

AGENDA

**Regional Transportation Council
Thursday, November 12, 2015
North Central Texas Council of Governments**

- 11:00 am Mobility Plan Workshop**
- 12:30 pm Presentation by Texoma Area Paratransit System**
- 1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:05 1. Approval of October 8, 2015, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Mark Riley, RTC Chair
Item Summary: Approval of the October 8, 2015, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A
- 1:05 – 1:05 2. Consent Agenda**
 Action Possible Action Information Minutes: 0
- 2.1. Unified Planning Work Program Modifications**
Presenter: Dan Kessler, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2016 and FY2017 Unified Planning Work Program (UPWP) will be requested.
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017. Amendments to this document are being proposed to reflect new initiatives, project modifications, and funding adjustments. The proposed amendments were presented to the public during the October 12, 14, and 15, 2015, public meetings and are posted on the North Central Texas Council of Governments' Web site. The proposed modifications are also included as [Reference Item 2.1.1](#). A presentation summarizing the modifications is provided in [Electronic Item 2.1.2](#). The Surface Transportation Technical Committee has recommended RTC approval.

1:05 – 1:20 3. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. Regional Transportation Council Subcommittee Appointments (Handout)
2. Air North Texas Partner Award Recognition: Mindy Mize, NCTCOG
3. Texoma Area Paratransit System Follow Up
4. Transportation Department Continuity of Operations Plan Pilot Test
5. Revised Proposition 1 Allocations
 FY2015-\$368 M
 FY2016-\$268 M (old), \$250 M (new)
 FY2017-\$264 M (old), \$131 M (new)
6. Proposition 7 Approved by Voters
7. Positive Train Control Time Extension
8. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.1](#))
9. October Public Meeting Minutes ([Electronic Item 3.2](#))
10. Recent Correspondence ([Electronic Item 3.3](#))
11. Recent News Articles ([Electronic Item 3.4](#))
12. Recent Press Releases ([Electronic Item 3.5](#))
13. Transportation Partners Progress Reports

1:20 – 1:40 4. **Mobility 2040: Mobility Plan Workshop Follow Up**
 Action Possible Action Information Minutes: 20
Presenter: Dan Lamers, NCTCOG
Item Summary: Work continues to progress on the region’s next long-range transportation plan. Staff will provide a summary of the Mobility Plan Workshop held prior to the full Regional Transportation Council (RTC) meeting. Updated information on the financial forecast for Mobility 2040 and preliminary roadway and transit recommendations will also be presented. Staff will seek RTC input on future revenue assumptions and the preliminary project selections in refining draft Mobility 2040 recommendations for public review in December.

Background: One of the primary responsibilities of the Metropolitan Planning Organization is the development and maintenance of a Metropolitan Transportation Plan (MTP). The last comprehensive update of the MTP occurred in 2011 with the adoption of Mobility 2035. Since then, Mobility 2035 has gone through two revisions: an update in 2013 and an amendment in 2014. Staff is currently in the process of developing a new MTP, Mobility 2040. This Plan will reassess existing recommendations and include new demographics, financial forecasts, planning initiatives, and projects.

1:40 – 1:50 5. **Proposed Regional Transportation Council Policies for Mobility 2040: Doing More than Projects**
 Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG
Item Summary: Staff will seek feedback from the Regional Transportation Council (RTC) on proposed policies and bundling of policies to include in the development of Mobility 2040.

Background: Staff has initiated the development of the new MTP, Mobility 2040. As part of this effort, staff has identified new policies to be considered for inclusion in Mobility 2040. Staff will discuss these new policy ideas with the RTC, as well as the possibility of bundling the policies to allow agencies to select a subset of policies that have an opportunity to impact the overall transportation system performance and air quality. [Electronic Item 5](#) contains a table of the proposed policies.

1:50 – 2:00

6. **HB 20 Requirement for the Development of 10-Year Plan**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council will be briefed on work of the HB 20 Planning Organization Stakeholder Committee, made up of Texas Department of Transportation district engineers and metropolitan planning organizations (MPOs).

Background: The HB 20 Planning Organization Stakeholder Committee contributed to a report that was provided to a legislative oversight committee, which is included as [Electronic Item 6.1](#). The Committee will continue working through the fall and winter on developing performance measures, distributions to funding categories and formulas within categories, as well as the new MPO 10-year plan. The 84th session of the Texas Legislature adjourned on June 1, 2015, during which HB 20 was approved. HB 20 requires the Texas Department of Transportation and MPOs to use a performance-based planning process to prioritize projects. In addition, MPOs will need to add a 10-year plan, as a required document. HB 20 also created a legislative oversight committee, ended diversions, and amended design-build terms. It is anticipated that Mobility 2040 will have staged 2017, 2027, 2037, and 2040 networks. In addition, the “10-year plan” is anticipated to align with the 2027 transportation network. More information is provided in [Electronic Item 6.2](#).

2:00 – 2:10

7. **Environmental Protection Agency's New Ozone National Ambient Air Quality Standard and End of Ozone Season Update**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will update the Council on the Environmental Protection Agency's (EPA) new National Ambient Air Quality Standard (NAAQS) for ground-level ozone, 70 parts per billion (ppb), and provide a summary of the 2015 ozone season activity for the Dallas-Fort Worth (DFW) region.

Background: On October 1, 2015, the EPA Administrator signed the final rule strengthening the NAAQS for ground-level ozone from 75 ppb to 70 ppb. The final rule extends the end of ozone season for DFW from October to November. Final designations for nonattainment counties are anticipated early in 2018.

The end of October concluded another ozone season for the DFW region. Staff has been tracking the exceedance days at

each monitor and will provide a summary of the 2015 ozone season data and how it compares to both the current 2008 8-hour ozone standard of 75 ppb, and the revised ozone standard of 70 ppb. The DFW region is classified as “moderate” nonattainment under the current standard, and has a 2018 attainment deadline. Additional information is provided in [Electronic Item 7](#).

2:10 – 2:20

8. **Look Out Texans!**

Action Possible Action Information Minutes: 10

Presenter: Karla Weaver, NCTCOG

Item Summary: Staff will present information about the recently launched “Look Out Texans!” Bike-Walk-Drive regional safety campaign. The campaign encourages North Texans to watch out for one another and offers specific tips to bike, walk, and drive safely together.

Background: The State of Texas and the Dallas-Fort Worth region are designated by the Federal Highway Administration as focus areas for pedestrian and bicycle safety due to the high number of reported crashes and fatalities. Between 2010 and 2014, there were more than 8,200 reported bicycle and pedestrian crashes in North Texas involving motor vehicles that resulted in more than 500 fatalities, highlighting the need for outreach.

“Look Out Texans!” is an integrated outreach and advertising campaign that includes billboards, transit ads, print and online ads, social media, local government and transportation agency coordination, and school outreach.

9. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 9.1](#))
- STTC Attendance and Minutes ([Electronic Item 9.2](#))
- Local Motion ([Electronic Item 9.3](#))

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

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

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

MINUTES**REGIONAL TRANSPORTATION COUNCIL
October 8, 2015**

The Regional Transportation Council (RTC) met on Thursday, October 8, 2015, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Steve Mitchell (representing Bruce Arfsten), Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Rudy Durham, Andy Eads, Charles Emery, Rick Stopfer (representing Mark Enoch), Robert Franke, Sandy Greyson, Mojoy Haddad, Clay Jenkins, Ron Jensen, Jungus Jordan, Lee Kleinman, Stephen Lindsey, Travis Ussery (representing Brian Loughmiller), Scott Mahaffey, Matthew Marchant, Maher Maso, Cary Moon, Greg Noschese (representing Stan Pickett), Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, Oscar Ward, Bernice J. Washington, Cheryl Williams (representing Duncan Webb), Glen Whitley, Kathryn Wilemon, Jeff Williams, Erik Wilson, and Ann Zadeh (representing Zim Zimmerman).

Others present at the meeting were: Vickie Alexander, Nancy Amos, Gustavo Baez, John Baker, Melissa Baker, Berrien Barks, Carli Baylor, Bryan Beck, Natalie Bettger, Brandi Bird, Brandy Bissland, Alberta Blair, Cal Bostwick, Tanya Brooks, Ron Brown, Marrk Callier, Drew Campbell, Jack Carr, Angie Carson, Dave Carter, Jim Cline, Michael Copeland, John Cordary, Hal Cranor, Jason Crawford, Mike Curtis, Clarence Daugherty, Ruben Delgado, Jory Dille, Kay Duffy, Chris Dyser, Mike Eastland, Traci Enna, Brittney Farr, Kevin Feldt, Bob Golden, Christie Gotti, Christine Graygor, Bob Hall, Tommy Henderson, Rebekah Hernandez, Jesse Herrera, Mark Hines, Jodi Hodges, Jessie Huddleston, Donna Huerta, Travis Kelly, Dan Kessler, Karen Khan, Tony Kimmey, Ken Kirkpatrick, Paul Knippel, Dan Lamers, April Leger, Eron Linn, Sonny Loper, Paul Luedtke, Stanford Lynch, Mickey Marlow, Steve McCullough, Chad McKeown, Monte Mercer, Michael Miles, Cesar Molina, Michael Morris, Jeff Neal, Markus Neubauer, Cynthia Northrop, Mickey Nowell, Nick Page, Tim Patton, John Polster, James Powell, Vercie Pruitt-Jenkins, Molly Rendon, Bill Riley, Tito Rodriguez, Kyle Roy, Jodi Saegesser, Moosa Saghian, Randy Skinner, Franklin Stephens, Shannon Stevenson, Jahnae Stout, Gerald Sturdivant, Vic Suhm, Rhonda Taylor, Lauren Trimble, Karla Weaver, Devin Wenske, Sandy Wesch, Amanda Wilson, Brian Wilson, Alicia Winkelblech, and Ed Wueste.

1. **Approval September 10, 2015, Minutes:** The minutes of the September 10, 2015, meeting were approved as submitted in Reference Item 1. Glen Whitley (M); Mike Cantrell (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A motion was made to approve September 2015 out-of-cycle and November 2015 revisions to the 2015-2018 Transportation Improvement Program provided in Reference Item 2.1.
 - 2.2. **CentrePort Regional Trail Connection for Possible Employer Location:** A motion was made to approve \$2,080,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the City of Fort Worth for a regional trail connection to the CentrePort Trinity Railway Express station and a contingency connection to a potential large regional employer site. Details were provided in Reference Item 2.2.

Glen Whitley (M); Oscar Trevino (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Vonciel Jones Hill for her service on the Regional Transportation Council (RTC). RTC Chair Mark Riley noted the current RTC subcommittees: the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee and the Legislation and Finance Partnership Subcommittee. Mobility Plan discussions will be held through RTC workshops and the partnership with independent school districts will be held through workshops entitled Community Schools and Transportation. Brian Wilson noted that the Transportation Department's publication, Charting the Future, was recognized as a recipient of the Silver Quill Award from the Southern Region of the International Association of Business Communicators. Pamela Burns noted that the Dallas-Fort Worth Clean Cities program was recently awarded Most Outreach/Media Activities by the US Department of Energy during calendar year 2014. Efforts reached approximately 3.9 million persons. Details were provided in Electronic Item 3.1. An October public meeting notice was provided in Electronic Item 3.2. September public meeting minutes were provided in Electronic Item 3.3. An announcement for an upcoming Freeway Incident Management Executive Level Course was provided in Electronic Item 3.4. Mr. Morris noted that the Rail~volution Regional Day event was scheduled for October 28, 2015. In addition, he noted that the SH 161 pilot project utilizing the shoulders during the peak period to reduce congestion has opened. Kelly Selman noted that the project was in the testing period but there has been positive feedback regarding the project. In addition, Mr. Morris discussed the opening of IH 635. Air quality funding opportunities for vehicles was provided in Electronic Item 3.5, and an ozone season update was provided in Electronic Item 3.6. He also noted that the revised National Ambient Air Quality Standard final rule of 70 parts per billion was issued on October 1, 2015. Staff will be working to determine implications to the region. Current east/west equity was provided in Electronic Item 3.7.1 and Electronic Item 3.7.2, American Recovery and Reinvestment Act project updates were provided in Electronic Item 3.8.1 and Electronic Item 3.8.2, recent correspondence was provided in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. Transportation partners progress reports were provided at the meeting.
4. **Proposition 1 – Phase 2 Draft Listings (Fiscal Years 2016 and 2017):** Christie Gotti presented the Proposition 1 – Phase 2 project listings for FY2016 and FY2017. Approximately \$523 million is available for the Dallas-Fort Worth region. She noted that the Texas Department of Transportation (TxDOT) may revise FY2016 allocations due to lower than expected FY2015 revenues. Staff will come back to the Council with revisions if necessary in the future. As with Phase 1 allocations, projects must be on the interstate highway or state highway system, and must be traditional roadway projects. In addition, staff recommended that project selection continue to focus on projects that are environmentally cleared in time to let in FY2016 and FY2015, consistent with the Mobility Plan, maintain sensitivity to existing projects with funding shortfalls, and continue focus on capacity. Staff recommended that the region maintain the equitable distribution by county across the five-year period and that the region's east/west equity position be maintained, as well. Approximately \$268 million is anticipated in FY2016 and approximately \$263 million in FY2017. Formal approval of allocations is anticipated in November 2015 by TxDOT, and as noted revenues for FY2016 may be revised. Reference Item 4.1 contains a listing of proposed projects, and changes from the Surface Transportation Technical Committee and the Regional Transportation Council were noted in red. Ms. Gotti highlighted graphics showing projects in the region for each fiscal year. Major changes were highlighted: 1) implement a Dallas/Dallas County partnership on IH 635 at Skillman Audelia to finalize the Metropolitan Planning Organization Revolver Fund, 2) change funding on the SH 114/Texas Plaza Bridge project to Category 2/Metro Corridor funds and move the Proposition 1 funds to the IH 20 frontage roads project from Carrier Parkway to FM 1382, 3) fund the State Loop 288 at IH 35E project with RTR, Category 7/STP-MM, and local

funds and move proposed Proposition 1 funds to US 377, 4) replace the maintenance place holder in Rockwall County for the FM 550 maintenance project. Staff will continue to seek Regional Toll Revenue/Proposition 1 partnerships with Dallas and Collin Counties similar to the partnership with Denton County. In addition, potential Proposition 7 funds are being considered for utilization on some projects, especially in FY2018 and FY2019. As noted, staff will continue to refine FY2018 and FY2019 projects in preparation for future Proposition 1 allocations. Still pending are two projects in Ellis and Navarro Counties that were in calendar year 2015 listings. These projects contained State Category 12 funds and had substantial cost savings. Staff is working with TxDOT to determine if the Category 12 funds can remain the project and the savings be used on the Proposition 1 funds. A motion was made to approval of the FY2016 and FY2017 Proposition 1 projects in Reference Item 3 and to amend the 2015-2018 Transportation Improvement Program (TIP)/Statewide TIP (STIP) and/or upcoming 2017-2020 TIP/STIP to incorporate these projects and associated funding changes. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.

5. **Proposition 7 Allocations and Federal Legislative Update:** Amanda Wilson discussed Proposition 7, the proposed constitutional amendment for transportation funding that will appear on the November 3, 2015, ballot for voter approval. At its September 10, 2015, meeting, the Regional Transportation Council (RTC) took a position to support Proposition 7, and there was also discussion about a fair share of the revenue being allocated to metropolitan regions. Ms. Wilson discussed past Texas Department of Transportation (TxDOT) funding allocations, and highlighted the success of Proposition 1 allocations. For FY2015, TxDOT created a stakeholder committee and determined initial allocations to capacity, connectivity, maintenance, and the energy sector. Those categories were then memorialized by the Legislature through the appropriations bill and included a significant increase to the metropolitan areas during the legislative session. Ms. Wilson noted that Reference Item 5.1 included a draft letter to the Texas Transportation Commission thanking it for successful allocation discussions to date and offering to be of any assistance regarding Proposition 7 funding allocations. Ms. Wilson also highlighted the status of federal transportation legislation. Regarding appropriations, a short-term continuing resolution was passed through December 11, 2015. Congress will need to act again by the end of the year. The current surface transportation bill is Moving Ahead for Progress in the 21st Century, of which the most recent extension will expire on October 29, 2015, so either a long-term transportation bill or another continuing resolution must be passed. The Senate passed a bill in the summer and the House has also been working on a bill. The Senate version is a six-year extension with funding identified for three years only so an extension is likely. In addition, a six-month extension was passed through March 31, 2016, for the Federal Aviation Administration. Related to passenger rail, there is no current authorization but the Federal Railroad Administration (FRA) continues to operate through annual appropriation bills. Ms. Wilson highlighted areas of interest to expand the ability of rail to move between metropolitan areas. The Enhancement and Efficiency Act was incorporated into the surface transportation bill, the DRIVE Act. This would increase funding for passenger rail and reauthorize Amtrak. Of importance, the Senate Bill would continue how passenger rail and Amtrak are currently operating. There are three types of programs: the northeast corridor, state supported routes, and long distance routes. These all operate as a system in the country and share revenues and resources. The Senate Bill would keep that as it is now. The House has a different version that would separate out the northeast corridor from other corridors. It would operate on its own resources and could no longer use shared resources. This could limit the possibility of expanding any rail throughout the country. The bills agree on extension of positive train control implementation, added flexibility to the railroad rehabilitation and improvement financing program, and additional state grants for positive train control implementation grade crossing, and relocation.

Reference Item 5.3 is a draft letter to members of Congress expressing support for the Senate provisions of passenger rail to continue to allow flexibility for routes throughout the country to succeed. A motion was made to approve the letter to the Texas Transportation Commission regarding funding allocations provided in Reference Item 5.1 and the letter to the US Congress regarding passenger rail provisions provided in Reference Item 5.3. Glen Whitley (M); Rob Franke (S). The motion passed unanimously.

- 6. Mobility 2040:** Dan Lamers provided an update on the development of Mobility 2040, the region's next long-range transportation plan. The current Mobility Plan was last updated through an amendment in 2014. As congestion levels are reviewed for the year 2040, additional transportation options will be needed in the region above and beyond what is adopted in the current Plan. Development of Mobility 2040 includes the review of projects from the current Plan, as well as new corridors being evaluated for potential inclusion. Project prioritization includes categories based on Moving Ahead for Progress in the 21st Century (MAP-21) goals and Regional Transportation Council (RTC) guidance on the use of these goals from recent polling during which members indicated that congestion reduction and safety were top priorities. Mr. Lamers highlighted the roadway project prioritization methodology. Staff is working to review all freeway/tollway corridors to identify others that need improvement and will use a data-driven approach to select new projects to be included. Performance metrics from each of the seven categories will be used to measure projects relative to achieving the national goals: congestion reduction, system reliability, safety, infrastructure condition, freight movement and economic vitality, environmental sustainability, and reduced project delivery delay. Preliminary project category types will be identified such as capital/maintenance projects, reconstruction/widening of existing corridors, new location corridors, and illustrative projects of which there are not enough known details or funding to implement. Transit projects will go through a technical process to evaluate all corridors, and staff will follow direction received from the RTC to keep as many transit lines as possible in the Plan and also enhance transit. Corridors will be reviewed for performance, implementation, and support from local governments and transit authorities. Mr. Lamers noted that at the last Mobility Plan Workshop, interest in tying funding incentives to a bundle of RTC policies was introduced to members. Cities/counties could choose from a list of specific policies in a bundle to meet an incentive requirement. Example policies are the Clean Fleet Policy, Model Ordinance for Unmanned Aircraft Systems, Parking Management Strategies, and the School Siting Policy. Discussion regarding the bundling of policies will occur over the next few months. Lastly, Mr. Lamers discussed financial considerations for Mobility 2040. Despite new revenue, anticipated funding over the next 25 years will not be enough to meet current and future transportation demands in the region. A preliminary concept for Mobility 2040 is to use new revenue to replace some toll-funded projects with tax-funded projects in the near term. Discussions must occur regarding the balance of toll-funded versus tax-funded projects in the near term, as well as in the future. It was noted that a Mobility Plan Workshop is anticipated to be scheduled on November 12, 2015, prior to the RTC meeting. He also noted that a copy of the presentation would be e-mailed to members and posted on the Web site following the meeting.

Michael Morris discussed the potential movement in the region from toll facilities to tax-supported facilities. Development of Mobility 2040 is an appropriate time to take advantage of the opportunity to make necessary adjustments so that projects are ready to implement if Proposition 7 is approved by voters and the federal government moves forward with a six-year transportation bill. He noted that over the past two legislative sessions, opportunities for new transportation funding were implemented and will total approximately \$5.53 billion per year in 2020 if Proposition 7 is approved. A map of the regional managed lane system was highlighted, and he noted that staff will recommend that managed lane projects remain

focused in a core environment and should continue. Because of financial constraints in the past, tolled managed lanes were one of the only tools available to build transportation projects. During Mobility 2040 development, staff will suggest that some of the tolled managed lanes be removed. Since the federal government may move forward with an aggressive bill that uses the National Infrastructure Bank and leveraging tools, the region should keep some leveraged projects in Mobility 2040 recommendations. The State Legislature would like to continue the momentum of Proposition 1 into Proposition 7, creating a pay-as-you-go system. Several legislators are also interested in eventually lifting the tools and tolls. Mr. Morris discussed anticipated funding needs versus the value of the tools and the anticipated shortfall. If approved by voters, Proposition 7 will help meet 29-34 percent of the anticipated need. As a result, staff's proposal is that the region consider moving away from tolls at that, or a slightly higher, percentage, but not do away with tolls completely. He discussed the RTC's responsibility to develop a Mobility Plan that will include a projected population of 10.7 million people by 2040, and how important it is that the region not miss an opportunity to fund a project because the Mobility Plan was constrained to not allowing toll-supported projects. Mr. Morris discussed potential tolled managed lane projects proposed as freeways/high-occupancy vehicle projects. These include: IH 35W from IH 30 to SH 121 and IH 20/US 287 from Green Oaks to IH 820 in Tarrant County; US 67 from IH 35E to FM 1382, IH 35E from IH 20 to the Horseshoe, SH 161 from SH 183 to Belt Line, and IH 635 from Miller to IH 30 in Dallas County; and IH 35E from US 380 to Loop 288 in Denton County. Projects formerly planned as toll roads proposed for consideration as tolled managed lanes include: SH 170 from IH 35W to SH 114 in Tarrant County. Toll roads to be considered as staged freeways include: Loop 9 from US 67 to IH 20 in Dallas County and the outer loop from the Dallas North Tollway to IH 30 in Collin and Rockwall Counties. Finally, new staged freeways include the extension of the Denton Outer Loop from Loop 288 to the Dallas North Tollway in Denton County. In addition, he noted that discussions should continue for US 380 and US 75. Sandy Greyson asked for additional detail regarding the policies mentioned in the presentation. Mr. Lamers discussed policies adopted as part of previous Mobility Plans or through regular RTC business. Staff will review the policies to ensure that they are consistent and will determine a slate of policies that reach the priorities of the region. RTC interest in tying the policies to funding decisions will be discussed. Mr. Morris noted that this is a change in direction in which members may or may not be interested. Most RTC opportunities are through funding of projects, but there are no policies that add value to funding opportunities. Staff will present a set of policies, of which members could determine participation in a subset of the policies that would create an incentive for entities such as lower local match. Ms. Greyson asked if staff was trying to complete this effort in conjunction with Mobility 2040 approval. Mr. Morris noted that it was staff's intention to include this effort in Mobility 2040. Mr. Eads noted that he believed this was hazardous and could be considered a regulation. A common complaint is the federal regulatory environment and the complexity of transportation funding, and he noted that this adds another layer of complexity. Mr. Morris clarified that the intent is not that an entity would not be able to participate, but that the incentive is a lower local share. He noted that details are being developed and will be discussed at the proposed November Mobility Plan Workshop.

7. **Dallas-Fort Worth Region High-Speed Rail Initiatives Update: Mobility 2040:** Kevin Feldt provided an update on recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth. In the current Mobility Plan, the high-speed rail topic is addressed as a three-station concept in Fort Worth, Arlington, and Dallas. The Regional Transportation Council (RTC) has adopted the policy of regional connectivity and also has incorporated grade-separated and at-grade rail. A map of high/higher-speed passenger rail as it appears in the current Plan was highlighted. Since adoption, staff has been working with partners to investigate options within those alignments. The Texas-Oklahoma Passenger Rail Study (TOPRS), from Oklahoma to South Texas, is a Texas Department of Transportation

(TxDOT) study currently in a Tier 1 environmental analysis. This is a high-level identification of the corridor, and a record of decision is expected in early 2017. The Dallas to Houston corridor is being studied by the Texas Central Partners private group. The Federal Railroad Administration has identified the utility corridor option as the preferred alignment between Houston and Dallas and have also identified two possible station locations in downtown Dallas. The corridor is currently in a Tier 2 analysis with a record of decision expected in the 3rd quarter of 2016. The DFW Core Express Service, where connectivity is identified through the Mobility 2035: 2014 Amendment, is also a TxDOT project. Out of the study, several alignments in the region were identified with the two primary potential alignments identified as the Trinity Railway Express (TRE) and IH 30 corridors. The North Central Texas Council of Governments (NCTCOG) has indicated that the IH 30/SH 360 interchange provides a challenge for high-speed rail, and two hybrid options were presented to TxDOT. The two alignments currently moving forward are the hybrid alignment that takes the TRE from downtown Dallas to the SH 360 corridor down to IH 30 and into Fort Worth. TxDOT will also continue review of the full TRE alignment. The corridor is currently in a Tier 2 analysis and a record of decision is expected in 2017. Staff proposes that the Mobility 2040 high-speed rail plan continue to include the three-station concept for downtown Fort Worth, Arlington, and downtown Dallas. Also recommended is high-speed rail integration to ensure a one-seat ride, continued encouragement of private partnerships, and review of all options for the environmental process. Next steps are to finalize the Mobility 2040 recommendations, work with Arlington on rail connections to the regional rail network, schedule a Multimodal/Intermodal/High Speed Rail/Freight Subcommittee in December to finalize inclusion in Mobility 2040, and to continue coordination efforts with TxDOT, Texas Central Partners, and local governments. Oscar Ward asked if RTC had made a decision regarding the three-station concept and if the TRE corridor was already excluded. Mr. Feldt noted that the three-station concept was approved by the RTC. Mr. Morris noted that there is an option to go from downtown Fort Worth to downtown Dallas on the TRE corridor. Conversations are occurring between the Federal Transit Administration and Federal Railroad Administration about the mechanics of how high-speed rail will operate. By definition, the train would travel over 150 miles per hour (mph) and must be in a protected corridor. There are significant implications to the TRE under this situation. The current RTC plan is a three-station concept and work is currently underway on Mobility 2040 that will include high-speed rail. There is at-grade interest from East Texas to Love Field and the Dallas/Fort Worth International Airport. Staff will continue to provide updates over the next few months regarding the status of high-speed rail, the three-station concept, and the one-seat ride policy. Matthew Marchant asked if the one-seat ride was part of the adopted policy and proposed to be included in Mobility 2040. He also asked if staff had information regarding the cost of the DFW Core Express service. Staff noted that the current policy is a one-seat ride. In addition, current estimated costs for the DFW Core Express service are \$85 million per mile at approximately 35 miles. Mr. Marchant expressed interest in discussing the one-seat ride element during the upcoming Mobility Plan Workshop and also noted the importance that the DFW Core Express service not hamper the Houston to Dallas option.

