proposed as part of the effort. One of the main focus areas has been implementation of the Project Milestone Policy. Submittal packets from implementing agencies are under review. Additional details on the projects reviewed in this effort will be brought to the Committee in February as a separate item. Mr. Beckom noted draft project listings reflect updates and status information received from implementing agencies. Final comments from agencies are needed by February 12 for inclusion in the public meeting item. Any comments received after that time are not guaranteed to be reflected in the final draft project listings to be presented at public meetings. Staff proposes that projects with outstanding responses will be included through the next TIP modification cycle in November 2016. Draft project listings will be presented to the Committee for action in March and the Regional Transportation Council in April. If approved, the final document will be submitted to the Texas Department of Transportation by May 2, 2016, including submission into the State eSTIP submittal portal. Texas Transportation Commission action is anticipated in the August timeframe with federal/State approval anticipated in October 2016.

11. **Fast Facts:** Jessie Huddleston noted that at the December 10, 2015, Regional Transportation Council (RTC) meeting, Mayor Stan Pickett, City of Mesquite, highlighted an issue related to Federal Transit Administration (FTA) funding for services targeted towards seniors and individuals with disabilities. City of Mesquite, FTA, and North Central Texas Council of Governments (NCTCOG) staffs have been working through the series of issues for almost one year. FTA's legal staff has committed to resolving this issue before the February RTC meeting. Staff will provide future updates as information become available. In addition, Ms. Huddleston provided an update regarding the Texoma Area Paratransit System (TAPS). In December, after TAPS stopped providing bus service in Collin and Wise Counties, the RTC approved emergency funding for short-term transit solutions in those counties. The 90-120 day emergency alternative services will be provided by Dallas Area Rapid Transit and the Denton County Transportation Authority. Services in Frisco have started. Services in McKinney, Allen, Wylie, and Fairview are expected to begin the second week in February. The Collin County Commissioner's Court has not taken action to approve replacement services for the rural parts of the county and NCTCOG has not yet received a request to assist in Wise County. As additional details are available, staff will provide updates.

Amanda Wilson provided an overview of the specially called RTC meeting on January 20, 2016. J. Bruce Bugg, Jr., Commissioner of the Texas Transportation Commission, visited the region for two listening sessions and the special RTC meeting. He spoke about the Texas Department of Transportation's (TxDOT's) Congestion Relief Initiative from Governor Greg Abbott to address congestion in the five major cities in the State. Commissioner Bugg noted several times that this was not a one-time effort, but the beginning of a focused program on metropolitan congestion. Michael Morris presented the RTC-approved projects for the first phase. Through the listening session and RTC meeting, opportunities were also discussed for funding projects through future phases of the initiative.

Rachel Linnewiel highlighted current air quality funding opportunities for vehicles provided in Electronic Item 11.1. She noted that the deadline for the Emissions Reduction Incentive Grant Program is February 2 by 5 pm. In addition, she noted that the AirCheckTexas program is still accepting repair and replacement applications. Ms. Linnewiel also discussed the City Efficiency Leadership Council meeting scheduled for February 3. The council

currently comprises the states 6<sup>th</sup> largest cities and discusses opportunities for collaboration and information sharing in an effort to expand the adoption and coordination of various energy efficiency initiatives and resources. Details were provided in Electronic Item 11.2.

Jenny Narvaez noted that the Texas Commission on Environmental Quality (TCEQ) has proposed the revision to the DFW 8-Hour Ozone State Implementation Plan (SIP) in December and are currently in the public comment period. The North Central Texas Council of Governments hosted a recent public hearing. Staff plans to submit comments on the SIP, on behalf of the RTC, before the comment period closes on January 29. Comments will be provided to members after submission. Mr. Morris discussed inappropriate behavior by citizens at the TCEQ public hearing hosted by NCTCOG, and discussed the importance of setting an appropriate tone so that the ability to communicate to the public is not lost.

Jahnae Stout discussed recent public meetings held in December 2015 and January 2016. A summary of the discussion for December public meetings was provided in Electronic Item 11.3. The January public meetings summary was provided to members by e-mail.

Heather Haney presented information regarding the Smart City Challenge. The United States Department of Transportation and Federal Highway Administration are offering a funding opportunity titled Beyond Traffic: A Smart City Challenge. This opportunity is a cooperative agreement of up to \$40 million in federal funding for a mid-size city to conduct a Smart City demonstration. Applications are due by February 4. Details were provided in Electronic Item 11.4.

Carli Baylor highlighted the February public meeting flyer. Discussions will include Mobility 2040 draft recommendations and 2016 Transportation Conformity. Details were provided at the meeting in Reference Item 11.8.