8. **Emergency Assistance to Texoma Area Paratransit System:** Jessie Huddleston discussed a proposal to provide emergency assistance to the Texoma Area Paratransit System (TAPS) to ensure that its service can continue and its customers are not negatively impacted. TAPS serves 16 counties with public transit and non-emergency medical transportation services. Within the Dallas-Fort Worth region, this includes Wise County and portions of Collin County outside of the Dallas Area Rapid Transit (DART) service area. TAPS operates fixed-route and demand-response bus services and provides approximately 380,000 trips annually, making it one of the largest rural and small urban providers in Texas. It has a \$26 million budget for 2015, made up primarily of Medicaid revenue. One-third of the budget is for public transit through Federal Transit Administration (FTA) grant programs,

approximately \$3 million is from the McKinney Urbanized Area, and approximately \$1-3 million is from the Dallas-Fort Worth-Arlington Urbanized Area, with the remainder from TxDOT for both rural and other small urban areas. This also includes funding to provide job access trips for low-income workers and service for people with disabilities in McKinney, Allen, and Frisco. Ms. Huddleston noted that it was important to remember that all grant funding is required to be paid on a reimbursement basis. In June 2015, the FTA conducted a financial management oversight review of TAPS. Findings were published August 24, 2015, citing material weaknesses and deficiencies in many categories including internal controls, financial reporting, and documentation of accounting records. In September, the TAPS Board of Directors was also informed of agency cash-flow problems and yearend financial projections that showed a deficit. The FTA is requiring that all of the issues be addressed through a recovery plan. The top priority for the TAPS Board and staff to address in the next 30 days is the finalization of its recovery plan. A draft was presented at the October 7, 2015, TAPS Board meeting allowing members an opportunity to make adjustments before action is taken later in October. TAPS is also working to evaluate its service costs, working with local governments to make adjustments, and identifying additional local sources of revenue to leverage available federal funding. At some time in 2015, TAPS stopped paying its vendors and paying money out, meaning that it cannot get reimbursed and causing all State and federal funding to come to a halt. Ms. Huddleston noted that the Texas Department of Transportation Public Transportation Division is sending staff from the Texas Transportation Institute (TTI) to help develop cost-allocation models. Two areas for which the Regional Transportation Council (RTC) can provide assistance were highlighted: 1) use up to \$100,000 in existing transit funds to secure financial consulting services for TAPS to prepare billings and rebuild records to access grant funds and 2) use RTC Local funds to provide a financial backstop for a local TAPS loan for up to \$250,000 to help restart funding through the reimbursement cycle. Michael Morris noted that federal and State auditors have been working at TAPS for approximately six weeks. He also discussed the grant reimbursement process and the importance of determining how much of the issue is related to cash flow. An independent agency will be contracted to send out invoices to begin the reimbursement process. Mr. Morris emphasized that North Central Texas Council of Governments (NCTCOG) staff's current focus is the user. He noted that Jessie Huddleston spoke at the October 7 TAPS Board meeting and that it is in support of the action presented. Lee Kleinman discussed the annual budget for TAPS and asked if the \$250,000 would be sufficient to provide the needed assistance. Ms. Huddleston noted that the \$250,000 may not be sufficient for all needs, but will provide the ability for reimbursement of funds owed through the grant reimbursement process. Mr. Kleinman also asked if there will be any requirements placed on TAPS in order to receive the financial backstop. Mr. Morris noted that there would be no additional requirement by NCTCOG over that required by the State and federal government. Douglas Athas asked about changes in staff or management. In addition, Oscar Trevino noted that while ridership may be an issue, there seems to be significant mismanagement within the TAPS organization. Staff noted that the Board has terminated its Executive Director and has committed, as part of its recovery plan, to do a full staffing analysis. Maher Maso asked that an Executive Summary be provided to RTC members for their review. RTC Chair Mark Riley asked what percentage of the trips were in Wise and Collin Counties, and if those counties have discussed providing assistance to their citizens. Ms. Huddleston noted that the information has been requested from TAPS and that the counties' representatives were discussing options. Cheryl Williams noted that TAPS Board members are appointed by the counties and that all members are elected officials. Board members requested information from TAPS staff, but were not provided the information until recently. In addition, TAPS has not made any requests of Collin County to date regarding assistance to its citizens. She noted that even when TAPS was operating, the county was not receiving full level of service to its users and that she would like to see

user needs addressed in the future versus expanding routes. RTC members discussed if staff believed a decision was necessary immediately since enough information to make an informed decision was not available. Mr. Morris noted that he believed that assistance was necessary at this time in order to help the agency reestablish cash flow to its system. Rick Stopfer discussed the cost of paratransit, noting that it seems important for TAPS to reevaluate its costs for the types of service it provides since estimates do not seem to be accurate. A motion was made to use up to \$100,000 in existing transit funding to secure financial consulting services for the Texoma Area Paratransit System and to use RTC Local funds to provide a \$250,000 financial backstop for a local TAPS loan to permit the federal reimbursement cycle to continue. Bernice J. Washington (M); Glen Whitley (S). Maher Maso amended the motion to include the ability for staff to make a determination not to move forward with financial assistance if the agency cannot survive. Bernice J. Washington and Glen Whitley accepted the amendment.

Discussion continued. Glen Whitley noted that he would like to explore the possibility of TAPS repaying the \$100,000, and Charles Emery requested that a representative from TAPS present to the RTC either at a future meeting or work session. Sandy Greyson asked what may not be funded if the \$100,000 is provided to TAPS. Ms. Huddleston noted that the \$100,000 would be from either FTA funding received for administration of programs or Regional Toll Revenue funding allocated for transit sustainability approved by RTC about three years ago. Mike Taylor indicated that he would be opposed due to lack of sufficient information. Several members asked if staff was aware of how the TAPS Board wished to proceed. Travis Ussery noted that this topic was discussed at a recent McKinney Council meeting due to significant ridership in the city. He noted that he would be voting in support of the assistance. Ms. Huddleston noted that at the Board meeting on October 7, all members of the Board were in support of this assistance as presented by staff and thanked staff for the assistance. Jungus Jordan asked who at TAPS has fiduciary or audit responsibility, and if there is any evidence of criminal activity. Mr. Morris noted that the TAPS Board of Directors has fiduciary and audit responsibility, and any potential criminal activity is unknown. He added that the only path forward to deliver service in the next 30 days was the action presented. Mr. Morris restated the amended motion and member discussion that clarified that the RTC is not taking on fiduciary responsibility of the organization and that efforts should be made to receive repayment of the \$100,000. The amended motion was approved. Mike Cantrell, Jungus Jordan, Scott Mahaffey, Mike Taylor, and Mark Riley were opposed. Clay Jenkins abstained. The motion passed.

9. **HB 20/Development of 10-Year Plan:** This item was postponed to the November 12, 2015, Regional Transportation Council meeting.
10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 10.2, and the current Local Motion was provided in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.
12. **Future Agenda Items:** Regional Transportation Council Chair Mark Riley requested that staff provide an update on the Texoma Area Paratransit System item at the next meeting.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, November 12, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.



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

TO: Regional Transportation Council

DATE: November 5, 2015

FROM: Dan Kessler
Assistant Director of Transportation

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

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

Listed below, and in the following attachment, are proposed modifications to the FY2016 and FY2017 UPWP. Included in these amendments are new initiatives, project modifications, and funding adjustments. The proposed modifications were presented to the public during the October 12, 14, and 15, 2015, public meetings. The Surface Transportation Technical Committee took action at its October 23, 2015, meeting to recommend Regional Transportation Council approval.

Transportation Planning Fund (TPF) Modifications

- 1.02 Program Administration (program \$100,000 TPF and add text to reflect an upgrade of the audio/video equipment in the Regional Transportation Council Room)
- 1.04 Computer System Administration and Application Coordination – Computer Resource Management and Equipment Purchases (program \$400,000 TPF and update Exhibit II-1 to reflect the purchase of a new network storage device and supporting software, as well as the purchase of audio/video equipment for the Transportation Council Room to replace existing equipment as noted in Subtask 1.02 above)
- 2.01 Travel Forecasting Support – Regional Travel Model Improvement and Support (update text to reflect use of Transportation Planning Funds for staff support of the regional travel surveys)

Other Modifications

- 1.02 Program Administration (program \$100,000 RTC Local funds to be used in conjunction with Transportation Planning Funds as noted above to upgrade the audio/video equipment in the Regional Transportation Council Room)

- 1.04 Computer System Administration and Application Coordination – Computer Resource Management and Equipment Purchases (update Exhibit II-2 to reflect the purchase of audio/video equipment for the Transportation Council Room in Subtask 1.02)
- 3.01 Transportation Project Programming – Regional Toll Revenue Fund Management and Project Tracking Implementation (program additional \$26,000 RTR funds to support work activities in the improvement of the transportation project information system)
- 3.02 Regional Air Quality Planning – Emission Inventories and Technical Studies (program additional \$100,000 TCEQ funds for NCTCOG assistance to the Texas Commission on Environmental Quality)
- 3.03 Air Quality Management and Operations – Technology Improvements (add \$662,000 EPA and \$2,040,000 local funds, and update text to reflect a new EPA grant award to support eligible technology improvement projects)
- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (program \$8,000 in unexpended DOE funds from FY2015 to FY2016 to continue solar rooftop technology programs)
- 3.03 Air Quality Management and Operations - Demonstration Programs (program \$200,000 in CMAQ funds for continued consultant assistance on a feasibility study of establishing an inspection program for heavy-duty vehicles)
- 3.04 Transportation and Air Quality Communication – Clean Cities Program (program \$2,500 DOE funds and update text to reflect NCTCOG’s participation as a subcontractor in the development of curriculum for alternative fuel vehicle training)
- 4.01 Metropolitan Transportation Planning – Strategic Highway Research Program 2 (SHRP2) Implementation Assistance (PlanWorks) (program \$200,000 FHWA funds and update text to reflect the use of PlanWorks resources to integrate scenario planning into the metropolitan transportation plan and develop performance targets with transportation partner agencies)

Other Modifications Previously Approved by the Regional Transportation Council (RTC) – The modifications provided below have already been approved by the RTC in previous actions. They are now being recommended for incorporation into the UPWP document.

- 3.01 Transportation Project Programming – Regional Project Tracking, Monitoring, Assessment, and Software Development Project (program additional \$317,000 STP–MM funds to support work activities in the improvement of the transportation project information system)

- 5.03 Land-use/Transportation Initiatives – Regional Pedestrian and Bicycle Safety Plan (program \$500,000 STP-MM funds, and update text to add development of a regional pedestrian and bicycle safety plan and reflect the use of Transportation Development Credits as the funding match)
- 5.05 Congestion Management Planning and Operations – Transportation System Management and Operations (program \$1,200,000 CMAQ and \$300,000 RTC Local funds to support efforts to ensure the effective use of Intelligent Transportation System devices, including data collection and update text to reflect the use of CMAQ funds)
- 5.11 Regional Job Opportunity Pilot Program (Phase I) – Highway Construction Labor Preparation and DBE Contractor Mentoring (program \$300,000 STP-MM funds to support NCTCOG staff work activities, program \$544,835 in unspent TxDOT funds from FY2015 and update text to reflect use of STP-MM funds)
- 5.11 Regional Job Opportunity Pilot Program (Phase II) – Small-scale Construction Field Experience Opportunities (program \$947,000 in additional STP-MM funds to reflect full authorization of funding to support placement of program participants on TxDOT small-scale highway construction projects)

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

vpj
Attachment

1.02 Program Administration

Transportation Planning Funds

This subtask is ongoing throughout both FY2016 and FY2017, providing administrative and legal support to the transportation planning process. It includes preparation and revision of the Unified Planning Work Program; financial management activities; support to policy and technical committees; processing of professional development opportunities; personnel activities, including costs associated with recruitment of new staff members (e.g, advertising, travel and relocation expenses); and general office management. Oversight of the University Partnership Program (UPP) is also contained within this subtask. The UPP is a partnership between NCTCOG and select universities in Texas that utilizes faculty and students to help carry out specific transportation and air quality planning projects identified in the UPWP or to facilitate NCTCOG's participation in specific university projects that may have an application benefit to NCTCOG. In addition, this subtask also includes NCTCOG staff support for activities of the Association of Metropolitan Planning Organizations (AMPO) and Texas Metropolitan Planning Organizations (TEMPO). Anticipated products include:

- FY2016 and FY2017 Unified Planning Work Program modifications, as necessary;
- Annual performance and expenditure reports for FY2015 and FY2016;
- FY2018 and FY2019 Unified Planning Work Program;
- Assistance to the Texas Transportation Commission, as requested;
- Participation on and support for special task forces;
- Enhancement and maintenance of fiscal management information systems;
- FY2017 and FY2018 operating budgets;
- Executed contracts and/or agreements and amendments;
- Eligible and accurate billings within identified budgets;
- Leasehold improvements for staff office space or the Transportation Council Room, if necessary;
- Personnel and recruitment activities;
- Appropriate office accommodations, including provision of consumable supplies and furniture;
- Monthly meetings of the Regional Transportation Council and Surface Transportation Technical Committee, as well as periodic meetings of the RTC subcommittees and workshops;
- Appropriate audio/visual support for meetings, webcasts, teleconferences, and video conferences, **including upgraded audio/video equipment for the Transportation Council Room (audio/video equipment is listed in Exhibit II-1 of Subtask 1.04)**;
- Hosting and provision of training opportunities for local government, transportation providers, and planning agency staff;
- Project topics for participation in the UPP;
- NCTCOG representation at AMPO and TEMPO meetings.

1.04 Computer System Administration and Application Coordination

EXHIBIT II-1

**PLANNED COMPUTER SOFTWARE AND EQUIPMENT PURCHASES USING
TRANSPORTATION PLANNING FUNDS**

| QUANTITY | DESCRIPTION | ESTIMATED PRICE |
|-----------------|--|------------------------|
| 30 | Microcomputer systems (desktops, portable, tablet) | \$ 75,000 |
| 5 | Laser printers for network group usage | \$ 20,000 |
| 4 | High-end modeling computers | \$ 60,000 |
| 2 | Expansions of network high-speed data storage | \$ 100,000 |
| 10 | Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices. | \$ 5,000 |
| --- | Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, monitors/televisions, video cards, digital data tapes, network cards, network cabling, warranty extensions) | \$37,500 |
| --- | Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic) | \$ 20,000 |
| --- | Two years of software support by Caliper and specific renewal for 50 TransCAD licenses | \$150,000 |
| --- | Microsoft Structured Query Language (MS-SQL) Database software, interface and connections between the regional ITS fiber optic wide-area network and local area network (LAN) interconnections for use with the regional Intelligent Transportation System (ITS) projects to supplement the present ITS server | \$ 30,000 |
| --- | Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals - Other | \$ 60,000 |
| 1 | Network storage device and supporting software | \$400,000 |
| --- | Audio/video equipment for the Transportation Council Room (Subtask 1.02) | \$100,000 |

EXHIBIT II-2

**PLANNED COMPUTER SOFTWARE AND EQUIPMENT PURCHASES USING
OTHER FUNDING SOURCES**

| QUANTITY | DESCRIPTION | ESTIMATED PRICE |
|-----------------|---|------------------------|
| --- | Automated bicycle and pedestrian count equipment (Subtask 5.03) | \$16,400 |
| --- | Web hosting and maintenance for Clean Cities Coalition (Subtask 3.04) | \$25,000 |
| --- | Tablets and audio/video equipment for outreach and education (Subtask 3.04) | \$11,500 |
| --- | Audio/video equipment for the Transportation Council Room (Subtask 1.02) | \$100,000 |

2.01 Travel Forecasting Support

Regional Travel Model Improvement and Support

Transportation Planning Funds

This element is ongoing throughout FY2016 and FY2017 and provides for the maintenance, improvement, and support of travel models developed at NCTCOG. These models provide analytical tools for various transportation analyses, policy testing, and public outreach. Improvement activities involve developing new tools and techniques to enhance travel model applications in various areas. The regional travel model includes Hill County in addition to the 12 counties that comprise the Metropolitan Planning Area (MPA) due to the fact that the southern split of Interstate Highway 35 is located within the boundary of this county and because of the impact that this facility has on transportation planning within the MPA. Support activities involve maintenance of the software and hardware of the modeling system, documentation, training of internal and member agencies' staffs, and assisting consultants who are providing service to the regional projects. Also, through the University Partnership Program, NCTCOG will participate in a study to evaluate the effect of travel-time savings on driver decisions to use managed lanes.

Additionally, this subtask provides for technical communication and participation at the State and national levels to ensure the travel models are developed in a coordinated manner according to future needs and expectations. Advanced transit studies that include improvements on transit data collection methods and innovative methods of conducting transit surveys are also covered. The results of these studies will increase the quality of the transit forecasting models that are used in the New Starts application process. Consultant services, intergovernmental agreements, and cooperation with universities may be necessary. **Transportation Planning Funds will also be used to administer and support various travel surveys identified below.** Anticipated products include:

- Travel model components;
- Software application, training material and documentation; and
- Mentoring and technical services.

3.03 Air Quality Management and Operations

Technology Improvements

Other Funding Sources

Technology improvements are achieved through programs, often implemented through regional funding opportunities, which enhance the use of cleaner, sustainable, more fuel-efficient vehicles, equipment, and technologies. Activities may be comprised of accelerated fleet replacement; vehicle emissions repairs; engine repowers, upgrades, and retrofits; alternative fuels and vehicles; advanced truck technologies; idle-reduction technologies; and other low-energy use technologies. Staff efforts under this element include not only award of funds, but also monitoring of grant-funded activities to ensure adherence to reporting and project fulfillment. Work also includes promotion of relevant funding initiatives available from other agencies who offer funding programs, such as the US Environmental Protection Agency (EPA) or the Texas Commission on Environmental Quality (TCEQ); in this case, staff works to improve awareness of such programs among local vehicle or equipment owners to ensure that the region is competitive in seeking and receiving funds. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Surface Transportation Program-Metropolitan Mobility (STP-MM) funds, US EPA funds, the TCEQ funds, Regional Transportation Council (RTC) Local funds, **other local funds**, Transportation Development Credits, and private funding sources. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- Competitive grant applications to seek additional funds to further leverage Calls for Projects (CFPs) and technology implementation efforts;
- Open competitive CFPs to select eligible technology projects for implementation, which may include vehicle **or equipment** repair, replacement, repower, retrofit, idle reduction technologies, refueling infrastructure, or other emissions reduction technologies;
- Development of a revolving loan program to fund emission-reduction strategies;
- Executed subgrantee agreements;
- Implemented technology projects, including installation of electrified parking space technology at trucking terminals;
- Technology project reimbursements;
- Report on funded grant activities; and
- Resources to assist vehicle/equipment owners in identifying potential technology improvements and related financial assistance.

3.04 Transportation and Air Quality Communications

Clean Cities Program

Other Funding Sources

The Dallas-Fort Worth (DFW) Clean Cities Program will continue to serve as a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector. The

program consists of facilitating the deployment of alternative fuel vehicles (AFVs); supporting installation of alternative fuel refueling infrastructure throughout the North Texas region; increasing the use of fuel blends (i.e., diesel/biodiesel and ethanol/gasoline); accelerating sales of hybrid electric vehicles; promoting informed consumer choice on fuel economy; and encouraging the use of idle reduction technologies and strategies. This work element will be supported through CMAQ funds, STP-MM funds, US Department of Energy funds, Transportation Development Credits, and other funding sources. Consultant assistance may be utilized. **NCTCOG will also participate as a subcontractor in the development of curriculum for alternative fuel vehicle training.** This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- Education, outreach, events, technical guidance, fleet recognition, video/online media, interactive Web site (including hosting and maintenance) and other initiatives;
- Purchase of electronic equipment and devices, and computers for the purpose of outreach, technical guidance, and video production;
- Barrier reduction initiatives, including, but not limited to, AFV Preferential Parking, to address alternative fuel adoption;
- Workshops and training regarding all aspects of acquiring, operating, and maintaining AFVs and advanced technology vehicles and infrastructure;
- Sub-awardee contract monitoring;
- Meetings and conference calls regarding Clean Cities initiatives; and
- Regular DFW Clean Cities Coalition meetings and subcommittee meetings as needed.

4.01 Metropolitan Transportation Planning

Strategic Highway Research Program 2 Implementation Assistance (PlanWorks)

Other Funding Sources

NCTCOG will utilize the Strategic Highway Research Program 2 (SHRP2) PlanWorks tool resources to enhance the metropolitan transportation planning process by incorporating scenario planning and performance targets. PlanWorks resources will be used to guide scenario planning in order to identify appropriate scenarios, engage stakeholders and the public, and develop a process to incorporate the scenarios into the MTP. PlanWorks resources will also be used to establish a framework with partners to set federally mandated performance targets that are appropriate for the region. Federal funds provided by the Federal Highway Administration will be utilized for this project. Anticipated products include:

- **Documentation and presentation materials for workshops and other stakeholder meetings including appropriate public involvement;**
- **Presentations, technical reports, and process documentation;**
- **Reports and summaries documenting results of scenario runs;**
- **Framework to develop performance targets and data sources that respond to the requirements outlined in MAP-21; and**

- **Grant management requirements.**

5.03 Land-use/Transportation Initiatives

Regional Pedestrian and Bicycle Safety Plan

Other Funding Sources

Staff will initiate and develop a regional pedestrian and bicycle safety plan to improve safety for the region's pedestrian and bicycle transportation network. The plan will also serve as a template for the preparation and implementation of local agency pedestrian and bicycle safety plans. This initiative will be funded by Surface Transportation Program-Metropolitan Mobility funds and Transportation Development Credits. Anticipated products include:

- **Analysis of crash data and the contributing factors for pedestrian and bicycle crashes/fatalities throughout the region;**
- **Recommended countermeasures to improve safety for the region's pedestrian and bicycle transportation network;**
- **Recommended engineering, enforcement, education, and evaluation activities to implement across the region; and**
- **A framework for local agency pedestrian and bicycle safety plans.**

5.05 Congestion Management Planning and Operations

Transportation System Management and Operations

Other Funding Sources

This program also uses Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, Federal Highway Administration (FHWA) funds, **Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds**, Regional Transportation Council (RTC) Local funds, and Transportation Development Credits to support activities in this area. Anticipated products through the use of these dollars include:

- Agreements for regional communication, infrastructure, and information sharing, including The Memorandum of Understanding (MOU) between the Dallas-Fort Worth Regional Intelligent Transportation System (ITS) partner agencies;
- Identification and documentation of standards for interagency communication of data and video, and the implementation of Center-to-Center-related software and requirements to facilitate information sharing between agencies;
- Update of the Regional ITS Architecture and development of associated plans and documents;
- Identification of needed ITS integration;
- Collection and verification of data, ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);

- Evaluation of and improvements to the 511DFW system; and
- Review of statements of consistency with the Regional ITS Architecture.

5.11 Regional Job Opportunity Pilot Program

Over the next three-year period, NCTCOG staff proposes to track the creation, implementation and evaluation of a proposed jobs program oversight model, known as the Regional Jobs Opportunity Pilot Program (RJOPP). This is an ongoing subtask for FY2016 and FY2017. The program has three elements:

Highway Construction Labor Preparation

Other Funding Sources

The goal of this element is to recruit disadvantaged populations, who have some prior construction experience, to perform various highway construction jobs for transportation improvement projects located within, or in proximity to their neighborhoods. NCTCOG will provide oversight of this program. Elements of this program include community outreach, job placements, and monitoring of program effectiveness, relative to job outcomes. Consultant services have been procured to assist with this task, and NCTCOG will oversee program initiatives. This task will be funded with **Surface Transportation Program—Metropolitan Mobility funds and** Texas Department of Transportation funds. Anticipated products include:

- A case management database to link contractor needs with experienced worker skill sets; and
- Tracking mechanism(s) for participants.

DBE Contractor Mentoring

Other Funding Sources

The goal of this element is to enhance minority contractors' abilities to compete effectively for highway construction jobs. Mentoring opportunities will be coordinated through the TxDOT and North Texas Tollway Authority Joint Cooperative Inclusion Plan. Consultant services have been procured to assist with this task, and NCTCOG will oversee program initiatives. This task will be funded with **Surface Transportation Program—Metropolitan Mobility funds and** Texas Department of Transportation funds. Anticipated products include:

- A Needs Assessment identifying those professional areas where training/coaching may increase contractor bidding effectiveness;
- A Business Action Plan for each participating Disadvantaged Business Enterprise (DBE) contractor; and
- A tracking mechanism for program participants.

Proposed Budget

This section summarizes the budget for the FY2016 and FY2017 Unified Planning Work Program. Financial support for Fiscal Years 2016 and 2017 will be provided from a number of sources including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Texas Department of Transportation (TxDOT), the Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA), Department of Energy (DOE), Federal Aviation Administration (FAA), and the North Texas Tollway Authority (NTTA). In addition, various local sources will be acquired to assist in the funding of this program.

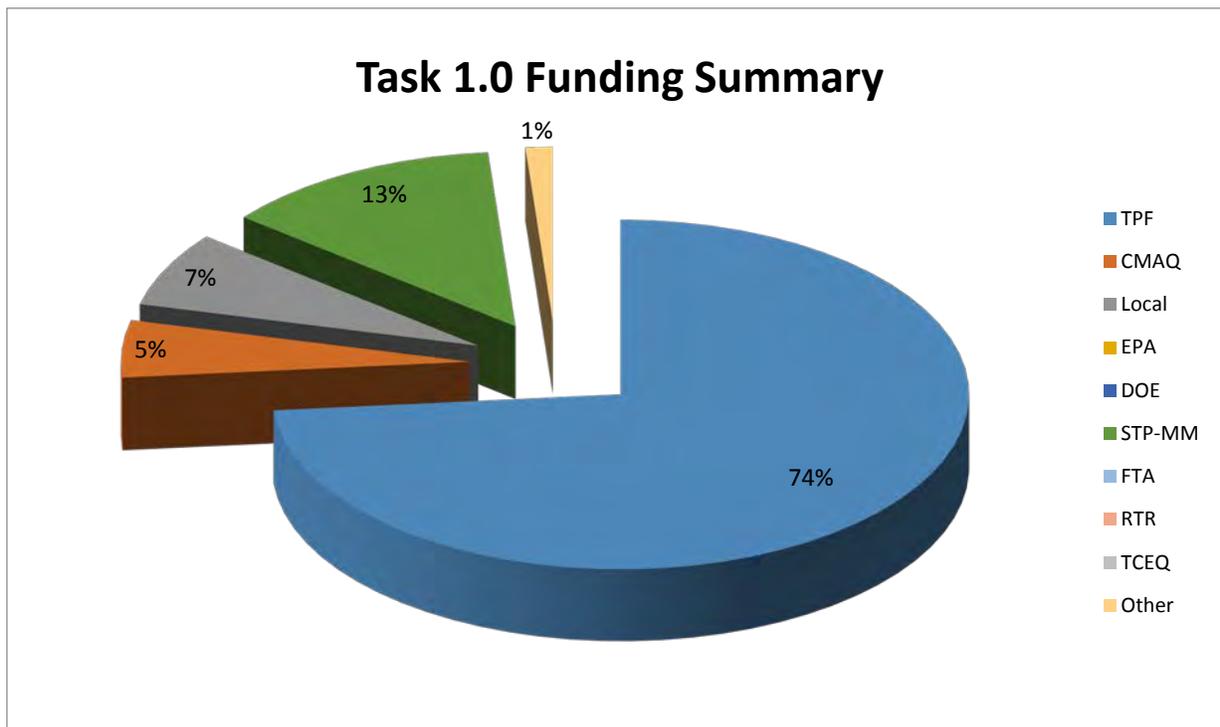
The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2016 and FY2017 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2016 and FY2017 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$6,530,339 in FY2016 and \$6,530,339 in FY2017 for a two-year total of \$13,060,678. The Federal Transit Administration 5303 funding is \$2,691,978 in FY2016 and \$2,691,978 in FY2017 for a two-year total of \$5,383,956. An estimated balance of \$6,214,898 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2015 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2016 and FY2017 UPWP is

estimated at \$24,659,532. Transportation Planning Funds in the amount of ~~\$20,235,000~~ **\$20,735,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$5,383,956, the estimated FY2015 FHWA PL 112 fund balance of \$6,214,898, and ~~\$8,636,146~~ **\$9,136,146** of Fiscal Years 2016 and 2017 FHWA PL 112 funding. The remaining balance of Fiscal Years 2016 and 2017 FHWA PL 112 funds of ~~\$4,424,532~~ **\$3,924,532** is anticipated to be carried over to Fiscal Year 2018.

Funding Summaries

| Subtask | TPF ¹ | Additional Funding | | Total |
|-----------------|--------------------|--------------------|--------------|---------------------|
| | | Amount | Source | |
| 1.01 | \$1,897,000 | | | |
| | | \$4,000 | NCTCOG Local | |
| Subtotal | | | | \$1,901,000 |
| 1.02 | \$4,249,000 | | | |
| | | \$106,000 | NCTCOG Local | |
| | | \$190,000 | Local | |
| | | \$212,500 | STP-MM | |
| Subtotal | | | | \$4,757,500 |
| 1.03 | | | | |
| | | \$20,000 | NCTCOG Local | |
| | | \$1,125,000 | STP-MM | |
| | | \$522,000 | Local | |
| Subtotal | | | | \$1,667,000 |
| 1.04 | \$1,426,000 | | | |
| Subtotal | | | | \$1,426,000 |
| 1.05 | | | | |
| | | \$543,000 | CMAQ | |
| Subtotal | | | | \$543,000 |
| Total | \$7,572,000 | \$2,722,500 | | \$10,294,500 |

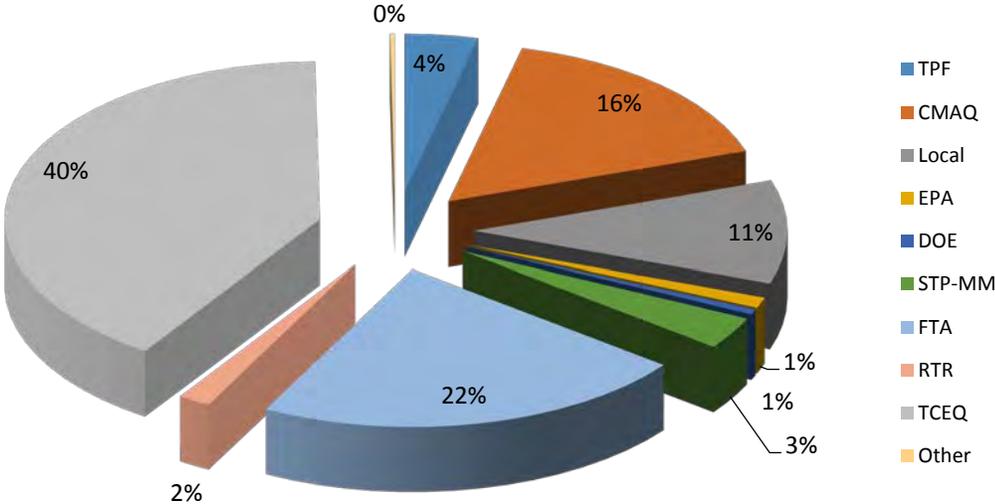
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding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



| Subtask | TPF ¹ | Additional Funding | | Total |
|-----------------|--------------------|----------------------|---------------|----------------------|
| | | Amount | Source | |
| 3.01 | \$1,448,000 | | | |
| | | \$1,165,000 | RTR | |
| | | \$885,000 | STP-MM | |
| Subtotal | | | | \$3,498,000 |
| 3.02 | \$825,000 | | | |
| | | \$157,000 | TCEQ | |
| | | \$202,000 | STP-MM | |
| Subtotal | | | | \$1,184,000 |
| 3.03 | | | | |
| | | \$7,834,000 | CMAQ | |
| | | \$1,185,000 | EPA | |
| | | \$28,000 | DOE | |
| | | \$3,620,000 | Local | |
| | | \$2,000,000 | STP-MM | |
| | | \$44,228,000 | TCEQ | |
| Subtotal | | | | \$58,895,000 |
| 3.04 | | | | |
| | | \$1,804,000 | CMAQ | |
| | | \$551,500 | DOE | |
| | | \$140,000 | Local | |
| | | \$574,000 | STP-MM | |
| Subtotal | | | | \$3,069,500 |
| 3.05 | \$1,860,000 | | | |
| | | \$282,000 | FTA | |
| | | \$108,000 | Local | |
| Subtotal | | | | \$2,250,000 |
| 3.06 | | | | |
| | | \$8,000,000 | CMAQ | |
| | | \$24,276,000 | FTA | |
| | | \$664,000 | RTR | |
| | | \$7,745,000 | Local | |
| | | \$265,000 | TxDOT | |
| Subtotal | | | | \$40,950,000 |
| Total | \$4,133,000 | \$105,713,500 | | \$109,846,500 |

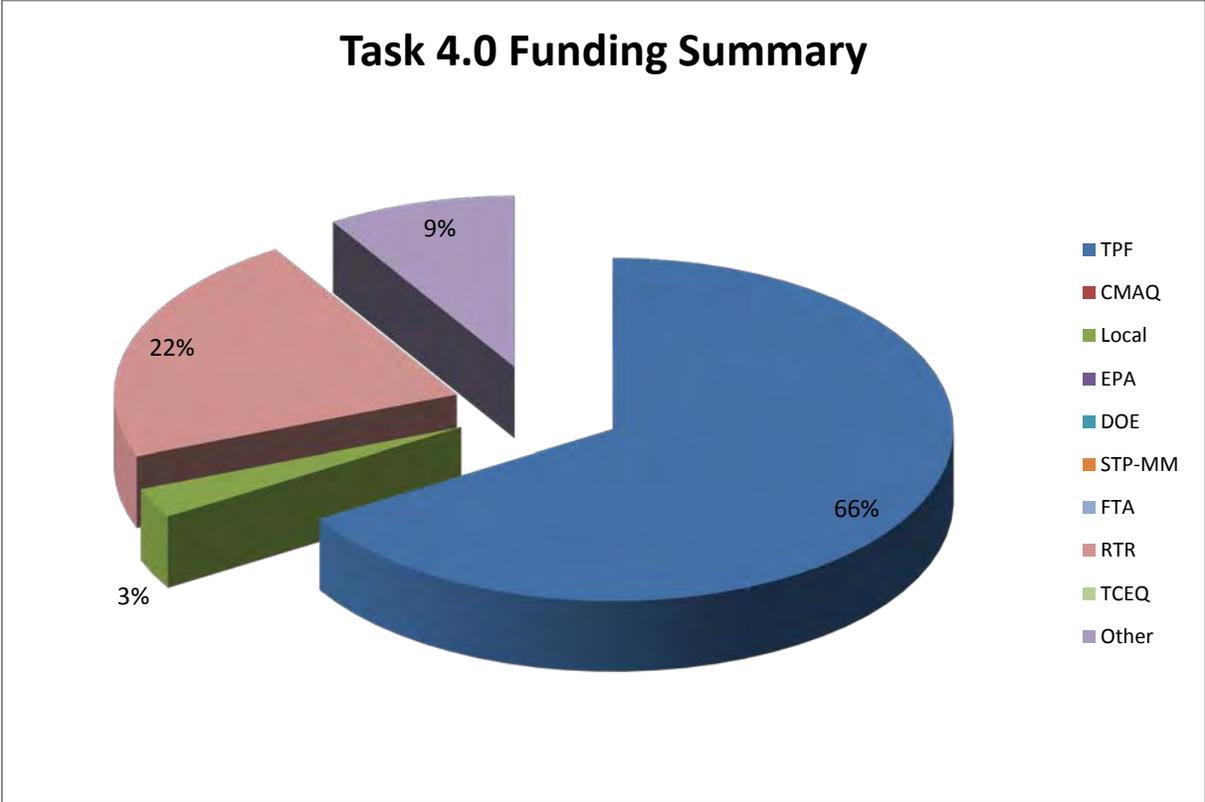
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding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

Task 3.0 Funding Summary



| Subtask | TPF ¹ | Additional Funding | | Total |
|-----------------|--------------------|--------------------|-------------|--------------------|
| | | Amount | Source | |
| 4.01 | \$1,846,000 | \$13,000 | Local | |
| | | \$200,000 | FHWA | |
| Subtotal | | | | \$2,059,000 |
| 4.02 | \$104,000 | \$212,500 | RTR | |
| Subtotal | | | | \$316,500 |
| 4.03 | \$163,000 | \$94,000 | FHWA | |
| | | \$81,000 | Local | |
| | | \$514,000 | RTR | |
| Subtotal | | | | \$852,000 |
| 4.04 | \$81,000 | | | |
| Subtotal | | | | \$81,000 |
| Total | \$2,194,000 | \$1,114,500 | | \$3,308,500 |

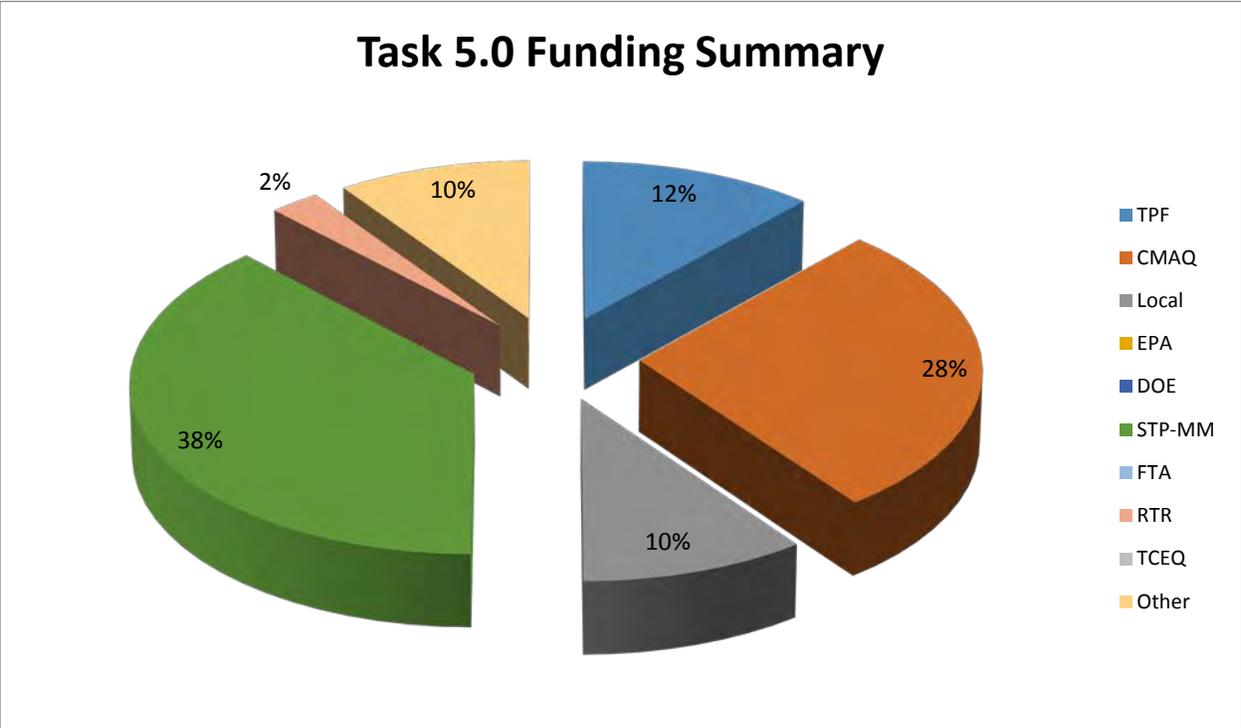
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding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



| Subtask | TPF ¹ | Additional Funding | | Total |
|-----------------|------------------|--------------------|---------------|---------------------|
| | | Amount | Source | |
| 5.01 | \$742,000 | | | |
| | | \$45,000 | Local | |
| | | \$41,000 | NTTA | |
| | | \$315,000 | RTR | |
| | | \$1,398,000 | STP-MM | |
| | | \$509,000 | TxDOT | |
| Subtotal | | | | \$3,050,000 |
| 5.02 | \$988,000 | | | |
| | | \$71,000 | RTR | |
| Subtotal | | | | \$1,059,000 |
| 5.03 | \$447,000 | | | |
| | | \$154,000 | CMAQ | |
| | | \$337,000 | FHWA | |
| | | \$1,497,000 | Local | |
| | | \$1,923,000 | STP-MM | |
| Subtotal | | | | \$4,358,000 |
| 5.04 | \$171,000 | | | |
| | | \$78,000 | Local | |
| | | \$435,000 | STP-MM | |
| | | \$32,000 | TXDOT | |
| Subtotal | | | | \$716,000 |
| 5.05 | \$562,000 | | | |
| | | \$8,195,000 | CMAQ | |
| | | \$375,000 | FHWA | |
| | | \$972,000 | Local | |
| | | \$365,000 | RTR | |
| | | \$5,309,000 | STP-MM | |
| | | \$236,000 | TXDOT | |
| Subtotal | | | | \$16,014,000 |
| 5.06 | | | | |
| | | \$69,000 | Local | |
| | | \$725,000 | STP-MM | |
| | | \$113,000 | TxDOT | |
| Subtotal | | | | \$907,000 |
| 5.07 | \$66,000 | | | |
| Subtotal | | | | \$66,000 |
| 5.08 | \$374,000 | | | |
| | | \$14,000 | Local | |
| | | \$106,000 | STP-MM | |
| Subtotal | | | | \$494,000 |

| Subtask | TPF ¹ | Additional Funding | | Total |
|-----------------|--------------------|---------------------|---------------|---------------------|
| | | Amount | Source | |
| 5.09 | \$153,000 | \$195,000 | FAA | \$587,000 |
| | | \$199,000 | Local | |
| | | \$40,000 | STP-MM | |
| Subtotal | | | | |
| 5.10 | | \$455,000 | DOD | \$578,000 |
| | | \$123,000 | Local | |
| Subtotal | | | | |
| 5.11 | | \$1,300,000 | STP-MM | \$1,888,835 |
| | | \$588,835 | TXDOT | |
| Subtotal | | | | |
| Total | \$3,503,000 | \$26,214,835 | | \$29,717,835 |

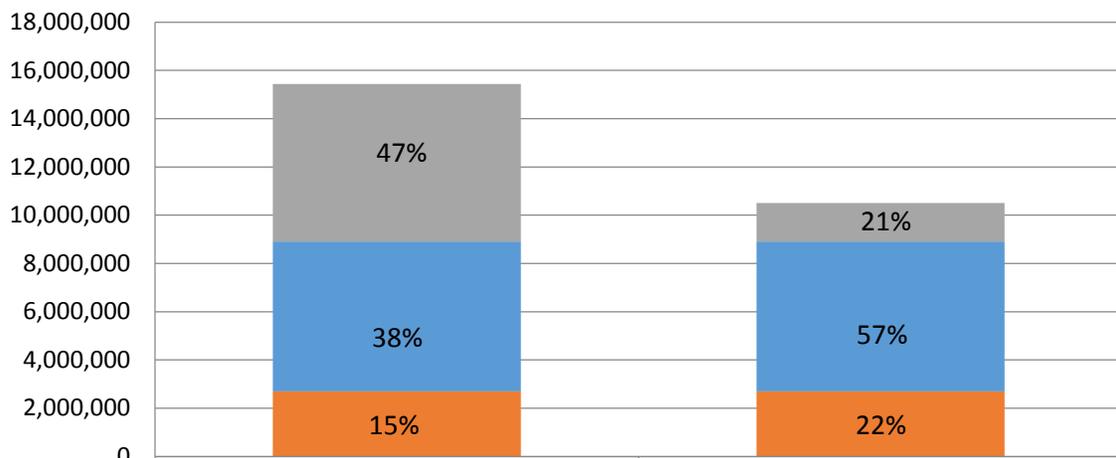
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding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



**EXHIBIT VIII-1
FY2016 AND FY2017 TPF PROGRAMMING SUMMARY**

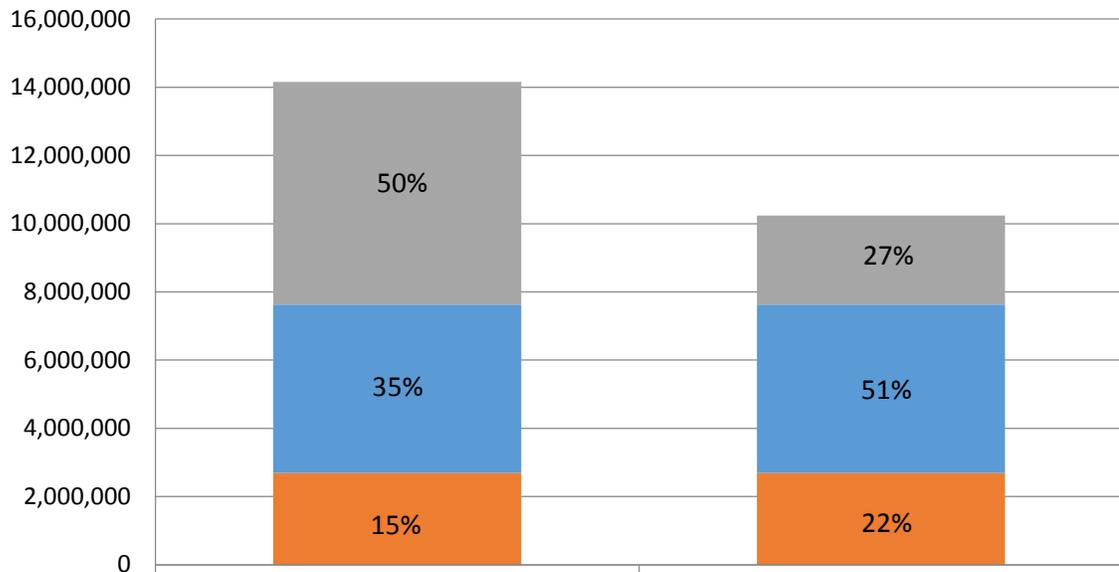
| | FY2016 | | FY2017 | |
|-------------------------|-------------------|-------------------|-------------------|-------------------|
| | Allocation | Programmed | Allocation | Programmed |
| FTA Section 5303 | 2,691,978 | 2,691,978 | 2,691,978 | 2,691,978 |
| FHWA (PL-112) | | | | |
| Carryover | 6,214,898 | 6,214,898 | 4,937,215 | 4,937,215 |
| New Allocation | 6,530,339 | 1,593,124 | 6,530,339 | 2,605,807 |
| Total TPF | 15,437,215 | 10,500,000 | 14,159,532 | 10,235,000 |
| Carryover | | 4,937,215 | | 3,924,532 |
| Two-Year Totals | | | | |
| FTA Section 5303 | 5,383,956 | | | |
| FHWA PL-112 | 19,275,576 | | | |
| Total | 24,659,532 | | | |
| Programmed | | 20,735,000 | | |
| Carryover | | 3,924,532 | | |

Summary of TPF 2016 Funding Levels



| | Allocation | Programmed |
|-----------------|------------|------------------|
| ■ FHWA (PL-112) | 6,530,339 | 1,593,124 |
| ■ Carryover | 6,214,898 | 6,214,898 |
| ■ FTA (5303) | 2,691,978 | 2,691,978 |

Summary of TPF 2017 Funding Levels

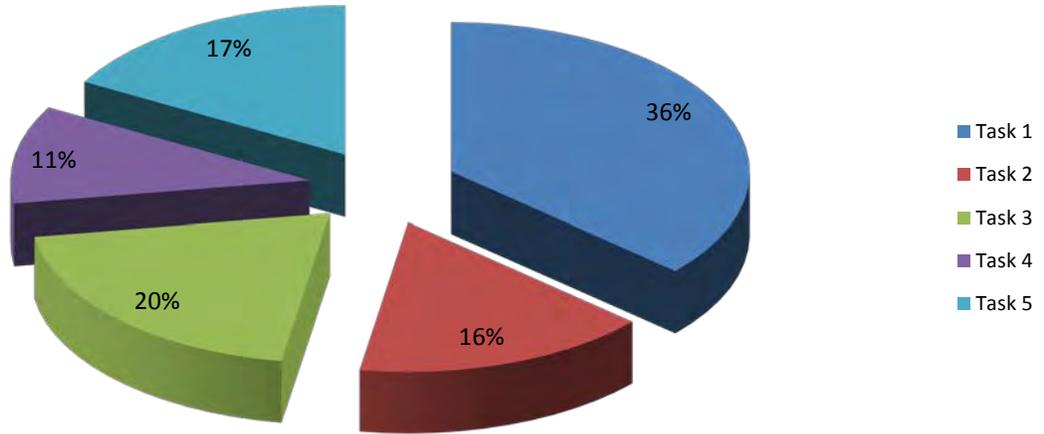


| | Allocation | Programmed |
|-----------------|------------|------------|
| ■ FHWA (PL-112) | 6,530,339 | 2,605,807 |
| ■ Carryover | 4,937,215 | 4,937,215 |
| ■ FTA (5303) | 2,691,978 | 2,691,978 |

EXHIBIT VIII-2
FY2016 AND FY2017 Allocation of Transportation Planning Funds

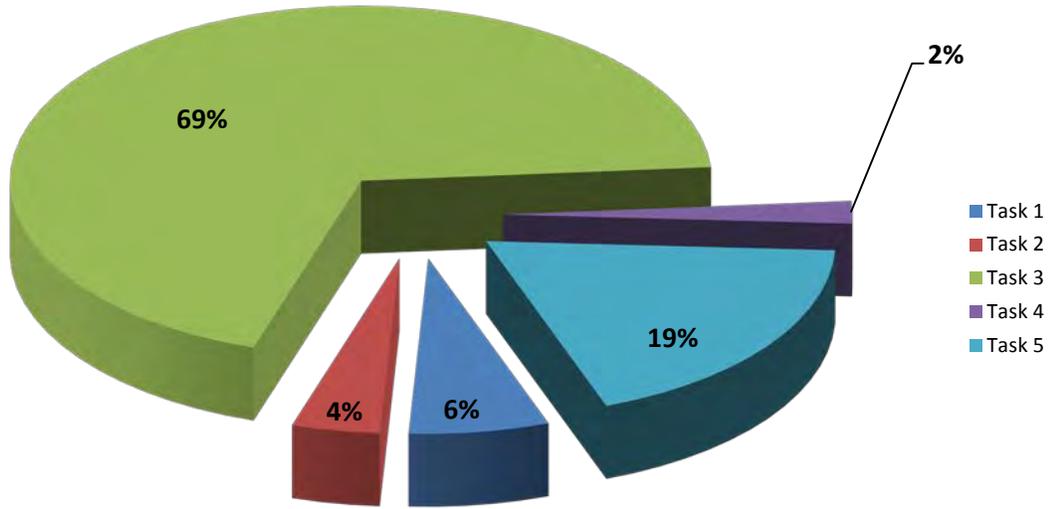
| Subtask | Subtask Title | TPF | | |
|---------|---|---------------------|---------------------|---------------------|
| | | FY 2016 | FY 2017 | Total |
| 1.01 | Community Outreach | \$922,000 | \$975,000 | \$1,897,000 |
| 1.02 | Program Administration | \$2,182,000 | \$2,067,000 | \$4,249,000 |
| 1.03 | Advanced Fiscal Management and Information Systems | \$0 | \$0 | \$0 |
| 1.04 | Computer System Administration and Application Coordination | \$932,000 | \$494,000 | \$1,426,000 |
| 1.05 | Quality Control and Field Operations | \$0 | \$0 | \$0 |
| | Subtask 1.0 | \$4,036,000 | \$3,536,000 | \$7,572,000 |
| 2.01 | Travel Forecasting Support | \$1,013,000 | \$981,000 | \$1,994,000 |
| 2.02 | Transportation Data Management | \$134,000 | \$198,000 | \$332,000 |
| 2.03 | Demographic Data and Forecasts | \$504,000 | \$503,000 | \$1,007,000 |
| | Subtask 2.0 | \$1,651,000 | \$1,682,000 | \$3,333,000 |
| 3.01 | Transportation Project Programming | \$726,000 | \$722,000 | \$1,448,000 |
| 3.02 | Regional Air Quality Planning | \$412,000 | \$413,000 | \$825,000 |
| 3.03 | Air Quality Management and Operations | \$0 | \$0 | \$0 |
| 3.04 | Transportation and Air Quality Communications | \$0 | \$0 | \$0 |
| 3.05 | Public Transportation Planning and Management Studies | \$930,000 | \$930,000 | \$1,860,000 |
| 3.06 | Transit Operations | \$0 | \$0 | \$0 |
| | Subtask 3.0 | \$2,068,000 | \$2,065,000 | \$4,133,000 |
| 4.01 | The Metropolitan Transportation Plan | \$948,000 | \$898,000 | \$1,846,000 |
| 4.02 | Financial Forecasting and Strategies | \$52,000 | \$52,000 | \$104,000 |
| 4.03 | Coordination of Transportation and Environmental Planning Processes | \$51,000 | \$112,000 | \$163,000 |
| 4.04 | Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities | \$39,000 | \$42,000 | \$81,000 |
| | Subtask 4.0 | \$1,090,000 | \$1,104,000 | \$2,194,000 |
| 5.01 | Regional Transportation Corridor Studies | \$306,000 | \$436,000 | \$742,000 |
| 5.02 | Subarea Studies and Local Government Assistance | \$486,000 | \$502,000 | \$988,000 |
| 5.03 | Land-Use/Transportation Initiatives | \$223,000 | \$224,000 | \$447,000 |
| 5.04 | Capital and Operational Asset Management System | \$85,000 | \$86,000 | \$171,000 |
| 5.05 | Congestion Management Planning and Operations | \$281,000 | \$281,000 | \$562,000 |
| 5.06 | Regional Freight Planning | \$0 | \$0 | \$0 |
| 5.07 | Transportation System Security and Emergency Preparedness | \$33,000 | \$33,000 | \$66,000 |
| 5.08 | Roadway and Railroad Safety | \$187,000 | \$187,000 | \$374,000 |
| 5.09 | Regional Aviation Planning and Education | \$54,000 | \$99,000 | \$153,000 |
| 5.10 | Regional Military and Community Coordination | \$0 | \$0 | \$0 |
| 5.11 | Regional Job Opportunity Pilot Program | \$0 | \$0 | \$0 |
| | Subtask 5.0 | \$1,655,000 | \$1,848,000 | \$3,503,000 |
| | FUNDING TOTALS | \$10,500,000 | \$10,235,000 | \$20,735,000 |