Rylea Roderick noted that the Transportation Improvement Program (TIP) modification submission deadline for the May 2016 TIP/Statewide TIP was close of business the day of the meeting.

Dan Kessler announced the new Texas Department of Transportation Executive Director, James Bass.

Mr. Kessler also discussed the passing of Chris Anderson, Transportation Department Program Manager, on January 8, 2016. Chris worked for NCTCOG for seven years and had worked in the region from the past 35 years.

The current Local Motion was provided in Electronic Item 11.5 and transportation partner progress reports were provided in Electronic Item 11.6.

12. **Other Business (Old and New):** Dan Kessler introduced new staff: Heather Haney, Rylea Roderick, Wade Haffey, Baley Muller, Allix Philbrich, Hilary Trang, Rachel Linnewiel, and Edgar Hernandez.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 26, 2016, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.

# local motion

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

March 2016 | [nctcog.org/localmotion](http://nctcog.org/localmotion)

## NCTCOG at 50

NCTCOG is continuing its yearlong celebration of 50 years of regional planning with a look at Agency Administration this month. Since 1968, when Robert Weaver was hired as the first director, many things have changed. For a look at how Agency Administration has grown and modernized to meet the needs of NCTCOG's member governments, visit [NCTCOG.org/50](http://NCTCOG.org/50).

## Meetings

**March 2, 8:30 am**  
**TRTC**

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

**March 4, 11 am**  
**DRMC**

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

**March 10, 1 pm**  
**Regional Transportation Council**  
NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**March 25, 1:30 pm**  
**Surface Transportation**  
**Technical Committee**  
NCTCOG

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

## Alternative-commute site gets new look



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

Options include carpooling, transit, bicycling, walking, and working from home. The new version still allows the users to track their savings and find ride matches, but introduces rewards such as discounts and contests designed to inspire greater participation in the program. Prizes and merchandise discounts are donated by [G.R.E.E.N. Partners](#). Companies and other providers participating as partners benefit by receiving recognition on the Try Parking It website and other NCTCOG platforms, expanding their customer bases and motivating commuters to try alternatives to driving alone. Users will be awarded points each time they enter an alternative commute. The points can be used to enter contests, or redeemed for giveaways, store discounts and more.

While the enhancements make the site more interactive and user-friendly, improving air quality and reducing traffic congestion remain the priorities. In addition to keeping track of the money and miles saved by alternative commutes, users can see how many pounds of greenhouse gases they have saved. Another feature of the updated site is the multimodal trip logging. Previously, [TryParkingIt.com](http://TryParkingIt.com) allowed only one commuting method to be entered for each trip. The updated site will take into account the reality that people may get to work using multiple options.

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



North Central Texas  
Council of Governments

# our region

## RTC to consider Mobility 2040 transportation plan in March

The Regional Transportation Council is expected to consider the next long-range transportation plan for the Dallas-Fort Worth area March 10. Under Mobility 2040, the region will spend approximately \$118.9 billion on improvements to the transportation system for the next 24 years.



The plan takes a multimodal approach to meeting the transportation needs for DFW, which is expected to grow to nearly 10.7 million people by 2040. The plan will enhance traveler choice as it is implemented, and represents a boost of more than \$24 billion on future transportation needs compared to the current mobility plan, an increase made possible in part by the availability of more funding on the federal and state levels. Mobility 2035 — 2014

Amendment outlined \$94.5 billion to be spent through 2035 improving the transportation system. Recommendations of the new plan include over 3,650 new roadway lane miles and a 380-mile passenger rail system by 2040. Drafts of Mobility 2040 have been presented to the public three times since December. Mobility 2040 not only uses a multimodal approach, but it provides a substantial investment in the maintenance of infrastructure that already exists. Improvements would be broken down as follows:

- Freeways, tollways, arterials and HOV/managed lanes: \$43.4 billion
- Infrastructure maintenance: \$37.4 billion
- Rail and bus: \$27.2 billion
- Management and operations: \$7.2 billion
- Growth, development and land-use strategies: \$3.6 billion

On the transit side, the plan recommends a combination of rail and high-intensity bus service, which could be used in certain corridors as a precursor to passenger rail. Among the areas slated for high-intensity bus are Interstate Highway 35W from downtown Fort Worth to the Alliance area and IH 30 between Arlington and Dallas.

Mobility 2040 will include a bundle of voluntary policies intended to help the region reach its transportation goals as it continues to deal with fast growth. The policy considerations will focus on a balanced and integrated system offering more transportation options.