Transportation Planning Funds (TPF) Summary by Task

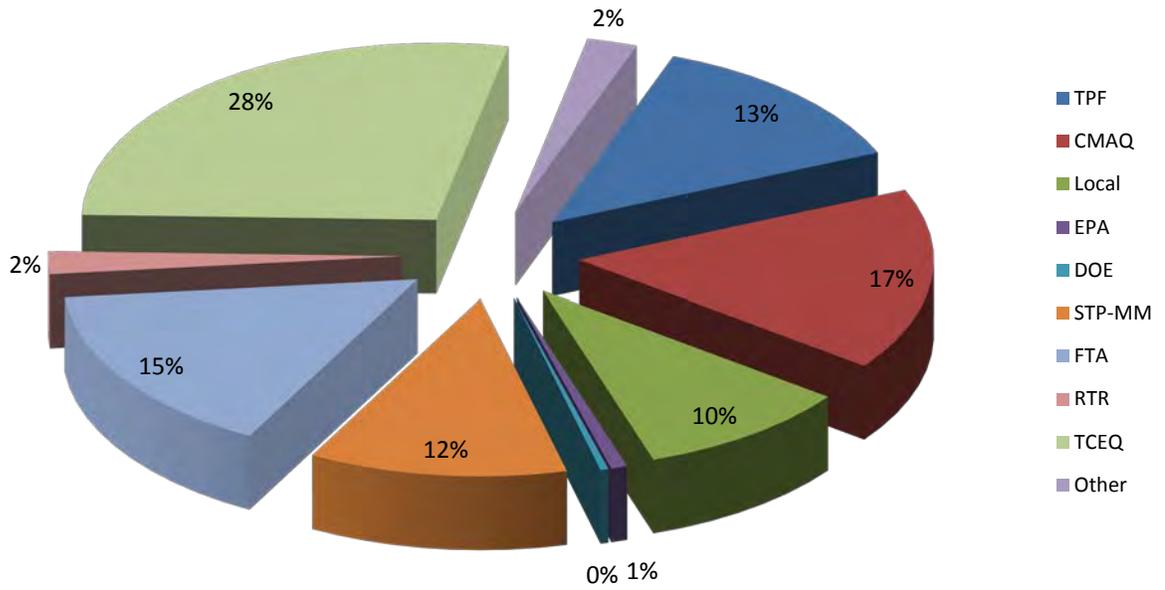


| Funding Source | Task 1.0 Administration | Task 2.0 Data Development | Task 3.0 Short Range Planning | Task 4.0 Metropolitan Transportation Planning | Task 5.0 Special Studies | Total |
|-----------------|-------------------------|---------------------------|-------------------------------|---|--------------------------|----------------------|
| FTA Activities | 1897000 | 44.22.00 | 44.24.00 | 44.23.01 | 44.23.02 | |
| | | | 44.25.00 | | 44.24.00 | |
| | | | | | 44.22.00 | |
| | 4151000 | | | | 44.27.00 | |
| TPF | \$7,572,000 | \$3,333,000 | \$4,133,000 | \$2,194,000 | \$3,503,000 | \$20,735,000 |
| CMAQ | \$543,000 | \$0 | \$17,638,000 | \$0 | \$8,349,000 | \$26,530,000 |
| DOD | \$0 | \$0 | \$0 | \$0 | \$455,000 | \$455,000 |
| DOE | \$0 | \$0 | \$579,500 | \$0 | \$0 | \$579,500 |
| EPA | \$0 | \$0 | \$1,185,000 | \$0 | \$0 | \$1,185,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$195,000 | \$195,000 |
| FHWA | \$0 | \$96,000 | \$0 | \$294,000 | \$712,000 | \$1,102,000 |
| FTA | \$0 | \$239,000 | \$24,558,000 | \$0 | \$0 | \$24,797,000 |
| HUD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local | \$712,000 | \$239,000 | \$11,613,000 | \$94,000 | \$2,997,000 | \$15,655,000 |
| NCTCOG Local | \$130,000 | \$0 | \$0 | \$0 | \$0 | \$130,000 |
| NTTA | \$0 | \$0 | \$0 | \$0 | \$41,000 | \$41,000 |
| RTR | \$0 | \$0 | \$1,829,000 | \$726,500 | \$751,000 | \$3,306,500 |
| SECO | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STP-MM | \$1,337,500 | \$2,559,000 | \$3,661,000 | \$0 | \$11,236,000 | \$18,793,500 |
| TBD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TCEQ | \$0 | \$0 | \$44,385,000 | \$0 | \$0 | \$44,385,000 |
| TxDOT | \$0 | \$0 | \$265,000 | \$0 | \$1,478,835 | \$1,743,835 |
| Subtotal | \$10,294,500 | \$6,466,000 | \$109,846,500 | \$3,308,500 | \$29,717,835 | \$159,633,335 |

Summary of Funding by Task



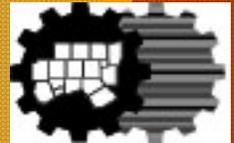
Summary of Total Funding



Modifications to the FY2016 and FY2017 Unified Planning Work Program

**Regional Transportation Council
November 12, 2015**

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



New Initiatives

| Project | Financial Action | Description |
|---|--|--|
| Program Administration (1.02) | \$ 100,000 TPF \$ 100,000 RTC Local | Program funds to upgrade the audio/video system in the Transportation Council Room |
| Computer System Administration and Application Coordination (1.04) | \$ 400,000 TPF | Program funds to purchase a network storage device and supporting software |
| Metropolitan Transportation Planning – Strategic Highway Research Program 2 Implementation Assistance – PlanWorks (4.01) | \$ 200,000 FHWA | Reflect receipt of grant award for NCTCOG to utilize PlanWorks resources to integrate scenario planning into the metropolitan transportation plan and develop performance targets with transportation partner agencies |

Adjustments to Existing Projects

| Project | Financial Action | Description |
|--|-------------------------------------|---|
| Travel Forecasting Support – Regional Travel Model Improvement and Support (2.01) | N/A | Reflect the use of Transportation Planning Funds for staff support of the regional travel surveys |
| Regional Air Quality Planning – Emission Inventories and Technical Studies (3.02) | \$ 100,000 TCEQ | Program additional funds for NCTCOG technical assistance to the Texas Commission on Environmental Quality |
| Air Quality Management and Operations – Technology Improvements (3.03) | \$ 662,000 EPA \$2,040,000 Local | Reflect receipt of grant award to support eligible technology improvement projects |
| Air Quality Management and Operations – Partnerships and Collaborations (3.03) | \$ 8,000 DOE | Carry over unexpended funds from FY2015 to continue solar rooftop technology programs |

Adjustments to Existing Projects (cont'd)

| Project | Financial Action | Description |
|--|------------------|---|
| Air Quality Management and Operations – Demonstration Programs (3.03) | \$ 200,000 CMAQ | Program funds for consultant assistance to continue a feasibility study on establishing an inspection program for heavy-duty vehicles |
| Transportation and Air Quality Communication – Clean Cities Program (3.04) | \$ 2,500 DOE | Program funds and reflect NCTCOG's participation as a subcontractor to West Virginia University to assist with curriculum development for alternative fuel vehicle training |
| Transportation Project Programming – Regional Toll Revenue Fund Management and Project Tracking Implementation (3.01) | \$ 26,000 RTR | Program additional funds to support staff work activities in the improvement of the transportation project information system |

Previous RTC Action on Projects

| Project | Financial Action | Description |
|--|-------------------------|---|
| Transportation Project Programming – Regional Project Tracking, Monitoring, Assessment, and Software Development Project (3.01) | \$ 317,000 STP-MM | Program additional funds to support staff work activities in the improvement of the transportation project information system |
| Land-use/ Transportation Initiatives – Regional Pedestrian and Bicycle Safety Plan (5.03) | \$ 500,000 STP-MM | Program funds for development of a regional pedestrian and bicycle safety plan and reflect the use of Transportation Development Credits as the funding match |

Previous RTC Action on Projects (cont'd)

| Project | Financial Action | Description |
|--|---------------------------------------|--|
| Congestion Management Planning and Operation – Transportation System Management and Operations (5.05) | \$1,200,000 CMAQ \$ 300,000 Local | Program funds to support efforts to ensure the effective use of Intelligent Transportation System devices, including data collection |
| Regional Job Opportunity Pilot Program – Highway Construction Labor Preparation and DBE Contractor Mentoring (5.11) | \$ 300,000 STP-MM \$ 544,835 TxDOT | Program Surface Transportation Program – Metropolitan Mobility funds to support NCTCOG staff work activities and reflect the carry over of unspent Texas Department of Transportation (TxDOT) funds (Phase I of Program) |

Previous RTC Action on Projects (cont'd)

| Project | Financial Action | Description |
|--|--------------------------|---|
| Regional Job Opportunity Pilot Program – Small Scale Construction Field Experience Opportunities (5.11) | \$ 947,000 STP-MM | Program additional funds to support placement of program participants on Texas Department of Transportation small-scale highway construction projects (Phase II of Program) |

Unified Planning Work Program Project/Funding Modifications – Funding Adjustments (non TPF)

| Funding Source | Amount | UPWP Task(s) |
|-----------------------|---------------|---------------------|
| Local | \$2,440,000 | 1.02, 3.03, 5.05 |
| CMAQ | \$1,400,000 | 3.03, 5.05 |
| DOE | \$ 10,500 | 3.03, 3.04 |
| EPA | \$ 662,000 | 3.03 |
| FHWA | \$ 200,000 | 4.01 |
| RTR | \$ 26,000 | 3.01 |
| STP-MM | \$2,064,000 | 3.01, 5.03, 5.11 |
| TxDOT | \$ 544,835 | 5.11 |
| TCEQ | \$ 100,000 | 3.02 |

Unified Planning Work Program FY2016 and FY2017 Funding Summary

| | |
|---|--------------|
| FY2016 and FY2017 US FTA (Sec. 5303) | \$ 5,383,956 |
| FY2016 and FY2017 US FHWA (Estimated PL) | \$13,060,678 |
| FY2015 US FHWA (Estimated PL-Carryover) | \$ 6,214,898 |
| Total Transportation Planning Funds | \$24,659,532 |
| Anticipated Expenditures | \$20,735,000 |
| PL Balance to Carry Over to FY2018 | \$ 3,924,532 |

Modification Schedule

October 12, 14, 15 Public Meetings

**October 23 Action by Surface Transportation
Technical Committee**

**November 12 Action by Regional Transportation
Council**

November 19 Action by NCTCOG Executive Board

**November 20 Submittal to Texas Department of
Transportation**

Unified Planning Work Program Modifications

Comments or Questions:

Dan Kessler

Assistant Director of Transportation

Phone: 817/695-9248

E-mail: dkessler@nctcog.org

Vickie Alexander

Administrative Program Supervisor

Phone: 817/695-9242

E-mail: valexander@nctcog.org

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

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

Air Quality Funding Opportunities for Vehicles

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

Air Quality Funding Home

Other Air Quality Funding Opportunities

Sign-Up for Email Updates

Current Vehicle Grant Funding Opportunities

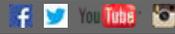
Select Language [?] ?

| | Eligible Focus Areas | | | | | | | | Eligible Applicant Type | |
|---|----------------------|--------------------------------|------------------|-------------|---------------------------|---------------------|--------------------|-------|-------------------------|-------------------------------|
| | Heavy-Duty Vehicles | | | | | Light-Duty Vehicles | | | | |
| | School Buses | Oil and Gas Vehicles/Equipment | Long Haul Trucks | Dump Trucks | Idle-Reduction Technology | Other | Passenger Vehicles | Taxis | | Idle-Reduction Technology |
| AirCheckTexas Drive a Clean Machine Program | | | | | | | X | | | General Public |
| Alternative Fuel Initiatives School Bus Rebate Program Deadline: November 6, 2015, 2 pm | X | | | | | | | | | Public Sector |
| Drayage Loan Program Deadline: First Come, First Served | | X | | | | X | | | | Private Sector |
| Federal and State Incentives and Laws (Including Tax Credits) | X | X | X | X | X | | X | X | | Private Sector |
| Low or No Emission Vehicle Deployment Program Deadline: November 23, 2015 | | | | | | X | | | | Public Sector |
| Propane Vehicle Incentives for Texas | X | X | | X | | X | X | X | | Public Sector, Private Sector |
| Texas Clean Fleet Program Deadline: November 10, 2015, 5 pm | X | | X | X | | X | | X | | Public Sector, Private Sector |
| Texas Clean School Bus Grant Program Deadline: December 2, 2015 | X | | | | X | | | | | Public Sector |

[NCTCOG Funding Opportunity Archive](#)

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

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

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

MINUTES**Regional Transportation Council
PUBLIC MEETINGS*****Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work
Program (UPWP) Modifications******Development of Mobility 2040******AirCheckTexas Program Resumes*****Meeting Dates and Locations**

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

1. Monday, Oct. 12, 2015 – 6:30 pm – Hampton-Illinois Branch Library (Dallas); attendance: 17; moderated by Dan Lamers
2. Wednesday, Oct. 14, 2015 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 18; moderated by Dan Lamers
3. Thursday, Oct. 15, 2015 – 6:30 pm – Irving City Hall (Fort Worth); attendance: 4; moderated by Dan Kessler

Public Meeting Purpose and Topics

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

1. Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications – presented by Vickie Alexander; Dan Kessler
2. Development of Mobility 2040 – presented by Dan Lamers; Kendall Wendling; Chad McKeown
3. AirCheckTexas Program Resumes – presented by Robby Sprosty; Darshan Patel

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/input, and a video recording of the public meeting held in Arlington on Oct. 14, 2015, was posted at www.nctcog.org/video.

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

- **New Initiatives**

| Project | Financial Action | Description |
|---|--|--|
| Program Administration (1.02) | \$ 100,000 TPF \$ 100,000 RTC Local | Program funds to upgrade audio/video system in the Transportation Council Room |
| Computer System Administration and Application Coordination (1.04) | \$ 400,000 TPF | Program funds to purchase a network storage device and supporting software |
| Metropolitan Transportation Planning – Strategic Highway Research Program 2 Implementation Assistance – PlanWorks (4.01) | \$ 200,000 FHWA | Reflect receipt of grant award for NCTCOG to utilize PlanWorks resources to integrate scenario planning into the metropolitan transportation plan and develop performance targets with transportation partner agencies |

- **Adjustments to Existing Projects**

| Project | Financial Action | Description |
|--|-------------------------------------|---|
| Travel Forecasting Support – Regional Travel Model Improvement and Support (2.01) | N/A | Reflect the use of Transportation Planning Funds for staff support of the regional travel surveys |
| Regional Air Quality Planning – Emission Inventories and Technical Studies (3.02) | \$ 100,000 TCEQ | Program additional funds for NCTCOG technical assistance to the Texas Commission on Environmental Quality |
| Air Quality Management and Operations – Technology Improvements (3.03) | \$ 662,000 EPA \$2,040,000 Local | Reflect receipt of grant award to support eligible technology improvement projects |
| Air Quality Management and Operations – Partnerships and Collaborations (3.03) | \$ 8,000 DOE | Carry over unexpended funds from FY2015 to continue solar rooftop technology programs |

- **Adjustments to Existing Projects (cont'd)**

| Project | Financial Action | Description |
|--|-------------------------|--|
| Air Quality Management and Operations – Demonstration Programs (3.03) | \$ 200,000 CMAQ | Program funds for consultant assistance to continue a feasibility study on establishing an inspection program for heavy-duty vehicles |
| Transportation and Air Quality Communication – Clean Cities Program (3.04) | \$ 2,500 DOE | Program funds and reflect NCTCOG's participation as a subcontractor to West Virginia University to assist with curriculum development for alternative vehicle training |
| Transportation Project Programming – Regional Toll Revenue Fund Management and Project Tracking Implementation (3.01) | \$ 26,000 RTR | Program additional funds to support staff work activities in the improvement of the transportation project information system |

- **Previous RTC Action on Projects**

| Project | Financial Action | Description |
|--|-------------------------|---|
| Transportation Project Programming – Regional Project Tracking, Monitoring, Assessment, and Software Development Project (3.01) | \$ 317,000 STP-MM | Program additional funds to support staff work activities in the improvement of the transportation project information system |
| Land-use/ Transportation Initiatives – Regional Pedestrian and Bicycle Safety Plan (5.03) | \$ 500,000 STP-MM | Program funds for development of a regional pedestrian and bicycle safety plan and reflect the use of Transportation Development Credits as the funding match |

- **Previous RTC Action on Projects (cont'd)**

| Project | Financial Action | Description |
|--|---------------------------------------|--|
| Congestion Management Planning and Operation – Transportation System Management and Operations (5.05) | \$1,200,000 CMAQ \$ 300,000 Local | Program funds to support efforts to ensure the effective use of Intelligent Transportation System devices, including data collection |
| Regional Job Opportunity Pilot Program – Highway Construction Labor Preparation and DBE Contractor Mentoring (5.11) | \$ 300,000 STP-MM \$ 544,835 TxDOT | Program Surface Transportation Program – Metropolitan Mobility funds to support NCTCOG staff work activities and reflect the carry over of unspent Texas Department of Transportation (TxDOT) funds (Phase I of Program) |

- **Previous RTC Action on Projects (cont'd)**

| Project | Financial Action | Description |
|--|-------------------------|---|
| Regional Job Opportunity Pilot Program – Small Scale Construction Field Experience Opportunities (5.11) | \$ 947,000 STP-MM | Program additional funds to support placement of program participants on Texas Department of Transportation small-scale highway construction projects (Phase II of Program) |

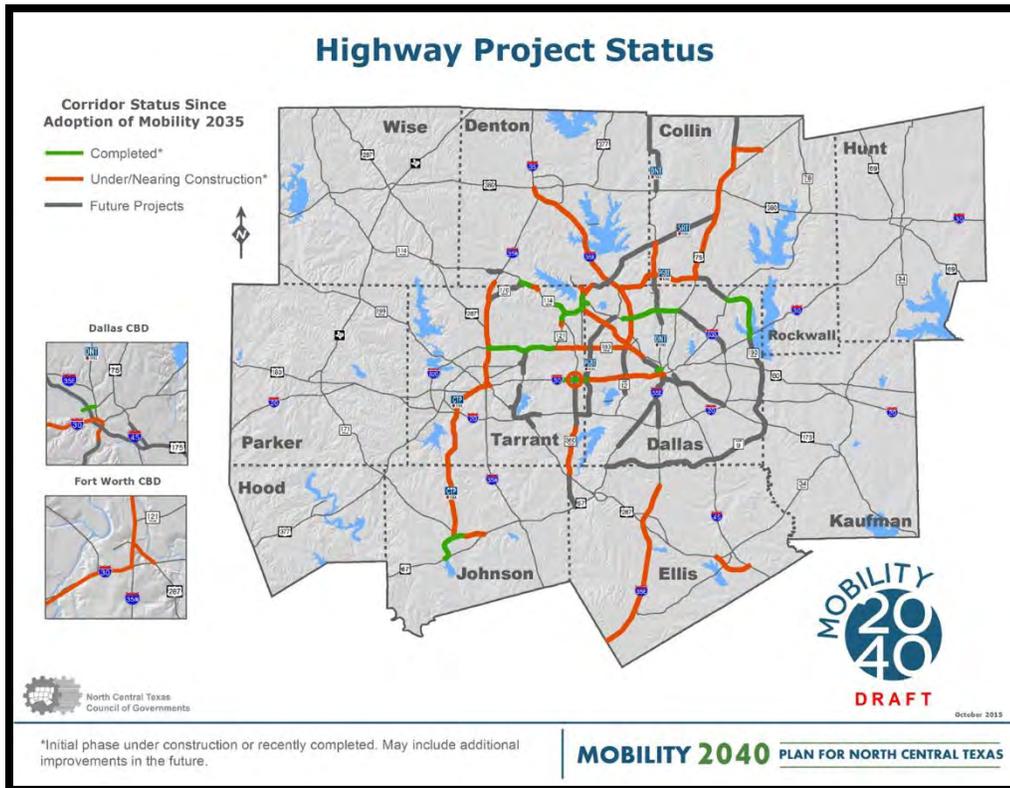
- **Modification Schedule**

| | |
|--------------------------|---|
| October 12, 14-15 | Public Meetings |
| October 23 | Action by Surface Transportation Technical Committee |
| November 12 | Action by Regional Transportation Council |
| November 19 | Action by NCTCOG Executive Board |
| November 20 | Submittal to Texas Department of Transportation |

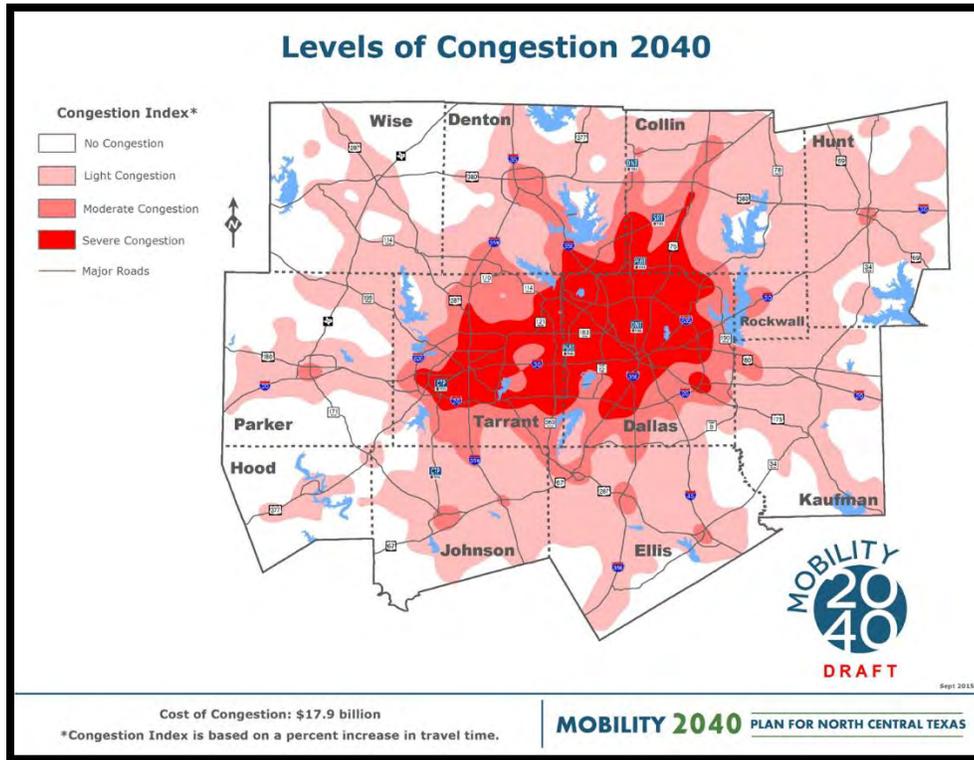
- **B. The Metropolitan Transportation Plan for North Central Texas**

- **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 fund

- **Highway Project Status**



- **Levels of Congestion for 2040**



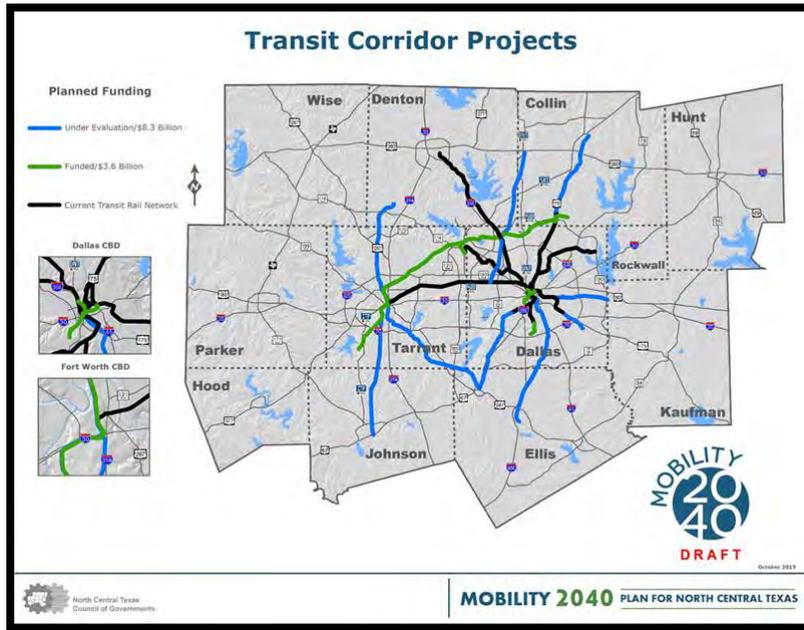
- **Roadway Project Prioritization Methodology**

- Start with existing MTP projects: Mobility 2035 - 2014 Amendment
- Remove fully completed projects and initial stages of phased projects
- Maintain project recommendations for corridors with ultimate configurations yet to be built
- Review all freeway/tollway corridors to identify others that need improvement
- Use a data-driven approach to select new projects to be included in the MTP
- Develop draft Mobility 2040 roadway project recommendations based on RTC and public input

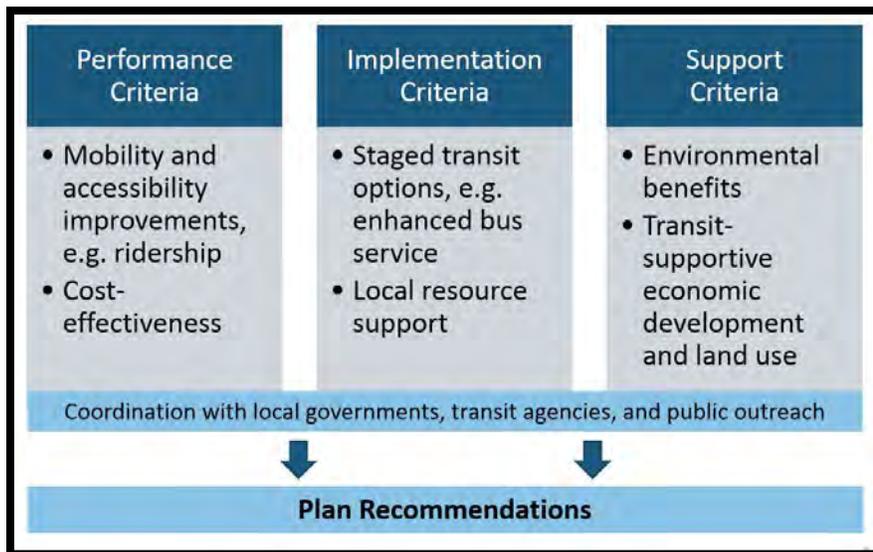
- **Roadway Project Selection Next Steps**

- Complete project prioritization process
- Assess financial constraint impacts
- Identify project staging
- Minimize leapfrog implementation
- Develop recommendations

- **Transit Corridor Projects**



- **Transit Recommendations Development Process**



- **Funding the Metropolitan Transportation Plan**



- **Financial Outlook**

- Over the past two legislative sessions, lawmakers have provided opportunities for new transportation funding.

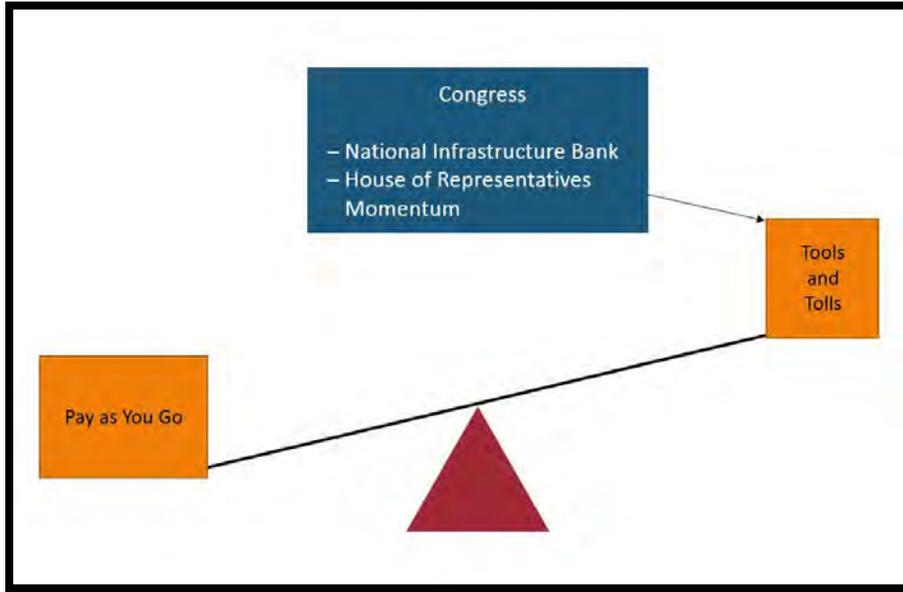
| Revenue Source | Priced Facility Use | Transit Use | Estimated Statewide Revenue (in billions) | | | | | |
|----------------------|---------------------|-------------|---|---------------|---------------|---------------|---------------|---------------|
| | | | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Prop. 1 | No | No | | | | | | |
| End Diversions | Yes? | No | | | | | | |
| Sales Tax* | No | No | | | | | | |
| Excise Tax* | No | No | | | | | | |
| Total Revenue | | | \$1.74 | \$1.81 | \$1.79 | \$4.84 | \$4.84 | \$5.53 |

* Pending voter approval

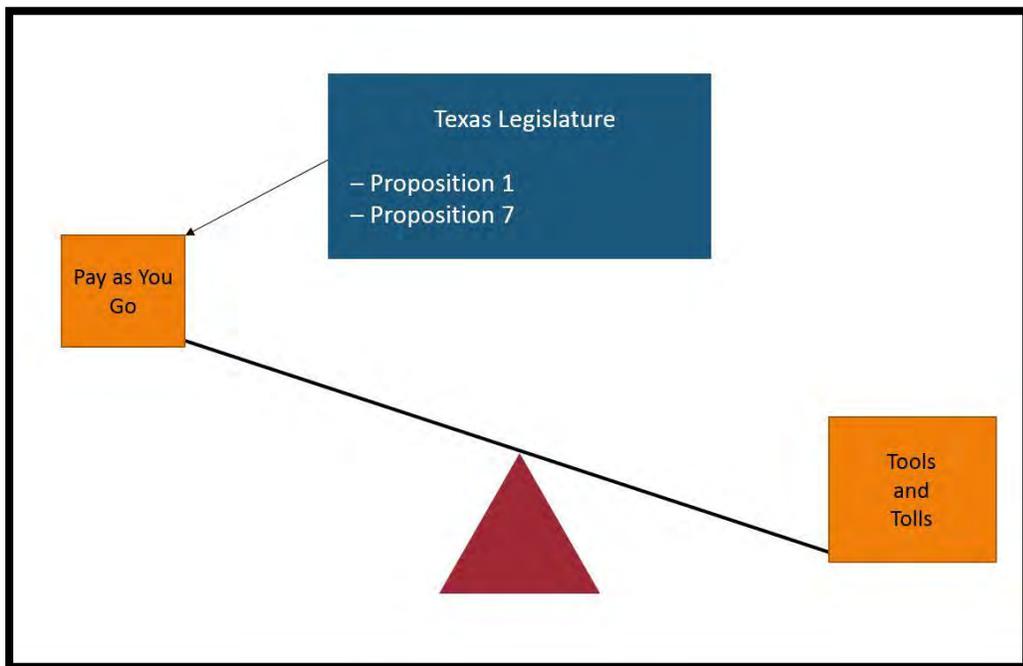
- **Financial Considerations – Mobility 2040**

- Anticipated funding over next 25 years is not enough to meet current and future transportation needs
- New revenue could replace some toll-funded projects with tax-funded projects in the near-term
- Projects in the out-years of the MTP could remain as toll-funded until other sources of funding are identified
- Compared to recent plans, Mobility 2040 would represent a shift in balance toward tax-funded roadways

- **Federal Legislative Balance**



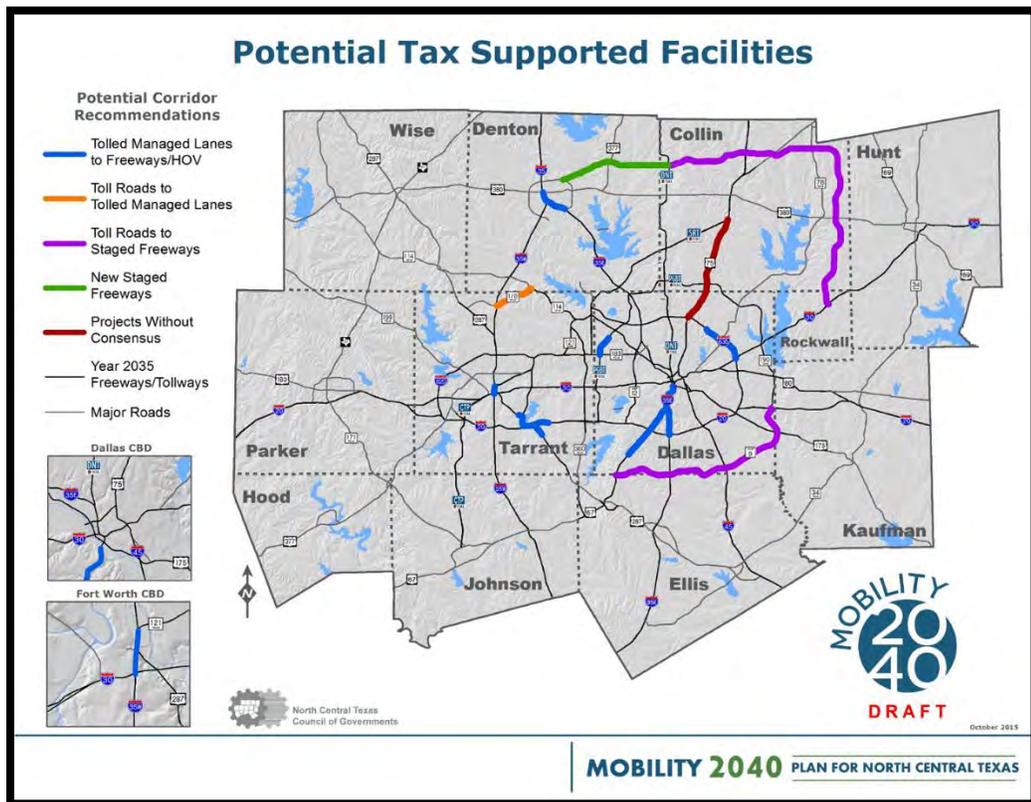
- **State Legislative Balance**



- **Tolled Managed Lanes to Freeways/HOV**

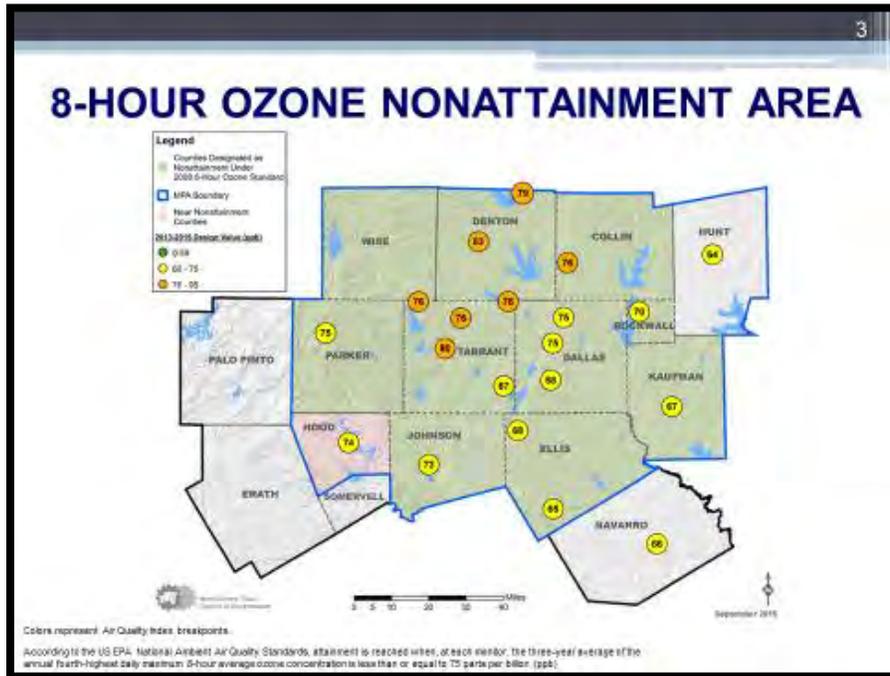
- Tarrant County
 - IH 35W from IH 30 to SH 121
 - IH 20/US 287 from Green Oaks Drive to IH 820
- Dallas County
 - US 67 from IH 35E to FM 1382
 - IH 35E from Horseshoe Project to IH 20

- SH 161 from Belt Line Road to SH 183
 - IH 635 from Miller Road to IH 30
 - Denton County
 - IH 35E from US 380 to Loop 288 South
- **Toll Roads to Tolled Managed Lanes**
 - Tarrant County
 - SH 170 from IH 35W to SH 114
- **Toll Roads to Staged Freeways**
 - Dallas County
 - Loop 9 from US 67 to IH 20
 - Collin County/Rockwall County
 - Outer Loop from Dallas North Tollway to IH 30
- **New Staged Freeways**
 - Denton County
 - Denton Outer Loop from Loop 288 to Dallas North Tollway
- **Potential Tax Supported Facilities**



- **Mobility 2040 Public Input Surveys**
 - Spring/Summer Survey (now closed)
 - Approximately 2,500 responses
 - Nearly 90 percent say congestion is a top challenge facing North Texas

- **Ozone Nonattainment Area**



- **Program Summary**

- Helps low-middle income residents repair or replace vehicles that fail an inspection or are greater than 10 Years Old
- Funded by \$6 fee collected on all 1996 and newer vehicle inspections
- Assistance provided through vouchers up to \$600 for repairs, up to \$3,500 for replacements
- Repair assistance is offered year round; replacement assistance is offered until funding is expended
- 2003 - 2015 Program Activity

| | |
|--|----------------------|
| Number of Applications | 123,243 |
| Number of Vehicle Repairs | 31,887 |
| Number of Vehicle Replacements | 31,135 |
| Total Spent on Repairs & Replacements | \$105,811,000 |

- Income Guidelines for Assistance

| AIRCHECKTEXAS DRIVE A CLEAN MACHINE INCOME GUIDELINES FOR ASSISTANCE | | |
|--|--|--|
| Number of People in Household | Annual Household Income Requirements (at or below) | |
| 1 | \$ 35,310 | <p>Income amounts are at 300% of Federal Poverty Guidelines</p> <p>Determined by using the Adjusted Gross Income (AGI) on the most recent Federal Income Tax form</p> <p>The replacement vehicle value may affect eligibility requirements and/or benefits for certain financial assistance programs</p> <p>Income amounts change annually in February</p> |
| 2 | \$ 47,790 | |
| 3 | \$ 60,270 | |
| 4 | \$ 72,750 | |
| 5 | \$ 85,230 | |
| 6 | \$ 97,710 | |
| 7 | \$ 110,190 | |
| 8 | \$ 122,670 | |
| Over 8 | Add \$12,480 for each additional person | |

- Applications Steps

- Obtain application online or call to have one mailed
- Submit application, failing inspection report and income documentation by fax or mail
- Allow approximately 45 days for application to be processed
- Receive response by mail, including a voucher and list of participating vendors if approved
- Drive vehicle and present voucher to participating vendor choice

- Program Information

PROGRAM INFORMATION

Visit Website
www.nctcoq.org/airchecktexas

- Applications
- "How to Apply" YouTube Video
- Eligibility Requirements
- FAQs

Call
1-800-898-9103

Other Sources
Participating Repair Facilities and Dealerships



[How to Apply](#) [YouTube Video]



ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Development of Mobility 2040

Stan Aten, Citizen (Dallas)

A. Mobility 2040 Components

Comment: In the Mobility 2035 plan, it was proposed that 90 percent of the money would be spent on more roads. If you're trying to reduce nitrogen oxides, you should be encouraging people to use other forms of transportation besides cars. If you're really concerned about congestion, encourage carpooling. The average vehicle occupancy in this region is 1.2 people per car.

You talk about financial constraints. Federal mileage standards are going up to 50 miles per gallon in another five to 10 years. At 50 miles per gallon, you're going to get significantly less money to build roads. I'm already getting 30 plus miles in my car driving around town, which is 50 percent more than what I had 10 or 15 years ago.

Are you thinking about the impact of driverless vehicles? Cadillac already said they're going to have a car that drives itself. At some point it will have an impact on traffic because people will tell their cars not to use the toll roads. People may not be driving as much or they may be sharing cars.

It costs \$100 million to build a freeway mile. That means you'd have to spend 500 million gallons of gasoline to build one mile. It would cost \$250 million to build a highway interchange at U.S. 67 and IH 35. Think about transit versus a freeway. It's much quicker to add capacity on a rail line. When DART builds their lines, it takes five or six years. The biggest problem with DART right now is the bottleneck downtown because they only have one line. Their ridership is down because they only have four trains per hour on each of their lines. DART is doing its part, but there are cities who aren't. They're all depending on cars and at some point their citizens are going to be too old to drive. They aren't thinking about the aging of their population.

The city of Dallas also can't afford to fix or maintain their streets. Maybe in 15 years they'll get around to fixing them all. There are other cities in this region that have that same problem because the cost of maintenance far exceeds money obtained from property taxes. If Dallas streets don't work, people are going to be unable to get through Dallas, and they'll have to go somewhere else to get to their job. Dallas street signals are also always out. You need to think about the components of your plan. Are the cities able to maintain their existing infrastructure before you build anymore roads? When you're talking about outer loops, you're encouraging sprawl in a region that cannot function as it is. You're encouraging the wrong behavior when you're widening and extending these freeways. It's bad for the environment and bad for air quality.

Summary of response by Dan Lamers: Thank you very much. I completely agree with most of what you've said. I do want to make sure you know we do take into account all of the things you talked about. On page five of the Mobility 2035 – 2014 Amendment Executive Summary, there's a cascading diagram. It highlights the order in which we consider transportation improvements. You are correct. The biggest portion of the funding does go to freeways and tollways. It's not 90 percent like you suggested. It's about half. In the Mobility 2035 plan we recommended about

\$40 billion be spent on freeways, tollways and HOV/managed lanes. Almost \$30 billion was recommended for maintenance. I'm not saying all the facilities are being maintained, but I can at least tell you the major regional facilities are accounted for. We can't fund the entire system for the city of Dallas. When you talk about traffic signals, that's where the \$4.8 billion for management and operations comes in. Traffic signals are really low-cost solutions. We've got 25,000 traffic signals we've retimed. We can retime traffic signals five times over with the money we have to try and make the system more efficient. The \$3.9 billion for growth and land-use strategies is used to try and reduce demand on the system. You talked about getting people off highways. There's \$16.5 billion going toward rail and bus systems. We're trying to get people out of their vehicles, and if we can't, let's get them to carpool. I did a study 10 years ago, and if everybody carpooled once a week and the carpooling was spread throughout the week, there would be no congestion during the peak periods. We can't force that travel behavior. We can only provide incentives for people to carpool if they choose. That's where the managed lanes come in. We have a program where if you carpool and use the North Tarrant Express or LBJ tolled managed lanes, you get a 50 percent discount on that toll during the peak period. Encouraging the construction of facilities is our last option. That's the order in which we consider things. You're exactly right. This region is dominated by automobiles, but we have to balance it out. All of the money the legislature approved must be used for free roadways. That money has to go into this bucket. We work with the constraints we have. I agree with most of what you said, but I don't know that we're encouraging sprawl. Developers do that on their own. We can't control where developers build.

Erica Cole, Citizen (Dallas)

A. Issues with transportation planning

Comment: Are you all the ones who make the planning decisions?

Summary of response by Dan Lamers: Yes.

Comment: When do you decide we have enough roads? We can't keep up with this. It's going to be like noodles through our city and state. You have \$15 billion in the plan for people who want to take public transit. It seems to be getting more and more complicated. LBJ is impossible to drive. Roads are expanding, and we have people coming out of college talking about urbanizing and creating communities. I'm a regular person coming here, and I want to know when this all stops.

Summary of response by Dan Lamers: I wish I could answer that question for you. Unfortunately, we live in a region right now where less than half the region belongs to one of the transit authorities. If you live in one of those subareas you can use transit. If you live in other parts of the region, you don't have that option.

Comment: That's not exactly my question. When does it stop? You've read all of the things I've read about changes in the communities, that you have to work in your community. This Trinity Toll Road, do we really need to live here and go over there?

Summary of response by Dan Lamers: Unfortunately, we don't control the land use. The cities control the land use. The cities work with the land developers. We work with the cities and the developers on the education process and provide funding when we can to get the projects started. We understand the problem. People change jobs about once every five years on average. Let's say you buy a house or condo that's half a mile from your job today. Five years

from now when you look for another job the likelihood of you finding a job in that same area is not very strong. You're going to change jobs more often than you change households.

Comment: I'm saying change the whole way we look at it. You all are sitting around talking about this. You're not saying in 20 years we're going to have driverless cars, and we're going to have your job in this community. We need to stop the cars. Obviously you're not going to change your way of thinking. I just want to know when this is going to stop.

Summary of response by Dan Lamers: I think you should talk to your elected officials. On the back of the agenda is a list of elected officials on the Regional Transportation Council. Come to as many public meetings as you can because the more people hear that message from you, the more we can get our message across. This is not what we want either.

Anthony Page, Uptown Neighborhood Association (Dallas)

A. Bicycle and pedestrian planning

Comment: The regional bicycle and pedestrian program is a great idea. My concern is the infrastructure is so poor in the region it will underestimate the demand that would be there if you had a more fully built out system. On that same note, I think the bicycle and pedestrian infrastructure in Dallas County is extremely poor. If it was better you would have less of a tendency for people to use the highway system. I take issue with the statement that the highway network is being built out to accommodate inward migration. If you look over the last 10 to 15 years in Dallas County, 250,000 jobs left the county and went primarily to Denton County and Collin County. It appears the highway is being built to accommodate people moving into the region but it's also putting the region in motion to move to the north and west while the areas to the south are left to decay. It seems like a very inefficient way to develop the region.

Summary of response by Dan Lamers: Very good comments. The bicycle and pedestrian program is a very big component of our transportation plan. You don't see a lot of money allocated to it because those type of facilities aren't that expensive. Most of those facilities are locally developed. We focus a lot of our time and effort on connecting facilities between cities so there can be a web for people to use. We encourage it a lot. In fact, Vickie mentioned the regional bicycle safety program in her presentation. Regarding roadways, not all of our problems are the result of the 4 million people that have come here. The 7 million people who've already been living here have been doing more than their fair share to contribute to the transportation problems we have today. Everyone in this region has the same opportunities available to them that you all are talking about. People make transportation decisions on their own. We are simply charged with trying to accommodate the users of the system in the most efficient way possible. A lot of funding can only be used on roadways. It's just the way funding comes to us. We by law cannot lobby or engage in any political efforts to change that.

Matt Tranchin, Coalition For A New Dallas (Dallas)

A. Transportation funding for the city of Dallas

Comment: I'm a proponent for Loop 9 not because I like sprawl, but I would love for the traffic currently cutting through the city to go around it. If you look at the funding plans from Proposition 1, in 2015 the Dallas district received about \$360 million but only \$20 million went to Dallas County. None of it went to the city of Dallas. The most recent efforts allocated \$418 million for

Dallas County, but none of that money is going to go to the core of Dallas. You say the RTC is the body that determines what projects should be included on the list. How big is the RTC?

Summary of response by Dan Lamers: Forty-four members.

Comment: I've never gotten much accomplished with 44 people in a room. My understanding is that NCTCOG does what the RTC recommends. As citizens were coming here and engaging in the process before items are signed off on, but I feel like the window for public comment is inefficient. It's great that 2,500 people participated in the survey, but the city of Dallas is struggling. Our population grew by 10,000 between 2000 and 2010. Fort Worth grew by 200,000. Collin County grew by 53 percent. Denton County grew by 59 percent. The region is doing great, but the urban core is struggling. How is that \$400 million going to help strengthen the city of Dallas?

Summary of response by Dan Lamers: Many of the projects we work on with the city of Dallas are smaller projects that are trying to revitalize certain parts of the region. I think the city of Dallas grew by more than 10,000. We can check on those numbers, but you're right. There is a lot of growth occurring outside the core, and we're doing everything we can to try and revitalize the core. One of the things we've done is a new demographic forecast out to the year 2040. This new forecast tells us there will be more people moving into the core of the region because of some of the investments being made by local governments on things like mixed-use developments, the Margaret Hunt Hill Bridge and areas around the rail stations. Those type of environments are encouraging people to move back into the region. We are working very closely on these types of projects, and they don't always show up on the big maps we show. If you read through the entire plan, you'll see we have programs and projects aimed at doing those type of things. In terms of Proposition 1 money, we have to look at more than just the Prop. 1 money. For instance, with the tearing down of what's euphemistically called Dead Man's Curve on U.S. 175, improvements to IH 45 or the Margaret Hunt Hill Bridge, you can't look at just one source of funding with these examples. We are charged by the RTC to take all sources of funding and piece them together as best we can to make whole projects. There is a lot of cooperation among members of the RTC. They go through a very rigorous process, and we have people who bring them quarterly reports to tell them where money is being spent. If you look at the Transportation Improvement Program you'll see all of the sources of funding, and you have to go back several years to see how all the pieces come together.

Comment: Can you all fix IH 345? I know a few weeks ago it was said it would cost about \$30 million to repair it.

Summary of response by Dan Lamers: Yes, but \$120 million less than originally thought.

Question: Does that money go back into a general pool?

Summary of response by Dan Lamers: Yes, that money goes back into a general pool, and the RTC tells us where we can spend that money.

Question: Would you be responsible for IH 345 on and off-ramps? Would the transitioning of the ramps into boulevards be a collaborative effort?

Summary of response by Dan Lamers: Yes. In fact, Commissioner Vandergriff sits on the Texas Transportation Commission and has TxDOT working in collaboration with the city of Dallas to look at ways to connect various pieces of the Dallas infrastructure. He's instructed TxDOT to

bring him a report in December regarding how TxDOT can assist Dallas in reconnecting neighborhoods.

B. Transportation planning process

Comment: CityMAP started earlier this year, and they'll come out with recommendations in December. I look at your schedule and development of the Mobility 2040 plan ends this month. Why is TxDOT working with the city of Dallas to put together a comprehensive plan for every major transportation corridor affecting our city if those recommendations are going to come out after your planning process for the next 25 years has already been completed?

Summary of response by Dan Lamers: Great question. The transportation process is a cyclical one. We're required to have a valid transportation plan at any given time, and it has to be 20 years out. The current transportation plan ends at the end of this year because it only goes out to 2035. Our schedule is geared toward making sure we're staying within the 20-year timeframe required by the federal government. Transportation projects take a lot of time to develop. Recommendations coming out of the city process would be in no danger of being slowed down because they're not going to be in this current transportation plan.

Comment: Sir, if I might add, you said at the beginning of the presentation that anything not in the Mobility 2040 plan won't get done.

Summary of response by Dan Lamers: It won't get done right now. Even though we have a federal requirement to update the plan every four years, we usually update it every two years. When we update it at the end of two years, we'll have the benefit of all the CityMAP work. It will go into that version of the plan and planning will continue.

Question: Does that mean we won't have any movement on the CityMAP recommendations for another two years?

Summary of response by Dan Lamers: There can be no federal action on any recommendation until it's in the plan. Environmental approval takes five to 10 years. Any recommendation out of CityMAP is at least two, three or four years away from any federal action. In the meantime, we'll continue to work with the city and TxDOT to proceed with necessary planning. We pride ourselves on getting projects ready to go. A best case scenario takes eight years for a project to move from the drawing board to a place where it's ready to be funded. A worst case scenario takes 20 to 30 years.

Jacqueline Espinal, Foundation for Community Empowerment (Dallas)

A. Funding for public transportation

Question: It seems like most of your funding is directly related to automobile use. Is that correct?

Summary of response by Dan Lamers: Yes, that's essentially the only funding source that's available right now.

Comment: Regarding the financial outlook on slide 2, Proposition 1 doesn't allocate any funding for transit, correct? This then implies that the sole purpose of this is to build more highways.

Summary of response by Dan Lamers: Correct. It was the legislature's intent when they approved those funding sources. We don't have control over what the legislature does. We strongly advocate for flexible funding sources because we want funding available for whatever situation comes up. The legislature tells us what to spend the money on.

Question: If you've seen population growth in the inner core of Dallas, but you don't have any money available for those wanting to use public transportation, how are you going to meet their needs?

Summary of response by Dan Lamers: Just because this new money can't be used on public transportation doesn't mean there aren't other funding sources available for transit.

Question: Is that primarily federal funding?

Summary of response by Dan Lamers: Yes. The three transportation authorities receive federal funding for their systems as well as sales tax revenue. There are additional federal funding sources, such as the Congestion Mitigation Air Quality Program. Because we're a nonattainment area for ozone, we get CMAQ funds. That type of funding is available for transit solutions, bicycle and pedestrian and mixed-use development. It's just not as large as the other pots of money. We work very closely with DART. In fact, the state has put about \$30 million into reconstructing bridges north of DFW Airport to accommodate the Orange Line that comes in from the east side as well as the TEX Rail project from Tarrant County that will go to the north end of the airport. There are other funds available, and we use them whenever and wherever possible. We also have something called a local government swap. If Dallas was going to spend money on reconstructing roadways using local funds but the project was eligible for federal or statewide roadway funds, we'd request a swap. We'd say we'll put our federal or state money towards your roadway project if you'll let us use your local money to fund something like a transit or bicycle and pedestrian project.