### Future of Transportation

The Regional Transportation Council is expected to consider Mobility 2040 on March 10. To review \$118.9 billion plan before the RTC approves it, visit [NCTCOG.org/mobility2040](http://NCTCOG.org/mobility2040).

## **MOBILITY MATTERS**

### **Winter newsletter features 35Express, award winners**

The winter 2016 issue of Mobility Matters is now available and features an article on the 35 Express Project, the reconstruction of Interstate Highway 35E in Dallas and Denton counties. The project will expand capacity through the addition of main lanes and managed lanes, as well as rebuilt frontage roads.

Mobility Matters also profiles Charles Emery, longtime chairman of the Denton County Transportation Authority, who helped get DCTA started. DCTA's A-train commuter line is adjacent to IH 35E and has experienced growth since the first phase of the \$4.8 billion project began, according to DCTA.

Director of Transportation Michael Morris also discusses Look Out Texans, a NCTCOG safety campaign encouraging bicyclists, pedestrians and drivers to share the road.

Additionally, partners who went above and beyond in their efforts to help improve air quality last year are featured in an article announcing Air North Texas award winners.

**On the Web:** [NCTCOG.org/  
MobilityMatters](http://NCTCOG.org/MobilityMatters)

# **public involvement**

## **Input sought on transportation to school**

Schools are one of the largest trip generators and most significant public investments, with long-lasting impacts on the region's transportation facilities, development and quality of life. Yet, despite the continued construction of campuses to keep up with the growth in Dallas-Fort Worth, students do not walk or bicycle to class as much as in the past.

NCTCOG staff will seek public input on efforts to better link schools and transportation at public meetings in March. The meetings are scheduled for 6:30 pm March 15 in Carrollton, 2:30 pm March 16 in Arlington and 6:30 pm March 21 in Grapevine.

The new Community Schools and Transportation Program encourages improved coordination, site planning and safe, multimodal transportation to and from schools. Staff will provide an overview of the program and information on community benefits and public involvement opportunities.

Attendees will also be able to provide input on the draft 2017-2020 Transportation Improvement Program during the public meetings. The TIP is a federally and state-mandated list of funded projects with committed funding for construction or implementation within a four-year period. A new TIP is developed every two years through a collaboration among NCTCOG, the Texas Department of Transportation, local governments and transportation authorities. Staff will present the draft list of projects to be funded between 2017 and 2020. Modifications to the list of funded projects, AirCheckTexas Drive a Clean Machine Program, Clean Fleets North Texas funding recommendations and April Car Care Clinics will also be highlighted.

Following the public meeting in Arlington, a video recording will be online at [NCTCOG.org/input](http://NCTCOG.org/input).

# resources

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[NCTCOG.org/trans/outreach/publications.asp](http://NCTCOG.org/trans/outreach/publications.asp)

## partners

Dallas Area Rapid Transit  
[DART.org](http://DART.org)

Denton County  
Transportation Authority  
[DCTA.net](http://DCTA.net)

North Texas Tollway Authority  
[NTTA.org](http://NTTA.org)

The Fort Worth  
Transportation Authority  
[The-T.com](http://The-T.com)

Texas Department  
of Transportation  
[TxDOT.gov](http://TxDOT.gov)

## \$118.9 billion

The value of multimodal improvements planned through 2040 as part of Mobility 2040, NCTCOG's next long-range transportation plan.

## policymakers —

### NCTCOG Sponsoring April Car Care Clinics



NCTCOG is partnering with local automotive repair shops to sponsor Car Care Clinics throughout April to help North Texas drivers whose vehicles have the check-engine light illuminated.

A vehicle's check-engine light turns on when there may be an issue that negatively impacts its emissions.

These free clinics will provide drivers with an opportunity to talk to a technician about their vehicles' issues. Staff will be at each clinic to discuss financial assistance available to help drivers with repairs.

To find a clinic, visit [NTXCarCare.org](http://NTXCarCare.org). For additional information, send an email to [NTXCarCare@nctcog.org](mailto:NTXCarCare@nctcog.org) or call 817-704-5605.

### RTC meetings available live online

The Regional Transportation Council is scheduled to meet at 1 pm March 10 in Arlington to consider Mobility 2040 and other transportation matters. If you can't make it in person, consider watching online. The meeting will be streamed live at [NCTCOG.org/video](http://NCTCOG.org/video) for anyone with access to a computer or mobile device.

The RTC has been broadcasting meetings live on the Internet since September following the approval by the Texas Legislature last year of a law requiring such meetings be made available. Archived RTC and public meetings are also available online.

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Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.