Comment: It doesn't seem like there are a lot of projects related to public transportation and railway expansion throughout the DFW area. Is that true?

Summary of response by Dan Lamers: I wouldn't say there's not a lot. There are not a lot of projects. Those projects are also very expensive. The DART light rail lines cost between \$60 and \$80 million a mile to construct. Commuter lines like the Trinity Railway Express and DCTA's A-train cost about \$40 million a mile to build. The funding sources for those rail lines are much less than the funding available for roadways. We struggle to keep public transportation in the plan because the federal government tells us the plan has to be financially constrained. We really have to stretch to show how we think these projects will be funded in the future because we don't want to take them out. We are trying to work with cities to develop land usage where potential stations will be to encourage people to live near commuter stations as opposed to roadways. By doing that we're hoping it will expedite the ability to fund these rail systems. We're working to establish public utility districts and transportation infrastructure financing mechanisms where you take growth and sales tax and allocate it to projects that benefit a particular site. We're constantly working with local governments and the transit authorities to see if we can get these projects funded sooner, but you can't fund rail. It is expensive. Operating rail is more expensive than maintaining a highway.

Comment: And of course, there are the air quality issues.

Summary of response by Dan Lamers: Yes, you're absolutely correct. We try to balance as best we can. What you don't see is the local bus system. We're working with the city of Dallas on things like people mover systems that would connect to the regional rail system and provide transit circulation in dense areas. The biggest problem people have right now is either accessing the rail system or getting off the rail and arriving at their final destination. Most people don't want to take the bus to get from one end to the other. Transit only works when you have dense origins or destinations. When you have land-use spread out like we do, it's difficult to make regional transit systems work. That's why we're trying to work on the land-use as well.

Question: Does the legislature tell you your revenue sources? Do you have any say?

Summary of response by Dan Lamers: Congress tells us the federal rules and how much federal money is available, which at this point is only the federal gas tax at 18.3 cents per gallon. On the state side, the legislature tells us what funding is available and the rules for using the funding. It's the 44 elected officials on the Regional Transportation Council who decide what projects go into the transportation plan. Chad, Kendall and I are working to determine what potential projects will go into the plan, and we'll present those recommendations to the RTC in a few months.

Comment: I see they're mostly mayors and city council members.

Summary of response by Dan Lamers: Yes, that's correct.

Gary Hogan, Citizen (Arlington)

A. Chapel Creek Bridge and Loop 820 projects

Comment: I have been coming to these meetings since 2008. I live on the far west side of Fort Worth. When I moved out there, I was the 48th house on hundreds of acres. In my neighborhood we now have 900 homes, and there are probably 3,000 homes in that area trying to utilize the Chapel Creek Bridge. We came to your meeting the first part of this year to present a petition and see if NCTCOG could help us put some pressure on the entities to see how things are moving along. It did help. Thank you very much. It made sure funding sources were already in place. I think NCTCOG was also able to use some Proposition 1 funds for the project. However, the project was postponed, and we were a little upset about that. Again, we have 3,000 homes using this old, two-lane bridge to get to IH 30 to commute to Fort Worth and beyond. In the meantime, a community development called Walsh Ranch ended up getting their bridge built before ours even though right now it does not support one residential household and won't until sometime next year, according to my information. The residents in my community are highly upset. We have a mobility problem affecting our community. If you can look into that issue to make sure things are moving along, we'd appreciate it. A phone call from you all seems to make a difference. In addition to that, outside Loop 820 in west Fort Worth we have 1.8 miles of two-lane roadway that's fed by both north and south Loop 820 and four lanes of IH 30 at the Loop 820 interchange. It is causing a major backup. Some days the traffic is backed up between 5 pm and 7 pm with people trying to go west out of Fort Worth to Bryant Irvin and beyond. Soon it's going to be in downtown Fort Worth where the traffic is going five or 10 mph trying to get out that access. It is Fort Worth's next big bottleneck. Walsh Ranch is predicted to have an estimated population of 125,000 people over the next 10 years. Aledo, Weatherford and Willow Park are all growing like crazy, and a lot of people are trying to commute to jobs in Fort Worth. We have resurfaced that 1.8 miles of roadway probably two times in the last six years instead of

adding a lane. People sometimes don't understand how the allocation of funds to do one thing or another doesn't always add up.

Summary of response by Dan Lamers: It sounds like you're on top of the status of the bridge. I checked with Ken Bunkley, one of our transportation improvement folks, and everything you said is exactly what he just told me. We'll go back and have a conversation with the district office at TxDOT in Fort Worth and reach out to the city to find out what's going on. I do know the bridge was originally delayed at the request of the city of Fort Worth. We'll also look for an opportunity if we can to advance the project forward. It's not a large amount of money.

Comment: I'm aware of one of the delays. I think about a year or so back we had to make sure the design of the bridge project was going to accommodate future expansion.

Summary of response by Dan Lamers: I think that's been resolved. If the money is available I don't see any reason why we wouldn't be able to try and help you.

Comment: We're looking to start in June. We're trying to stay optimistic.

Summary of response by Dan Lamers: We fully understand the issue with IH 30 heading west. We also have a project right now that doesn't show up in our current metropolitan transportation plan. We're going to look from the west edge of downtown Fort Worth all the way into Parker County to see if there are low-cost, immediate things we can do until we can make some major improvements. We're going to put that project in this new plan and hopefully implement it sooner than later to address those issues on an interim basis until we can work with TxDOT to determine a long-term solution for that corridor.

Tim Campbell, City of Garland (Arlington)

A. Status of IH 635 East project and freight movement through city of Garland

Comment: My first item is IH 635 East. As you know, Garland is pushing for that, and we don't need to discuss that in much detail. We're watching everything that's going on and trying to assist with blockage, slow-downs and questions to help encourage progress. The big challenge is not IH 635 East or any other roadway. We testified at the state legislature this past year, and when we started the effort to get IH 635 East done, we thought we would have a comprehensive development agreement with some tolling components. I attended a joint meeting with the DFW transit community when the legislature first started, and Larry Phillips said we would not have any CDAs this year. That's fine. Not everyone likes toll roads. The only thing worse than a toll road is no road. The legislature found new funding sources, but they did not find any ways to make up for the tolling component. No major projects in Texas received funding. I think that's put the entire state behind at least two years in getting any major changes done to roadways. We're going to have to make due with a little bit of money here and there. There were so many changes in the legislature this year, including a new governor and lieutenant governor. The legislature was in a great state of turmoil, and I understand that. I appreciate their caution, but it still held up all state activity. Anything NCTCOG can do to help get an acceptable funding tool would be much appreciated. Additionally, the rest of the country may not be doing well, but Garland's employment is up by 10,000 people. Kraft Foods is doing a \$100 million expansion. They're expected to hire 800 new people. We've got Andersen Windows moving into the city to build windows and doorways. We've got 135 million pounds of cotton that took 3,200 trucks to bring in and 3,200 trucks to ship out. The International Motor Company that used to build 18 wheelers has been replaced by a distribution company that is bringing in even more trucks. The

freight content coming into the metroplex has increased by leaps and bounds. That brings me to IH 30. If you haven't driven IH 30 to Texarkana lately, it's 60 to 70 percent trucks. One out of every five trucks is a double trailer FedEx truck. There are about 1,200 trucks an hour coming in and out of the metroplex. We also don't have access roads to parallel the bridge over Lake Ray Hubbard. Any accident that occurs there shuts down commerce all the way to Memphis. It's really critical. We've had speeches to the legislature, and Arkansas is having the same issues. If something stops anywhere on the route between Dallas and Texarkana, trucks just stop moving. They get hung up on IH 40 on the east end and in the metroplex on the west end. It's very pronounced, and in our city we have many just-in-time manufacturers. When you have a shut down for 18 hours or so, they don't do any work at all. The GM plant in Arlington is also fed by the manufacturers in Garland. It's becoming a dire situation. I'm encouraging NCTCOG to really put this on their hot button and try to work out some kind of funding vehicle with the state legislature. When the Panama Canal opens up and you get more freight coming into Texas ports, it'll get even worse. Now is the time to look at it, and we'll do everything we can to help out.

Summary of response by Dan Lamers: Great comments. I think it's really interesting that we heard from Mr. Hogan about IH 30 on the west side. You're talking about IH 30 on the east side, which highlights that the metroplex is an ever-expanding area with both residential and commercial influences. These are issues we have to deal with, and we have to figure out a way to balance the internal, urban issues with those connectivity issues to the rest of the world. The freight community is one of the largest pieces of our economy and without the ability to travel into and out of the region, we'd be in a world of hurt. We share your thoughts. Similar to what we're doing on the west side, we'll be doing on the east side, particularly the bridge crossing at the lake. You're right. If something goes wrong there is no alternate route. We did try to propose a solution for that a year or so ago, but it didn't go very far. However, it didn't stop us from continuing to look for other options to improve the east/west connectivity. We know it's a problem and that it will continue to get worse.

Comment: The problem isn't with NCTCOG. It's outside the city. Whatever we can do to help you, we will.

Summary of response by Dan Lamers: You highlighted the issue with the legislature very well. If Proposition 7 is passed next month, it doesn't solve the problem. We could need two or three times that amount to just account for the reduction of the tools they told us we couldn't use in the last legislative session. They didn't take the tools away from us. They just more or less told us we couldn't use them until they came back for the next legislative session. I know the RTC has talked about this. They will be making sure the legislature knows they have another shot to increase funding and if they can't, they need to let us continue using our tools.

Stephen Stanley, City of Garland (Arlington)

A. Funding from state legislature and IH 635 East project

Question and comment: Voters have made it clear they're tired of toll roads. Not approving comprehensive development agreements took away some of our tools, and we heard through the last legislative session that CDAs may be a thing of the past. Hopefully, the legislature will come up with additional funding for projects. I heard there was a possibility to use both Proposition 1 and Proposition 7 funds for the IH 635 East project, but that has since changed. The offices of the governor and lieutenant governor have said Prop. 1 will definitely be used on the project, but if Prop. 7 passes, it can't be used for a toll lane or managed toll lane project from

start to finish. There's still discussion that a portion of IH 635 East may include a tolling component. I don't know where there are additional pots of money. Senator Hall brought forth a different funding mechanism in his bill toward the end of the legislative session. The lieutenant governor put out his charges for the senate and a lot of them specifically have to do with transportation issues. There are five folks in our part of the world representing the IH 635 East area: Senator Hall, Senator Huffines, Representative Burkett, Representative Button and Representative Sheets. They sent a letter to all the transportation authorities requesting that they stop the conversion of free lanes into toll lanes and eliminate any toll managed lanes included in the IH 635 East project. Even with the letter, there's still a lot of discussion. There was a project in San Antonio, and they had a similar stance on the issue. Their MPO adhered to their request, and they came up with a different funding mechanism to do US 281 down in San Antonio. I talked to someone on the RTC from Fort Worth, and they were saying about \$17 billion had been approved for projects, and at some point in the process in the past five years, \$3 billion was state funded and the rest was from concessionaires and federal funds. I don't know if that's accurate, but that's astounding as far as what the state paid for. I remember when the state went from a pay-as-you-go system to actually borrowing funds to build roads back in the early 2000s. I hope we can go back to free lanes. Kendall had referenced scaling back the toll projects. Does that include scaling back toll managed lanes? A majority of IH 30 going through Garland is in my district. We also have US 190 continuing farther south. A couple of years ago everyone was hoping they would let contracts for that project by spring 2016, but I don't see it on the horizon right now. Do you have any updates for US 190?

Summary of response by Dan Lamers: When we're talking about scaling back toll roads and managed lanes, we're walking a tightrope between legislative intent and our need to move forward with transportation projects. If we don't thank the legislature for doing what they've done, who knows what could happen in the future. We're trying to tell them that they provided us with roughly 50 percent of the money we needed to construct some of these new roadways as tax funded roadways instead of toll roads. However, they didn't give us so much money that we could construct them without any tolls. We are going to still have to rely on some sort of toll component in certain corridors going into the future unless they can get us more money. We're going to them and saying since you got us about halfway there what if we do what we think is right and maybe scale back about half of the imminent toll facilities we have in our current plan. The Southern Gateway is one example. There is a thought that we're implementing these tolls to simply raise revenue. The Southern Gateway project was never about revenue. When you look at the managed lanes on that project they don't generate enough revenue to really pay for it. Southern Gateway is our number one priority and LBJ East is our second. We've asked ourselves if we can get both of those projects done given Proposition 1 funds and the expected Proposition 7 money. Because we didn't get all of the money to build completely toll free, we have to ask ourselves if we're able to scale back LBJ East to at least provide some level of funding since it's so expensive. The section between US 75 and Royal/Miller does very well from a revenue standpoint, and it directly connects to the newly opened LBJ Express project. There is a natural transition where we can use the space between US 75 and Royal/Miller as a managed lane transition zone to get to a free managed lane south of Royal/Miller. There's still a lot of work to be done to move LBJ East forward. We've held several rounds of meetings to try and come to a consensus because the legislature did set up that oversight committee. If we don't reach consensus, nothing can get done. Let me jump back to the Prop. 7. You cannot use Prop. 1 or Prop. 7 funds for anything with a toll component, but that doesn't mean we can't shift money around. If Prop. 7 passes, we can put that money toward other projects and free up more flexible money. I don't like to think of Prop. 7 as freeway money. It's extra money for transportation, and we can figure out how to work the money to get the most use out of all the funding. I know you will, but I encourage you to stay involved with the LBJ East process. Your

mayor is very involved. I thought we had a great conversation about it with the council when I was there a month or so ago, but there's still a lot of work that has to get done. Environmental approval still needs to get done and NTTA has to waive primacy. If we do end up proposing the northern part as a toll managed lane, legislative approval is still required.

B. Status of U.S. 190 project

Question: What is the status of U.S. 190?

Summary of response by Dan Lamers: That is in the plan. I don't believe it's on the list to be scaled back. We still have a couple of weeks to go, and we're reviewing all the financial constraints of the plan. As of now we're still proposing that U.S. 190 continue to be a toll road because it directly connects to President George Bush Turnpike. It seems like the logical thing to do, and it's on NTTA's radar.

Question: Have you heard about a timeframe? Two and a half years ago they said contracts would let in spring 2016, and I don't see that happening any time soon.

Summary of response by Dan Lamers: I don't believe it has environmental clearance. It's still probably five to 10 years out.

Comment: I talked to Stan Hall on Friday, and he said a consultant had been hired to start the study for IH 30 from our side of town. Do you have a timeline for the study?

Summary of response by Dan Lamers: Yes, TxDOT has hired a consultant to review and evaluate what was called a decade ago the East Corridor, which is IH 30 from downtown Dallas right up to Hunt County. The study is going on right now. Generally those kinds of complex studies take about 18 to 24 months. I think that's the length of time you're looking at before we can come to a consensus about what we would put in the next transportation plan, which by the way we'll start working on as soon as we get this one out of the way because it takes us about 18 to 24 months to go through that process.

Comment: Most of the roadways are already in there in some form or fashion, correct? You're just updating the schematics.

Summary of response by Dan Lamers: When you look at the transportation plan on the surface there are so many things going on but in reality there is a process we have to go through in all the corridors. Some are further along than others.

Will Vidaud, VAI Architects Inc. (Arlington)

A. Organizational structure of transportation organizations in Dallas-Fort Worth

Comment: Kendall mentioned transit-oriented development in her presentation. You're also talking about congestion on roadways, and there's alternate means of transportation available to alleviate those roadways. I think that's facilitated by TOD. Take DFW Airport as an example. Both Fort Worth and Dallas can bring their rail line to the airport. From that point think of the airport as a city. It will manage to get the people to the terminals via their own form of people movers. You can bring alternate forms of transportation to say downtown Dallas, and they all kind of converge at one point. My question is whether NCTCOG is involved in bringing all these forms of transportation together. It seems like everyone is doing their own thing and watching

what the next group is going to do. They're all working independently, and there doesn't seem to be a unifying element. Is there a group within NCTCOG that facilitates bringing them all together?

Summary of response by Kendall Wendling: That's a great question. NCTCOG has several working committees. Our Surface Transportation Technical Committee deals with a lot of those issues. It's comprised of city staff from local governments across the region. They're focused on the more technical aspects of our multimodal transportation system. In addition, we have several subcommittees. We have a Bicycle and Pedestrian Advisory Committee that's comprised of planners from the local governments, and I believe there's also a Transit-Oriented Development Group that NCTCOG administers. The TOD Working Group and the BPAC are administered by our sustainable development program area within the transportation department. They meet pretty frequently to facilitate discussions about alternative modes of transportation related to bicycle and pedestrian activities.

Summary of response by Dan Lamers: That's our structure. Our mission from the very beginning and our federal requirement as an MPO is to do exactly what you're talking about. We coordinate and cooperate with everyone who has to do with transportation. Integrating all the different forms of transportation is something we do. All that culminates with the Regional Transportation Council. The RTC has the authority to adopt the metropolitan transportation plan as well as any policies they see fit regarding transportation planning and development into the future and how it gets implemented. Over the years they have been very active in the public transportation world trying to ensure all transit authorities are communicating and cooperating. In fact, about a decade ago, all three of the transit authorities signed what they call a tri-party agreement, and they themselves have pledged to work together. That's all fine, but 50 percent of the region is outside those three transit authority boundaries. The RTC has taken it upon themselves to explore options of the expansion of those transit authorities as well as ways to extend the regional rail and transit system to the rest of the system. There are numerous smaller transit providers in the region that we also have the responsibility to coordinate with. They provide smaller services in areas outside those three authorities.

Comment: Are they private? I'm noticing a lot of the solutions are coming from the private side.

Summary of response by Dan Lamers: Some are private. Some are quasi-public. The state requires us to have a transit coordination plan where we take all those groups and try to bring them under one umbrella to make sure there aren't duplications of service. We have a team of people within our staff who do that every day. We're a designated recipient of FTA funds, and we administer those funds to smaller agencies. And because we administer those funds, we require them to do that kind of coordination and cooperation. One of things you'll see in this transportation plan is what we call "last mile" connections. When you get to DFW Airport they've got a way to get you around. When you get to other rail stops in the region, you don't always have an efficient way to get where you're going. You'll see us talk a lot about that in this plan from a conceptual and programmatic standpoint. I don't think it's far enough long for us to be able to say we're going to have this type of circulator system in this part of the region, but you'll at least see us address the need for that type of service. In fact, we're exploring things like people mover systems. We're looking for areas in the region with the right type of densities and trip patterns where movers might make sense. If you're doing that and it's close enough to one of the regional rail lines, is there a way to connect the mover system to the line so you extend the influence area of the regional rail line. We're looking at possibly implementing express bus service on our managed lane systems on LBJ Express, NTE and DFW Connector. Our

managed lane system has a guaranteed speed of 50 mph. It's essentially a rail system without having to construct rail lines.

Comment: As an architect I've witnessed it over the years working with transportation clients. I'm witnessing it right now in downtown Dallas with some of the new alignments and how they fit in with other modes of transportation. There doesn't seem to be one entity that's coming in and facilitating it. We're working in the city of Garland on some of the downtown development. There's a lot of encouragement for transit-oriented development, but once they get there, they have to be able to get to their ultimate destinations. Unless you have a situation where you have a DFW Airport that controls it all and they have an incentive to get you there or you've got a Parkland Hospital that can work with UT Southwestern, it's really up to the local governments to coordinate all these entities.

Summary of response by Dan Lamers: Just a couple more points. We are working with the medical district on this people mover system. As an architect you work with developers, correct?

Comment: Mainly with public entities, but we get to see all the voids.

Summary of response by Dan Lamers: We periodically set aside RTC funds for sustainable development projects. In fact, we may be gearing up for one next year. That way we have money available to work with developers and local governments to try to incentivize mixed-use developments. So it's not that we don't want to do it. We have over 200 local governments.

Comment: I think some of them are taking some big steps toward that. I think the more assistance and guidance for them the better.

Summary of response by Dan Lamers: If you see those opportunities please call us and let us know. We'd be more than happy to sit in on those meetings to see if we can help.

Al Abeson, Citizen (Fort Worth)

A. Community access to bicycle and pedestrian pathways

Question: I'm not sure if this is the responsibility of NCTCOG, but what's being done to create accessible pedestrian paths in many of our communities as well as access for those with disabilities. Can you comment on the status?

Summary of response by Dan Kessler: We don't build things, but the federal government gives us the responsibility of leading the planning of those facilities. There are a lot of federal grants that come through our process. The Job Access Reverse Commute Program has now been merged with the New Freedom Program. We administer those dollars. What's a bit discouraging is when we do the call for projects, we don't always get enough applicants to spend all the money we receive. We don't have policing or taxing authority so all we can really do is work with local governments to develop plans and provide incentives associated with the use of federal funds. One of the drawbacks of using federal funds for so many projects like this is a lot of local governments don't have the match. Federal funds always came with a 20 percent match. However, one thing that's unique for our metropolitan area, as well as in Houston and Austin, is the federal government gives us transportation development credits. They're not cash, but you can use them in lieu of the match. The reason they do that is they're recognizing our willingness to tax ourselves to build toll facilities that would otherwise have to be built with gas tax dollars. They try to give us credit for that. We've been very active with RTC and TxDOT to try and use

TDCs wherever we can. I also think we have an excellent group of people on our bicycle and pedestrian and sustainable development team. We have a lot of young planners and engineers who have been indoctrinated into the concepts. The RTC is very supportive. I think a lot of it has to do with building more awareness. For example, we did a project called Planning for Livable Military Communities and worked with the seven communities around the joint reserve base. We did a lot of field work on that project. One of the overriding conclusions was there is a lot of demand. We saw a lot of people in wheelchairs trying to use inadequate resources. We spent a lot of time documenting the lack of sidewalks and access even around schools which was alarming. We documented all that and have been working with all the local governments to update their comprehensive plans. We're very aware of it and our staff members bring in local governments with our state and federal partners to make sure we're giving them information about design criteria.

Comment: With the New Freedom grants, one of the criteria that must be satisfied is noting the amount of effort on sidewalks.

Summary of response by Dan Kessler: We're back to the idea that we don't have a lot of authority, but we do have access to a lot of state and federal funds. As of right now we're only doing this with our clean fleet program, but we've told local governments that if they want to access clean fleet dollars, they have to develop a proactive strategy that says they're committed to introducing policies about clean vehicles. Michael Morris, our director, has started on a campaign, and he's bundling up some of those policies and providing an incentive to local governments. They'd have to do certain things before they can access certain state and federal funds. Our RTC is made up of those local elected officials so they're going to have to decide whether or not they're going to support some of these things. We think this is the way to go about it. It's a low hanging fruit. Additionally, one of our big aviation safety issues is unmanned aircraft. It's no fault to the cities because it's technology coming like a freight train, but none of the local governments have any policies or laws in place to really regulate that activity. That's an example of us telling them to give some thought to a topic if they want funding. We also have the idea of a mandatory Employer Trip Reduction Program for businesses along some of our congested freeway corridors. The program suggests major employers consider more proactive ridesharing programs and schedule flexing. A lot of these kinds of programs have been voluntary. We presented the ETR idea to STTC in August, and they weren't very supportive.

Summary of response by Chad McKeown: Related to the design and access of streets, we'd say if you're going to access funding, you'll need to account for a certain number of transportation modes or the more modes accounted for, the more check boxes you get. If you're accommodating pedestrians, bicyclists, cars and buses, your project may receive a higher ranking.

Summary of response by Dan Kessler: We're doing a design feasibility study for River Oaks on River Oaks Blvd. and SH 183. We have had two public meetings and a terrific response. The right of way on River Oaks Blvd. is about 160 to 180 ft. If you're trying to cross that in a wheelchair, forget it. The light isn't going to last long enough for you to get across 180 ft. if you're disabled in any way. People have really presented some good ideas. One of the most common things you can do is create a safety zone in the middle so people can at least cross halfway safely. We can also create better pavement markings. We have a lot of corridors throughout the region, state highways, U.S. highways, loops and spurs, that were all built in the 1940s and 50s and before the interstate system. They're now holding large amounts of traffic, and we haven't been diligent about going back and redesigning them to accommodate those things.

Kenny Elkomous, Citizen (Fort Worth)

A. Reauthorization of MAP-21

Comment: I used to be a federal transportation lobbyist in D.C. I left D.C. for Fort Worth three years ago, and this is my first public meeting. I'm wondering what the council is looking forward to seeing in a reauthorization of MAP-21. I'm sure there are several different things you'd all like to see, including a six-year bill with actual money. I figured that would be the first answer because that's usually everyone's first answer.

Summary of response by Dan Kessler: You hit the nail on the head. We need more stability and continuity. We can't have these widely swinging policies back and forth because we don't have the resources. We really never got through a lot of the rulemaking associated with MAP-21. It was a three-year bill. We were all worried because the rulemaking usually takes at least two years. Funding is always an issue. A large percentage of our region's population lies outside of our three transit authority service areas, which becomes a limiting factor from a revenue perspective. We've unsuccessfully gone to the state legislature six or seven times to authorize putting a referendum about transit system financing in front of our voters. We did a survey maybe eight years ago. Seventy-eight percent of the 5,000 surveyed said they would be willing to pay more taxes to support a regional rail system. It's alarming we aren't making much progress. We still know we need the federal government as a partner in funding the rail system, and they've been extremely generous to our region. It's one thing to have the federal government provide the capital to put the infrastructure in place, but it's a whole other proposition to develop a revenue stream to support the operations. Chad has an excellent plan. We have 250 additional miles of commuter rail we think are warranted. Some of those lines would do better than lines we already have, particularly ones coming out of Frisco, McKinney and Allen where we've had such huge growth. Positive train control has been a very controversial project, and the deadline is December 31. I think most of the rail systems across the country are not going to meet that. I don't know if that will get wrapped up in a reauthorization or not, but it's certainly an important issue from a transit operator's perspective.

Comment: Amtrak has asked for an extension.

Summary of response by Dan Kessler: Amanda Wilson is our lead legislative person. She's not with us tonight, but we have at this point a loosely structured federal authorization paper. I think generally the RTC has been a little reluctant on how far to go with that until we see a bill. A lot of times it's our responsibility to react to things that come out of Washington. The RTC has always been good about that. We've just come out of a landmark state legislative session. They made a lot of progress in reducing diversions and with the continued funding of Proposition 1. The RTC just finished selecting projects for phase two and of course, we have a referendum in November. All of what the legislature put together adds up to about a \$4.5 to \$5 billion increase in state transportation revenues. Dallas-Fort Worth typically receives 25 to 30 percent of those dollars so we're projecting about \$700 million to \$1 billion of additional revenue. The challenge is that those dollars cannot be put toward tolls or public transit. We acknowledge it because that's the will of the legislature, and they speak on behalf of the public. However, it doesn't mean we can't free up funds elsewhere and put them toward transit projects and initiatives. I'm also interested in your ideas. You've been in D.C. Any input you have, we'd like to hear it.

Question: Is that federal authorization paper available to the public? Is it a work in progress?

Summary of response by Dan Kessler: It is a work in progress. If you give us your contact information we can get a copy to you. I'm sure it's online, and we'd be happy to provide you with our website. In the metropolitan planning world, there was a lot of conversation in the MAP-21 authorization about restructuring metropolitan planning to place MPOs only in areas with a population of 200,000 or more people. We have 25 MPOs in Texas and 18 of them have less than 200,000 people. I was the executive director of the statewide MPO organization during that conversation. There is a very legitimate conversation that needs to be had about how beneficial smaller MPOs are where there is not a lot of congestion or multimodal opportunities and whether or not planning could be better carried out by the state DOTs and district offices. I don't know if it will be brought up again. Then we have the method of performance-based planning. The rulemaking has been going on. Federal Highway said yesterday we might see it in November, but I don't think we will. The federal government is considering establishing targets, and they're giving the metropolitan areas a chance to comment and establish those targets. However, the federal government is expecting local councils to direct resources specifically towards meeting those targets. The idea is up for debate. Over time if you don't succeed in meeting those targets, the federal government may be more inclined to tell you where you should be spending your money. Conceptually I don't think we have a problem with it. It's just very difficult when we're growing as fast as we are. I could not give you any strategy that would reduce vehicle miles of travel in our region. We have some of the lowest vehicle occupancy rates in the country. The idea of reducing vehicles miles of travel is just not realistic. You have to be very concerned about signing up for some of these performance measures that you may not be able to achieve. On the other hand, we also have to be accountable for the investments we make. This idea of managed express lanes is one of the greatest social experiments we've ever taken on. We know we can't build enough capacity in our freeway corridors to move all the traffic. Residents have complained a lot over the years about our high occupancy vehicle systems that are largely underutilized in the off-peak and not highly utilized in the peak. The managed lanes are a redesign of the system. The time of day you want to use the managed lanes as well as the number of people in your vehicle will determine how much you pay. It's making transportation a public utility. LBJ Express just opened entirely and segments have been open about a year. DFW Connector has been open about a year. The IH 30 project from Arlington to Dallas will be open in about a year. Not all of NTE is open yet. By 2017 we should have five tolling facilities in place. We're doing a procurement with TxDOT to have technology in place in about 18 months to determine how many people are in each vehicle automatically. We've already started to see some dramatic mobility improvements since these facilities have been open. On LBJ Express traffic is moving well.

We spend a fair amount of time in both Washington D.C. and Austin. We haven't had a gas tax increase since the early 90s, and it's encouraging that people are talking about it. And back to your earlier question, yes, the RTC has always encouraged additional revenue options, and I would expect that again. The system is significantly underfunded. The federal government has looked a lot at going to a VMT-based tax. We think it's inevitable because there's going to be too many fuels and too many combinations of engines and technologies to find creative ways to tax motorists at the fuel level. I think we all fully expect to have a mileage-based tax system at some point, although I don't know if the RTC would necessarily come out and support that right now in a reauthorization bill. I do think they would support the idea of looking at different revenue structures

Comment: I believe there was a proposal to increase the gas tax to 30 cents and then index to inflation.

Summary of response by Dan Kessler: The indexing strategy is a way of keeping up. Gas is back to an incredibly low cost, but our political climate has become so anti-tax. I think the availability of energy issue is gone for generations, but we have to get our arms around the taxing structure. How are we going to tax ourselves if we're going to have a completely different energy source driving the transportation system.

AirCheckTexas Program Resumes

Matt Tranchin, Coalition For A New Dallas (Dallas)

A. AirCheckTexas funding

Question: Robby, you said the repair assistance is going to happen until the funds are expended. How much is currently in the pot?

Summary of response by Robby Sprosty: We get \$22 million each year for the next two years. The past four years that amount was drastically reduced by 88 percent due to the legislature withholding funds to balance the budget. They've since gone back and fully funded the program. The repair component of the program is year-round, and the vehicle replacement component will also probably shift to more of a year-round schedule now that we have full funding back. When funding was reduced, replacements occurred for about two to three months. Replacement also tends to run out of funding a bit quicker than repair.

B. New EPA standards

Question: How are we adapting to the new EPA standards?

Summary of response by Robby Sprosty: We have several different programs to address the new EPA standards. AirCheckTexas and local emission projects are great examples.

Dan Berndt, Citizen (Fort Worth)

A. Purchase of electric vehicles through AirCheckTexas program

Question: I have a question about the AirCheckTexas Program. Does the \$3,500 go toward the purchase of a new vehicle?

Summary of response by Darshan Patel: Yes, sir.

Question: What is the criteria for the new vehicle?

Summary of response by Darshan Patel: We have detailed information on the website, but the vehicle cannot have over 70,000 miles on it. It also has to meet the emission standards.

Question: Can the money go toward the purchase of an electric vehicle?

Summary of response by Darshan Patel: The \$3,500 is for electric vehicles. The \$3,000 is usually for nonelectric vehicles.

Summary of response by Dan Kessler: In fact, that's the best outcome from an air quality perspective if you go from a polluting vehicle to a low-emitting vehicle. We have the program set

up to get \$3,000 for typical vehicles, but low-emitting vehicles get an additional \$500. It's really an incentive for people to consider hybrid technology or low-emission vehicles.

Comment: I actually own two electric vehicles. I sent you an email recently stating the electric charging infrastructure is the weakest point in the adoption of EVs.

Summary of response by Dan Kessler: We've been at this for about 10 years. It's been an uphill climb to get vehicles in the marketplace. Then we had a challenge obtaining battery range, and around the time we got there, the price of gas and oil fell through the floor. A lot of the private sector initiatives and incentives that we saw out there for charging stations have lost a lot of ground, and it's unfortunate. We have them at our office, and they do get used quite a bit. We saw CVS, Walgreens and Walmart start to do some of that as well.

Comment: The sales of EVs are actually pretty strong. With the downturn of the gas prices, EV sales haven't dipped the way you would expect.

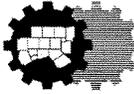
Summary of response by Dan Kessler: I also think the improvement of technology has helped. Buyers are gaining a lot more confidence in their vehicles. We have the same challenge with CNG. Low energy prices are a double-edged sword. They do a lot for the economy but not a lot for the environment.

Comment: I recently drove my EV from Fort Worth to Breckenridge, Colorado. It took me four days, and I was charging it in RV parks at 220 volts. If I had charged it using 120 volts it would've taken me 20 days to get to Colorado. It took me another four days to get back. If we had a faster charging infrastructure, I could get up there in about the same time as I would with a gas car.

Summary of response by Dan Kessler: On the air quality side the RTC has invested quite a bit of money in truck stop electrification. Truckers can park overnight, turn the diesel off and plug into the electric. The theme is the same. We've tried to target truck stop electrification at least along our major interstate corridors: IH 45, IH 35, IH 20 and IH 30. We know that's where the trucks travel. If we could get something like this in our interstate system it would give you more options, and I don't think it would be very expensive.

WRITTEN COMMENTS

| Name and Title | Agency, City Represented | Topics Addressed | Comments |
|-----------------------|---------------------------------------|--|-----------------|
| Anthony Page | Uptown Neighborhood Association | Bicycle and pedestrian facilities | Attachment 2 |
| Jacqueline Espinal | Foundation for Community Empowerment | Funding sources for transportation | Attachment 3 |
| Tim Herfel | Citizen | Issues with long-term transportation plan | Attachment 4 |
| Gary Hogan | Chapel Creek Neighborhood Association | Chapel Creek Bridge project and expansion of IH 30 | Attachment 5 |
| Stephen W. Stanley | City of Garland, Councilman | RTR funds, Propositions 1 and 7, tolling components and Loop 9 from U.S. 67 to IH 20 | Attachment 6 |
| Will Vidaud | VAI Architects Inc. | TODs and unifying element for transit providers | Attachment 7 |
| Chris Dyser | City of Balch Springs | Assistance with transportation projects in Balch Springs | Attachment 8 |



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

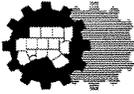
Name Anthony Page
 Organization The Uptown Neighborhood Assn.
 Date 10/12/15
 Meeting Location Illinois Hampton Library

Please provide written comments below:

We believe substantial post-up demand exists for bicycle and pedestrian infrastructure within the City of Dallas. We are also concerned that the pedestrian bicycle counts will understate demand because of the fragmented state of the current system.

We are also concerned that the way highways are designed is interfering with local mobility.

Bicycle + pedestrian infrastructure is far cheaper than highway infrastructure, yet we seem to prioritize highways.



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 TIM HERFEL
 Organization _____
 Date 10/12/15
 Meeting Location HAMPTON

Please provide written comments below:

WHY ARE WE BUILDING MORE ROADS
WHEN WE SHOULD BE CONCENTRATING ON
MASS TRANSIT?

WE CANT MAINTAIN THE ROADS WE HAVE
WHY MORE? MORE OUTER LOOPS ENCOURAGES SPRAWL.....

WHERE DO ELECTRIC VEHICLES FIT INTO PICTURE?

~~* CANCEL TRINITY TOLLWAY!~~

PLANS SAY ONE THING BUT IT SEEMS THAT
LITTLE IS DONE TO REALLY GET TO NOW A TRAINMENT..... SEEMS BACKASSWARD!

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

* USE NOW
URBANISM PRINCIPLE
IN YOUR PLANNING
EFFORTS!

TO :

Winton "Zim " Zimmerman, Fort Worth City Council Dist3 (zim.zimmerman@fortworthgov.org)

Janet Crawford, TXDOT Project Manager (Janet.Crawford@txdot.gov.)

NCTCOG, Citizens Input Projects (transinfo@nctcog.org)

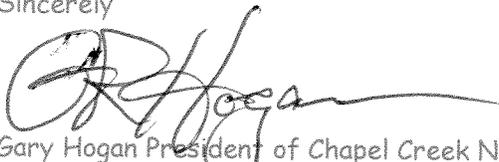
The Residents of the Chapel Creek Blvd. area of Fort Worth Texas have all signed on to the attached Move On (an internet on line petition signed by approx 200) A Petition of Support and encouragement to NO LONGER delay this Chapel Creek Blvd / I-30 bridge replacement project. The mobility and future development of our community is in dire need of this project to beginning as soon as possible. We were told that time frame is expected to begin in November 2015 and continue through November of 2016. We had hoped that this time frame would stand. However we more recently have been told start time has been again delayed atleast another 6 months to June 2016. Meanwhile, it is hard for our community to understand why a major I-30 bridge construction project at Walsh Ranch Rd. just completed 5 miles West of us , which right now does not support a single residential home.

Our On Line Petition was attached to an email sent to NCTCOG on Sept 04, 2015 I did not hear back for anyone from NCTCOG SO I am taking this opportunity to present it personally today along with a copy of another petition presented at your mobility meeting in Feb. 2015 and an attendance list of 150 people (Our most attended meeting ever) from our Chapel Creek Neighborhood Association meeting of January 2015 which we opened to community at large to discuss the bridge replacement.

The widening of I-30 West of Loop 820 to Hwy 80 is also of most important to our area and communities West Aledo , Willow Park and Weatherford and beyond The vast population expansion West of Fort Worth has created a major congestion of traffic through this bottle neck backing up usually past Bryant Irving daily 5:00 to 7:00 PM especially as traffic tries to flow from 4 lanes to 2 lanes at West Loop 820.This project will mean a lot to Mobility Plan for near term years to come.

Any input or influence the NCTCOG can apply would be deeply appreciated by our community.

Sincerely



Gary Hogan President of Chapel Creek Neighborhood Association

Fort Worth, Texas

Hogangaryfwtx@aol.com

Phone : 817-773-4468

Petition Chapel Creek I-30 Bridge Replacement

The Citizens and Residents of the Chapel Creek Blvd. Community petition to The City of Fort Worth, Texas Department of Transportation, TXDOT, and the North Central Texas Council of Governments, for the pressing need to move forward on replacement of The Chapel Creek Blvd. I-30 bridge in Fort Worth Texas. Our community continues to grow and develop and this bridge, which is one of the oldest bridges remaining over I-30 from West Fort Worth to Dallas Texas. Our community and The Chapel Creek Neighborhood Association have been advocating for the need of this bridge replacement since 2006. Congestion during peak commuting hours on the North bound side backs up nearly $\frac{3}{4}$ of a mile. Currently the two South bound lanes channel down to one lane to merge to the overpass on the bridge. We feel this to be an important mobility and even safety issue for the residents of our community. This impediment to access and mobility to our community may also have affects on the desirability and property values if delayed.

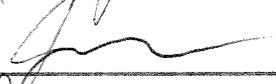
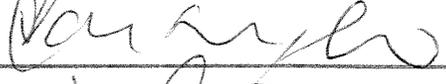
We were initially told that construction for replacement of this bridge would occur last year in 2014. We heard that our situation was being pushed back to 2015 due to the more pressing need for bridge replacement for the Walsh Ranch sub division to our West. We have recently been informed that our much needed bridge replacement may well be pushed out now to 2016 or even 2017. We feel this will cause further congestion and affect proper development and mobility issues for our community.

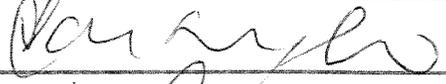
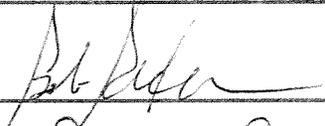
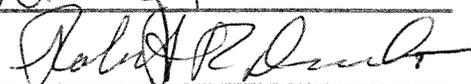
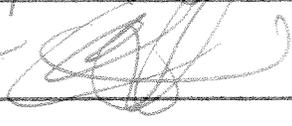
We the undersigned property owners and residents of the Chapel Creek Blvd. and Westpoint communities ask that all due reason and means be considered to expedite the replacement of the Chapel Creek Blvd. Interstate 30 bridge.

Cover Page Signature Pages attached

| NAME (PRINT) | ADDRESS | SIGNATURE |
|----------------|--|------------------|
| Bobby Bienski | 344 Grand Meadow Drive | Bobby Bienski |
| YUSOFF HOWARD | 2504 NOGALES DRUG | Yusoff Howard |
| Barbara Young | 10400 Cattail Ct. | Barbara L. Young |
| JOHN E. YOUNG | 10400 CATTAIL CT | John E Young |
| John Young II | 10400 CATTAIL CT | John E Young II |
| Marlene Walker | 105 10718 Edgewest | Marlene Walker |
| Walter Storm | 1136 Long Pointe Ave | Walter Storm |
| Erin Shisler | 10445 Bradshaw Dr. | Erin Shisler |
| Glenn Shisler | 10445 Bradshaw Dr | Glenn Shisler |
| DAVID FRANKLIN | 10208 ¹⁰²⁰⁸ WINKLER DR 76108 | David Franklin |
| Cecilia Law | 1225 Hickory Bend Ln. | Cecilia Law |
| LISA Grimes | 1229 Hickory Bend Ln 76108 | Lisa Grimes |
| Nancy McKenzie | 402 Fall Cedar | Nancy McKenzie |
| Karen Storm | 1136 Long Pointe Ave Ft Worth TX 76108 | Karen Storm |
| MIKE JOHNSON | 2309 SUNDROP CT. FT. WORTH TX 76108 | Mike Johnson |
| Tina Arons | 2409 Ensenada Ln | Tina Arons |
| Amy DeLaPoz | 2912 Wispy Tr | Amy DeLaPoz |
| Austin Caraway | 2409 Ensenada Ln | Austin Caraway |

| NAME (PRINT) | ADDRESS | SIGNATURE |
|-------------------|----------------------------|----------------|
| TIM VEITCH | 2417 WAKECREST DR | Tim Veitch |
| Renee Faurot | 10404 Cattail Ct. | Renee Faurot |
| Sergio Salgado | 10221 Winkler Dr | Sergio |
| Darbi Johnson | 2309 Sundrop Ct | Darbi Johnson |
| SORLINEH PECHANIT | 2601 WAKECREST | Sorlineh |
| GARY K FORD | 200 Lone Pine Ct 76108 | Gary Ford |
| Suzanne Dunlap | 10614 Lone Pine Ln 76108 | Suzanne |
| Mike Shepherd | 10505 Dry Valley Ct. 76108 | Mike Shepherd |
| Verna Wilson | 10525 Dry Valley Ct. 76108 | Verna Wilson |
| Mr. Wills | 1225 N. Ashland Rd 76108 | Mr. Wills |
| Renee Brooks | 2748 Brea Canyon Rd | Renee Brooks |
| Peter C. Levy | 2300 Whispering Wind St. | Peter C. Levy |
| JOHN BRADLEY | 241 VERNA TR N, 76108 | John Bradley |
| BROOKS FAUROT | 10404 CATTAIL CT | Brooks Faurot |
| Joyce Peters | 2624 Brea Canyon Rd | Joyce Peters |
| Jeremy Cochran | 10244 Eureka Springs Ct | Jeremy Cochran |
| Kathy Tyler | 2316 Cool Spring Dr. 76108 | Kathy Tyler |

| NAME (PRINT) | ADDRESS | SIGNATURE |
|-------------------------|--------------------------|---|
| Johanne Hedges | 2209 Rolling Creek Run |  |
| DANA W. CARRIER | 2301 WAKECREST DR |  |
| NANCY A. CARRIER | 2301 WAKECREST DR. | Nancy A. Carrier ⁵ |
| Jack Suen | 1217 Nighthawk Rd |  |
| Courtney Suen | 1217 Nighthawk Rd |  |
| HERB EVERITT | 10508 SPRINGRIDGE CT | Herb Everitt |
| Bob Robertson | 101 YUCHI TRL. S. |  |
| Donny Bass | 2405 Wakecrest | Donny Bass |
| Bob Durko | 10732 LIPAN TRCT |  |
| Bowie Franklin | 10208 Winkler Dr | Bowie Franklin |
| Melina Can | 10309 Dallam Ln | Melina Can |
| Amy E. Scott | 10233 Pleasant Mound Dr. | Audrey E. Scott |
| W. Scott | 10233 Pleasant Mound |  |
| Sarah Mata | 2405 Colter Ct. 76108 | Sarah Mata |
| Jason Godso | 2516 Concina Way 76108 |  |
| Stacey Godso | 2510 Concina way 76108 |  |

| NAME (PRINT) | ADDRESS | SIGNATURE |
|------------------|--------------------------------------|---|
| Johnnie Hedges | 2209 Rolling Creek Run |  |
| DANA W. CARRIER | 2301 WAKECREST DR |  |
| Nancy A. Carrier | 2301 WAKECREST DR. | Nancy A. Carrier |
| Jack Suen | 1217 Nighthawk Rd |  |
| Courtney Suen | 1217 Nighthawk Rd |  |
| HERB EVERITT | 10508 SPLITRIDGE CT | Herb Everitt |
| Bob Robertson | 101 Yuchi Trl. S. |  |
| Danny Bass | 2405 Wakecrest | Danny Bass |
| Bob Durko | 107321 PAN TRT |  |
| Bowie Franklin | 10208 Winkler Dr | Bowie Franklin |
| Elaine Wagner | 11460 Harper Ln 76008 |  |
| Riley GATRELL | 2300 SUNDROP CT. 76108 |  |
| Debby Tinius | 2217 Wakecrest Dr. 76107 | Debby Tinius |
| Alex Gordon | 2712 Wakecrest Dr. 76108 | Alex Gordon |
| CHUCK SUMPTER | 10366 FECTOR DR. 76108 |  |
| Michael Stinson | 2516 Wakecrest D 76108 | |
| Patricia Edgar | 3905 Yoakum St. Fort Worth, TX 76108 | |
| JAMES STRACHAN | 10201 EUREKA SPRINGS CRT |  |

Dear Winton "Zim " Zimmerman, Fort Worth City Council Dist3, Janet Crawford, TXDOT Project Manager, and NCTCOG, Citizens Input Projects,

We are pleased to present you with this petition affirming this statement:

**"PLEASE DO NOT DELAY PROJECT FORT WORTH/ TARRANT 0902-48-722 CS C FORT WORTH TX DOT-FORT WORTH \$8,044,000 ON CHAPEL CREEK BLVD CONSTRUCT NEW 6 LANE BRIDGE WITH 4 THRU LANES AND 2 LEFT TURN LANES TO REPLACE EXISTING 2 LANE BRIDGE
"**

Attached is a list of individuals who have added their names to this petition, as well as additional comments written by the petition signers themselves.

Sincerely,
Gary Hogan

Joshua Waldran
Fort Worth, TX 76108
Aug 26, 2015

Ashlee Hamilton
Fort Worth, TX 76108
Aug 26, 2015

Amanda Richardson
Fort Worth, TX 76108
Aug 25, 2015

Debra West
Ft Worth, TX 76108
Aug 24, 2015

Melissa padilla
Fort worth, TX 76108
Aug 24, 2015

Veronica Luna
Fort Worth, TX 76108
Aug 24, 2015

Please. The traffic is terrible in the mornings. We go through White Settlement to avoid it.

Jerrold Crowder
Fort Worth, TX 76108
Aug 24, 2015

Rene Luna
Fort Worth, TX 76108
Aug 24, 2015

Sunghoon Hong
Fort worth, TX 76108
Aug 24, 2015

This intersection is backed up every morning and afternoon and has been for years. It is ridiculous to keep putting off construction with that many houses in Westpoint and Chapel Creek areas. At least put up lights!!

Debbie Morrison
Fort Worth, TX 76108
Aug 24, 2015

laura middleton
white settlement, TX 76108
Aug 24, 2015

none

Darlene Walker
Fort Worth, TX 76108
Aug 24, 2015

Kathy Cole
Fort Worth, TX 76108
Aug 23, 2015

Dominic Schultheis
Fort Worth, TX 76108
Aug 23, 2015

Terry Turman
Fort Worth, TX 76108
Aug 23, 2015

Amy Delarosa
Fort Worth, TX 76108
Aug 23, 2015

Matt Neuhaus
Fort Worth, TX 76108
Aug 23, 2015

Julissa Chubbs
Fort Worth, TX 76108
Aug 23, 2015

Adam Covington
fort Worth, TX 76108
Aug 23, 2015

Robby Bradford
Fort Worth, TX 76108
Aug 23, 2015

Nathan Davis
FORT WORTH, TX 76108
Aug 23, 2015

Roberta Davis
FORT WORTH, TX 76108
Aug 23, 2015

Austin Walker
Fort Worth, TX 76108

Aug 23, 2015

Chris Errico
Fort Worth, TX 76108
Aug 23, 2015

Andy Friederichs
Fort Worth, TX 76108
Aug 23, 2015

Kate Friederichs
Fort Worth, TX 76108
Aug 23, 2015

Karl Peterson
Fort Worth, TX 76108
Aug 23, 2015

Michael Alberta
Fort Worth, TX 76108
Aug 23, 2015

I live right next to the bridge and sometimes it takes 25 minutes just to cross the brodge. :(

Evette Mumford
Fort Worth, TX 76108
Aug 22, 2015

Angela Taylor
Fort Worth, TX 76108
Aug 22, 2015

Melissa Penrod
Fort Worth, TX 76108
Aug 22, 2015

Jessica Morrison
Fort Worth, TX 76108
Aug 22, 2015

Robert Jolly
Fort Worth, TX 76108
Aug 22, 2015

Dana
fort worth, TX 76108
Aug 22, 2015

Michael Stinson
Fort Worth, TX 76108
Aug 22, 2015

Congestion at I30 bridge is becoming worse, please keep our bridge on schedule.

Ellen Ponton
Fort Worth, TX 76108
Aug 22, 2015

Jenna smith
fort worth, TX 76108
Aug 22, 2015

Steve hunter
Fort worth, TX 76108
Aug 22, 2015

It was just wired into two lanes on each side honestly that'd be good enough or put another bridge just a little bit further down that goes one way and make this one and one way I think we'd all be semi okay with that as well

Shelley hunter
Fort worth, TX 76108
Aug 22, 2015

Build a bridge traffic is bad

Shane grieve
Fort Worth, TX 76108
Aug 22, 2015

The bridge is a bottle neck that cause a big delay in merging I30 every morning

Moc Ly
Fort Worth, TX 76108
Aug 16, 2015

pamela gooding
fort Worth, TX 76108
Jul 25, 2015

Kiley Biggins
Fort Worth, TX 76108-6934
Jul 15, 2015

Benjamin Edwards
Fort Worth, TX 76108

Jul 14, 2015

Lindsay Edwards
Fort Worth, TX 76108
Jul 14, 2015

Andrew Keeble
fort worth, TX 76108
Jul 14, 2015

Virginia Harold
Fort Worth, TX 76108
Jul 14, 2015

Pam Kemper
Ft Worth, TX 76108
Jul 14, 2015

Daniel Blanco
Fort Worth, TX 76108
Jul 14, 2015

Joshua Blackmon
Fort Worth, TX 76108
Jul 4, 2015

This project is LONG overdue!!!

Lisa Olds-Barnes
Fort Worth, TX 76108
Jun 30, 2015

Marie McDougall
Fort Worth, TX 76108
Jun 30, 2015

Melinda Anderson
Fort Worth, TX 76108
Jun 29, 2015

Michelle Salzman
FW, TX 76108
Jun 29, 2015

carol pierce
ft worth, TX 76108
Jun 29, 2015

Jessica campbell
Fort worth, TX 76108
Jun 28, 2015

More housing is being built that will use the Chapel Creek Bridge. This is a very busy road and is 4 lanes on both sides of the bridge. The narrowing to 2 lanes slows traffic, increases anxiety, potentially results in speeding later to make up the 10-15 minutes that were added due to the stop and go traffic during rush hour.

Carmen Johnson
Azle, TX 76020
Jun 28, 2015

Please hurry!!!

Michelle Brown
Fort Worth, TX 76108
Jun 28, 2015

Christina moore
fort worth, TX 76108
Jun 28, 2015

It has been congested since i was a kid... Please fix

Mark Prohaski
Fort Worth, TX 76108
Jun 28, 2015

Coby Bird
Fort Worth, TX 76108
Jun 28, 2015

antonio tapia
fort worth, TX 76108
Jun 28, 2015

Luella J Cantu
BENBROOK, TX 76126
Jun 28, 2015

james canington
fort worth, TX 76108
Jun 27, 2015

Karen Perry
ft worth, TX 76108
Jun 27, 2015

Heather Lampe
Fort Worth, TX 76108
Jun 27, 2015

Judy Clements
Ft Worth, TX 76108
Jun 27, 2015

We have waited far to long to get a new bridge that was proposed years ago. Why did a new development with no homes get new bridges before an area that is overdeveloped and has been more in need and use of that same denied?

Jill Rodriguez
Fort Worth, TX 76108
Jun 27, 2015

AJ Romero
Fort Worth, TX 76108
Jun 27, 2015

Adrian Romero
Fort Worth, TX 76108
Jun 27, 2015

Angelica Romero
Fort Worth, TX 76108
Jun 27, 2015

Kandy Meachum
Fort Worth, TX 76108
Jun 27, 2015

This would mean so much to so many of us that work and this is the main outlet to the highway. There have been two additions added to this area in the nine years I have lived here.

marilyn a rudd
ft worth, TX 76108
Jun 27, 2015

Sherry CHAMBERLIN
Fort Worth, TX 76108
Jun 19, 2015

Jordan
FORT WORTH, TX 76108
Jun 17, 2015

Michelle Herring
Fort Worth, TX 76108
Jun 17, 2015

I bought a house one year ago in this neighborhood and it has been very difficult to have to wait long lines in one lane to take the I 30 to go to my work everyday. It is really very frustrating since this is a main entrance/exit street for everybody around here. Please, do not delay this project!

Esther Rodriguez Moreno
Fort Worth, TX 76108
Jun 17, 2015

Please 20 min wait every morning to get to the bridge gets old

Tyler luepke
Ft worth, TX 76108
Jun 17, 2015

tasha
fort worth, TX 76108
Jun 17, 2015

Please fix this bridge, i don't feel safe when im going across it to get to my sons house.

cindy mills
Weatherford, TX 76087
Jun 17, 2015

Donnaline Stevenson
Azle, TX 76020
Jun 17, 2015

Do not delay this. I have lived up here for 26 years and this is long overdue.

Timothy & Sandra McLaughlin
Fort Worth, TX 76108
Jun 16, 2015

With the booming increase In the area , that current 2 lane bridge is not going to last long ! I just bought a house in little chapel creek division and would love to see an improvement that would severely help !

Deanna duncan
Fort worth, TX 76108
Jun 16, 2015

Congestion at these 4-way stops is horrible. Please expand the bridge and add stop lights.

Cara Fisher
Fort Worth, TX 76108
Jun 15, 2015

Jennifer Moore
Fort Worth, TX 76108
Jun 15, 2015

Brian Czulno
Fort Worth, TX 76116
Jun 14, 2015

crystal johnston
ft worth, TX 76108
Jun 14, 2015

Louis Fuller
Fort Worth, TX 76108
Jun 14, 2015

Joe Masterson
Fort Worth, TX 76108
Jun 13, 2015

Yuseff Howard
Fort Worth, TX 76108
Jun 13, 2015

PLEASE DO NOT DELAY PROJECT FORT WORTH/ TARRANT 0902-48-722 CS C FORT WORTH TX
DOT-FORT WORTH \$8,044,000 ON CHAPEL CREEK BLVD CONSTRUCT NEW 6 LANE BRIDGE
WITH 4 THRU LANES AND 2 LEFT TURN LANES TO REPLACE EXISTING 2 LANE BRIDGE .

Beverly RObertson
Fort Worth, TX 76108
Jun 13, 2015

Chris
Fort Worth, TX 76108
Jun 13, 2015

Danny Winterrowd
Fort Worth, TX 76108
Jun 13, 2015

jackie McCarthy
Fort Worth, TX 76116

Jun 13, 2015

The bridge is not capable of handling current traffic levels and will produce increased risk to motorists in the near future.

Edward Burns
Fort Worth, TX 76108
Jun 13, 2015

Jerrod crowder
ft worth, TX 76108
Jun 13, 2015

Pamala Read
Fort Worth, TX 76108
Jun 13, 2015

Gregg Holbert
Fort Worth, TX 76108-8921
Jun 13, 2015

I have lived here for 17 years and the traffic has been getting steadily more congested in this area. It takes up to 12 minutes some mornings to travel from Old Weatherford Rd to the freeway on ramp. The bridge expansion is long over due. Please do not delay this project any longer.

Bits Romero
Fort Worth, TX 76108
Jun 13, 2015

The driving congestion is terrible in this area. Please do not delay the start of the project. Thanks you for your consideration.

Karen North
Fort Worth, TX 76116
Jun 10, 2015

Kaitlyn Dominguez
Fort Worth, TX 76108
Jun 8, 2015

Alice Scammel
benbrook, TX 76126
Jun 8, 2015

We need this done soon.....traffic in morning with School traffic impossible !

Mark Wheeler
Ft Worth, TX 76108
Jun 8, 2015

Andrew Brimberry
Fort Worth, TX 76162
Jun 8, 2015

Michael Bourgon
Fort Worth, TX 76116
Jun 7, 2015

Blythe
Fort Worth, TX 76108
Jun 7, 2015

Kyle Cline
Fort Worth, TX 76108
Jun 7, 2015

Sara M. Lopez
Fort Worth, TX 76108
Jun 7, 2015

Valentene seney
Fort worth, TX 76108
Jun 7, 2015

Rebekah Brittain
Fort Worth, TX 76110
Jun 7, 2015

william m. Gould, Jr.
Fort Worth, TX 76109
Jun 7, 2015

Sarah Dechert
Fort Worth, TX 76108
Jun 7, 2015

Tracy Chappell
Ft Worth, TX 76108
Jun 7, 2015

Aubrey Marshall
Fort Worth, TX 76108
Jun 7, 2015

Please do not delay this necessary project.

Keith Sims
Fort Worth, TX 76108

Jun 7, 2015

Bobbie L. Kinney
Fort Worth, TX 76108
Jun 7, 2015

Patrick Crosser
Fort Worth, TX 76108
Jun 7, 2015

No more delays we have to sit in AM traffic up to 10-15 minutes.

Diane Barber
Fort Worth, TX 76108
Jun 7, 2015

Veronica Pena
Fort Worth, TX 76108
Jun 7, 2015

My friends got into a major car accident .

jean Laboy
ft, TX 76108
Jun 7, 2015

Sharon Greer
Fort Worth, TX 76108
Jun 7, 2015

Please get this thing started!!

Melissa penrod
Fort Worth, TX 76108
Jun 7, 2015

Nancy A. Carrier
Fort Worth, TX 76108
Jun 7, 2015

Shauna Camp
Fort Worth, TX 76108
Jun 7, 2015

Rachada Sims
Fort Worth, TX 76108
Jun 7, 2015

Cynthia Bass
Fort Worth, TX 76108
Jun 7, 2015

Jeff Green
Fort Worth, TX 76108
Jun 7, 2015

Tracy Green
Fort Worth, TX 76108
Jun 7, 2015

Marsha R Wesbrooks
Fort Worth, TX 76108
Jun 7, 2015

Athena Griffith
Burleson, TX 76028
Jun 7, 2015

Mary Beth Sisolak
Fort Worth, TX 76108
Jun 6, 2015

The community desperately needs this bridge to be rebuilt & made bigger

Wendy Armstrong
Fort Worth, TX 76108
Jun 6, 2015

Please help us keep the bridge project on track. It is already behind schedule and the traffic is only getting worse.

Kathryn D Rowell
Fort Worth, TX 76108
Jun 5, 2015

Mandy D Homer
Fort Worth, TX 76106
Jun 5, 2015

Linda veitch
ft worth, TX 76108
Jun 5, 2015

Albert Conover
Fort Worth, TX 76108
Jun 5, 2015

Allison Conover
fort worth, TX 76108
Jun 5, 2015

Sundra Raspberry
Fort Worth, TX 76104
Jun 5, 2015

Jane J Molpus
Fort Worth, TX 76103
Jun 5, 2015

Garrett Griffith
Fort Worth, TX 76108
Jun 5, 2015

Haley smith
fort worth, TX 76108
Jun 5, 2015

please, please, please get this done.

sara
Wht Settlemt, TX 76108
Jun 5, 2015

Philip Nelson
Fort Worth, TX 76109
Jun 5, 2015

Debbie Turner
Fort Worth, TX 76108
Jun 5, 2015

Isabella uranga
Fort worth, TX 76108
Jun 5, 2015

Let's get this important project done!

William G. Welge
Fort Worth, TX 76108
Jun 5, 2015

Sarah Jones
Fort Worth, TX 76108
Jun 5, 2015

Diane Privee
Fort Worth, TX 76108
Jun 5, 2015

Laura Ramsay
Fort Worth, TX 76108
Jun 4, 2015

tiffany sanders
fort worth, TX 76108
Jun 4, 2015

Brianne Shugrue
fort worth, TX 76108
Jun 4, 2015

Teresa
ft worth, TX 76108
Jun 4, 2015

Magali Tingle
Fort Worth, TX 76108
Jun 4, 2015

Justin Tingle
Fort Worth, TX 76108
Jun 4, 2015

Rhonda Linden
Ft Worth, TX 76108
Jun 4, 2015

Please do not delay this bridge project.

Johnnie Hodges
Fort Worth, TX 76108
Jun 4, 2015

Analisa Roche
Fort Worth, TX 76108
Jun 4, 2015

Kathy Hunter
Fort Worth, TX 76108
Jun 4, 2015

Ricky hunter
Fort Worth, TX 76108

Jun 4, 2015

Thank God somebody is doing this!

Angela bowers
fort worth, TX 76108
Jun 4, 2015

Traffic flow expansion long overdue.

Eddie Puckett
Fort Worth, TX 76107
Jun 4, 2015

Mary North
Fort Worth, TX 76108
Jun 4, 2015

Donia Wright
Fort Worth, TX 76108
Jun 4, 2015

safety concerns and traffic stacked up in all directions during peak hours

kenny haines
fort worth, TX 76108
Jun 4, 2015

Herbert D. Everitt
Ft Worth, TX 76108
Jun 4, 2015

Leslie
Fort Worth, TX 76108
Jun 4, 2015

Sarah Schultheis
Fort Worth, TX 76108
Jun 4, 2015

I have lived in this area for 15 years, this bridge is overdue. Traffic on weekday mornings is bad. This bridge will alleviate and solve many traffic problems. Thank You H.M.

Heli E. Morales
Fort Worth, TX 76108
Jun 4, 2015

The conjection here backs up from freeway exit to Meadow Gate!!! Not safe and terribly inconvenient.

Patti Mc Coy
Fort Worth, TX 76108
Jun 4, 2015

Matthew Jones
Fort Worth, TX 76108
Jun 4, 2015

Kathleen Wallace
Ft. Worth, TX 76108
Jun 4, 2015

Melissa Carr
Fort Worth, TX 76108
Jun 4, 2015

Holly Landis
Fort Worth, TX 76108
Jun 4, 2015

Sandra Graham
Fort Worth, TX 76108
Jun 4, 2015

Timothy Jinks
Fort Worth, TX 76108
Jun 3, 2015

We have needed this bridge replaced for years and with all of the additionally planned construction coming, it will very soon be nearly impossible to get out of the neighborhood in under a half hour. Please do not delay!

Austin Caraway
Fort Worth, TX 76108
Jun 3, 2015

Dawn Rhodes
Fort Worth, TX 76116
Jun 3, 2015

tim veitch
fort worth, TX 76108
Jun 3, 2015

Clifford Wood
fort worth, TX 76108
Jun 3, 2015

This project is long overdue and has been promised several times. PLEASE get this started ASAP to minimize negative impact on this community.

Peter Levy
Fort Worth, TX 76108
Jun 3, 2015

Janet Mack
FORT WORTH, TX 76108
Jun 3, 2015

Dana W. Carrier
Fort Worth, TX 76108
Jun 3, 2015

Brian Geren
Fort Worth, TX 76108
Jun 3, 2015

Please do it.

Darl Kemper
Fort Worth, TX 76108
Jun 3, 2015

Please put this bridge project back on the 2015 list of work. We continue to grow and the congestion is getting worse.

Barbara Young
Fort Worth, TX 76108
Jun 3, 2015

Cheryl Weiss
Fort Worth, TX 76108
Jun 3, 2015

Shawn Myers
Fort Worth, TX 76108
Jun 3, 2015

We've been waiting for this project for YEARS!!!! It's much over due!!!

Jesse Jaeger
Fort Wirth, TX 76108
Jun 3, 2015

Donald C. Nemeec
Fort Worth, TX 76121

Jun 3, 2015

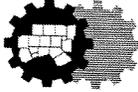
Danny J Bass
Fort worth, TX 76108-6954
Jun 3, 2015

Dennis McGrane
Fort Worth, TX 76108
Jun 3, 2015

Dorrine DeChant
Fort Worth, TX 76108
Jun 3, 2015

Make this project happen

Gary Hogan
Fort Worth, TX 76108
Jun 3, 2015



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

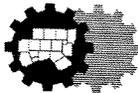
COUNCILMAN

Name STEPHEN W. STANLEY
 Organization CITY OF GARLAND
 Date 10-14-2015
 Meeting Location COG OFFICES

Please provide written comments below:

1. What all can the remaining funds in the RTP FUNDS be spent on and what is that balance.
2. What toll projects are realistically being looked at to scale back & does this include managed lanes
3. MANAGED lanes on 635 east from 30 - 75 in relation to Prop 1 and potentially Prop 7 funds
4. Loop 9 from US 67 to IAH 20 ? is this 190

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



Public Meeting Comment Form

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.

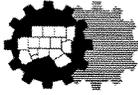
- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Will Vidaud
Organization VAI Architects Inc.
Date 10/14/15
Meeting Location NCTCG Office.

Please provide written comments below:

NCTCG mentioned Transit Oriented Development.
While this is certainly a way to encourage alternative
modes of transit that will relieve roadways, has
NCTCG gotten involved in inner-connectivity among
available modes of transportation, whether at
TODs, downtown areas, attractions, etc.
Or is this left to others, like private developers,
airports, rail systems.

Seems to be a need for a unifying element.
to bring multiple transit providers together.
Whether bus, rail, bike paths, roadways to
facilitate the use of alternate sources.



Public Meeting Comment Form

Instructions:

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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 CHRIS DYSTER
 Organization CITY OF BALCH SPRINGS
 Date 10/14/15
 Meeting Location NCTCOG office

Please provide written comments below:

Transportation
Alternative
Projects

- ① Request Assistance in developing alternative transportation projects in Balch Springs such as sidewalk + trail connections within city limits to create safe routes to local schools. Request Notification of Upcoming TAP Call For Projects and Application Submittal Assistance + Funding opportunities
- ② Request Assistance From NCTCOG Staff for consideration of a Frontage Road study along I-635 corridor within Balch Springs city limits to create access along this corridor. Seek possible funding partnerships, and economic development in South East Metro region. FUNDING
- ③ Request Assistance for consideration of turn lane install + pedestrian improvement at I-635/Lake June and I-635/EIAM Road to relieve congestion + traffic stacking at intersections. Possible consideration of upcoming call for project application cycles that could address proposed improvements mentioned.
- ↓
- during peak AM/PM periods

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Dormand Long, Sept. 16, 2015

These Lanes Were Made for Biking

These Lanes Were Made for Biking

But a lot of cabs, trucks and inanimate objects seem at home in them. Our Bike Blocker project is mapping all the obstructions to the city's bike lanes, and w...

[View on www.wnyc.org](http://www.wnyc.org)

Preview by Yahoo

Dormand Long, Sept. 22, 2015

Shelly-

If the parents take the DART light rail down to the Citiplace station and then go up the escalators to the McKinney Street Trolley, they can have the ride of their lives that the kids will want to repeat time and time again with their parents and their friends.

The trolley ride is free, but the rail guy/gal really appreciates it if you tip him/her a buck. It is air-conditioned and takes you right to the park.

It is the only way to approach the Perot or the Dallas Arts District.

I suggest that you have an intern or two take the route and show video of how to get there as the website of the trolley line is confusing, at least to us simple folk.

MATA Live Map

MATA Live Map

Service Hours Sunday: 10AM - 10PM Monday: 7AM - 10PM Tuesday: 7AM - 10PM Wednesday: 7AM - 10PM Thursday: 7AM - 10PM Friday: 7AM - midnight Saturday: 10AM - midnight

[View on track.mata.org](http://track.mata.org)

Preview by Yahoo

William White, Sept. 22, 2015

Dear Regional Transportation Council Member,

Prop 1 and Prop 7 have provided you with more money to spend on roads. Even so, many members of the council have decided they hope to:

- keep all existing toll roads
- continue with any existing future plans for new toll roads
- "pursue a more comprehensive rail system"

This is unacceptable to the people of North Texas. These are the steps that I strongly urge the council take:

- Use our gas taxes and new funds from Props 1 & 7 to take toll lanes OUT of your plan.
- Make as many projects as possible non-toll now and into the future.
- Do NOT waste another dime on expanding any rail or create new rail lines.
- Use funds to expand roads without tolls. Tolls increase the tax burden without voter consent, increase the cost of everything we buy, suck millions out of the local economy, and kill jobs and mobility for the vast majority of residents.

I am calling on the RTC to end the toll regime of former Governor Perry. Governor Abbott was elected overwhelmingly on the promise to fix our roads without raising taxes, fees or tolls! Do what the voters want: remove tolls from the plan.

Summary of response by Amanda Wilson, NCTCOG

Mr. White

Thank you for contacting the Regional Transportation Council (RTC) with input on the development of Mobility 2040 as well as selection of projects for Proposition 1 and potential Proposition 7 funding. Your comments will be included in the minutes for the September 2015 round of public meetings and will also be distributed to RTC members in that document.

Several concerns were raised about Proposition 1 funding being used on toll road, managed lane or transit projects. It is important to note that Proposition 1 funding is, by law, only eligible to be spent on non-tolled roadway projects. Toll roads, managed lanes, and transit projects are not eligible to receive this funding. Beginning on Tuesday, September 8, 2015, the North Central Texas Council of Governments will host a series of public meetings to receive public comments on the staff recommendations for the FY 2016 and FY 2017 Proposition 1 funding. These recommendations, which will be presented to the RTC for information in September and action in October, are attached. As you will see, there are no transit or tolled projects on the list. Proposition 7 will go to the voters on November 3, 2015, and should that election be successful, that funding will similarly only be eligible for non-transit and non-tolled roadway projects.

Concerns were also addressed about actions by the RTC to approve continued focus on toll roads, managed lanes and transit. At the August meeting of the RTC, members present took a survey that was non-binding and meant to serve as a guide to staff in preparing draft multi-modal recommendations for Mobility 2040, which will be presented to the RTC and the public early next year. This survey was not a vote on projects to include or the direction of Mobility 2040, but will serve as input into the process similar to public comments and technical analysis. A copy of the survey questions and responses is attached for your reference.

In the survey, the initial policy direction provided by the RTC was to continue to looking at all funding and finance options to continue to expand roadway capacity as well as continue pursuing passenger rail throughout the region in order to address population growth. The regional population now stands at 7 million and will grow to 10.7 million by 2040. Earlier this year, staff developed two white papers – one on the benefits of transit and the other on the benefits of toll financing. These white papers are attached to this email for your information. These are important policy questions to discuss and staff will continue to bring these issues to public input opportunities as well as to the RTC over the coming months.

If you are not already signed up to receive our notifications of public meeting and online comment opportunities, I welcome you to sign up at <http://www.nctcog.org/trans/outreach/involve/notifydb.asp> to receive notices by mail or email.

Dormand Long, Sept. 27, 2015

Dallas bike lanes moving forward, but not the way everyone wants



Dormand Long, Sept. 28, 2015

It appears that those in charge may not appreciate the fact that transit entities never recover cost via the fare box, nor the fact that Tea Party officials are more than willing to starve a transit service that prevents having to call out an ambulance flying at Code 3 when the ailment cascades to crisis stage.

Repercussions are apparently omitted in the Tea Party training book for its elected governance newbies.

It appears that a small part of their problem might be mitigated by collaborating with Uber if the latter has drivers in some of the served market.

If they do not implement a functional basic MIS system and retain adequate financial talent, disaster is imminent.

Joyce Dreiling, Oct. 6, 2015

I would like to see other Places for Public Meetings.

Phil Waigand, Oct. 6, 2015

I have attended several of your forums
Asking for input. I sound like a broken record with the same theme over the last several years.
As the three largest cities
The Metroplex lined up in a row, these
Three cities need to do simple activities
Together
To show how interconnected they are.
Also having a local integrated transportation system goes hand and
Hand in developing a world class tourist
Destination.
Thanks for listening!

Michael Von Ahnen, Oct. 8, 2015

Could you explain to me why some of the HOV lanes on LBJ are now toll? My DART taxes paid for the HOV lanes years ago and now you are charging tolls for them. The lack of rail service in the north Dallas area was supposed to be offset by HOV lanes paid for by DART and now your toll road has taken that away. Who do I need to contact to have this addressed?

Dormand Long, Oct. 9, 2015

Veteran Told To Get Service Dog Off DART Train



If you concur that contact with the DART executive team on the need for an effective training program for DART staff who meet with the public, below is a link to the DART executive suite webpage.

The organization uses the email address protocol of the initial of first name then last name@dart.org

Feedback is good when it helps an organization focus on areas in which it is not operating in the best interest of its served market. Training solves most of these problems.

DART.org - DART Executive Staff Biographies



Dormand Long, Oct. 9, 2015

The traffic on Forest Lane from Central Expressway in front of Medical City Dallas has three westbound lanes. On a normal day, each is fairly well utilized, as this is a very busy traffic zone, with the hospital, the dozen or so restaurants within the block and with Central Expressway having much traffic exiting on Forest to go west to Preston Road.

Today there was an absolute madhouse there, as traffic was gridlocked. Construction was going on, and for some reason for which Dallas officials should be held accountable, only one of those westbound lanes was available to carry the massive amount of traffic that is normally carried by three separate lanes.

Someone allowed the construction company with the contract to shut down TWO side-by-side traffic lanes.

Traffic was backed up and drivers were jockeying for a place in the single lane not blocked off by the construction barriers.

Not one bit of work nor one single construction worker was in either of the blocked off lanes.

At one point in the construction, concrete debris had been cleared out of hole in the pavement and piled up in the adjoining lane immediately to the right of the hole. Had that debris been piled either east or west of the hole, that additional lane could have been available for the massive amount of traffic that was gridlocked behind the road construction barriers.

It appears that those who lay out the specifications and requirements for this road maintenance contract are not familiar with Dallas culture, in that they were clueless of the onslaught of traffic that results from visitors from Oklahoma and Austin converging upon Dallas for the annual Texas-Oklahoma football game. Southbound Central Expressway had shut down with traffic congestion and many drivers chose to exit just south of the High Five overpass to take Forest Lane instead of attempting to continue south on Central Expressway.

Might I suggest that anyone who proposes to shut down two lanes of a three lane directional major thoroughfare be required to present overwhelming and compelling evidence that this is in the public interests?

No more completely avoidable traffic gridlocks, please. Especially not in front of major hospitals and certainly not on Texas-OU weekend.

Teena Reichardt, Oct. 9, 2015

"Eliminate toll roads from the plan using Prop 1 and Prop 7 funds. This should be the priority over adding NEW projects into the plan. Stop diverting scarce road funds to expensive transit, rail, and bike projects that few ever use."

I am against any and all toll roads for Texas. Having lived in states that have them, I am aware that they cause more problems than they solve.

Reis Ermis, Oct. 9, 2015

For transportation plans (public's input): Eliminate toll roads from the plan. This should be the priority over adding NEW projects into the plan. Stop diverting road funds away to expensive transit and rail projects.

Brian Phillips, Oct. 11, 2015

Eliminate toll roads from the plan using Prop 1 and Prop 7 funds. This should be the priority over adding NEW projects into the plan. Stop diverting scarce road funds to expensive transit, rail, and bike projects that few ever use.

Jesse Smith, Oct. 12, 2015

In your regional transportation planning, please minimize the presence of highways, especially elevated highways, within cities and replace such highways with boulevards when and where possible, e.g. I-345. The best way to plan for the increase in population is to build infrastructure that promotes dense, walkable cities and reduces car trip lengths, thereby keeping people off of the roads and reducing the burden on our infrastructure.

Councilman Stephen W. Stanley, Oct. 14, 2015

Subject: Regional Toll Revenue Funds

Are these broken out regionally or as a whole and what is the current fund balance?

Daniel Berndt, Oct. 15, 2015

Hello NCTCOG,

I currently own two plug-in electric vehicles, a 2013 Ford Focus Electric and a 2015 Ford Fusion Energi. As an electric vehicle owner I am painfully aware of both the benefits and challenges of electric vehicle ownership. The electric vehicle charging infrastructure needs to be included in the short term and long term mobility plans developed by the NCTCOG.

One of the primary goals of the NCTCOG mobility plans is to decrease air pollution. Electric vehicles themselves are zero emitting and can be coupled with renewable energy so the total electric vehicle usage is zero emission. Adoption of electric vehicles by the general public would help tremendously in the NCTCOG goal of air pollution reduction but there are serious obstacles to widespread adoption of electric vehicles.

The biggest obstacle to widespread electric vehicle adoption is the underdeveloped charging infrastructure especially the lack of DC fast chargers. The CHAdeMO DC fast chargers in Texas are clustered around cities. The greatest benefit of fast charging would be in intercity travel but, because the distances are too great between cities in Texas, electric vehicles that have CHAdeMO DC fast charging capabilities are not able to take full advantage of the capabilities of these vehicles.

More advanced electrical vehicles with much longer range on electric power alone will be coming out in the next couple of years. The Chevrolet Bolt with a 200+ range is supposed to become available in the Fall of 2016, is expected to be much lower in cost compared to the Tesla long range electric vehicles and is expected to be major development in the electric vehicle market. But the Bolt and many of the other 200+ mile electric vehicles on the horizon will depend not on CHAdeMO chargers but on SAE J1772 DC Level (Combined Charging System, CCS) chargers for DC fast charging and there is not a single functioning CCS charger in Texas.

Since 2010 there have been about 370,000 new electric vehicles sold in the United States and I estimate that about 25,000 of those are currently located in Texas. A little less than 1 percent of new car sales go towards plug-in electric vehicles. The percentage of electric vehicles for new car sales is expected to grow rapidly once the lower cost long range vehicles like the Chevrolet Bolt come on the market.

Other large states like California and Georgia have done very well in promoting electric vehicles but Texas lags far behind. Texas is woefully unprepared to support the availability of the longer range, low cost electric vehicles, which will cause sales of those vehicles to be restricted in Texas and delay the zero emission beneficial effects those vehicles will bring. NCTCOG should assemble a task force specifically to identify ways to promote electric vehicle adoption.

Here are a few ideas on what the NCTCOG could do to promote electric vehicles;

1. Develop a comprehensive plan for the electric vehicle charging infrastructure. Special emphasis should be placed on DC fast charging along intercity corridors.
2. Incorporate electric vehicle charging infrastructure evaluation and plan in all future Mobility Plans
3. Work with municipalities, utility companies and business to fill in gaps in the electric vehicle charging infrastructure.
4. Develop a grant system to help with the financing of DC fast charging installations.
5. Work with TCEQ to get the Light-Duty Motor Vehicle Purchase or Lease Incentive Program reinstated.
6. Work with the toll road authorities to allow reduce rush hour rates for single occupant electric vehicles.
7. Work with municipalities to allow free parking or paid parking with free charging.
8. Develop and employ a marketing system promoting electric vehicles.

Handlebar, Oct. 16, 2015

Why so much emphasis on the least used and least available mode of transportation?

Dormand Long, Oct. 19, 2015

http://scienceblog.com/80764/l-a-s-ciclaviva-significantly-improves-air-quality-in-host-neighborhoods/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+scienceblogrssfeed+%28ScienceBlog.com%29#lqPB2f3BBWlurKX1.97

Other studies have found a correlation between fine particle soot and the incidence of low birth weight babies.

At Parkland Memorial Hospital in Dallas, Texas ten years ago each incremental admission to the neonatal ICU cost taxpayers \$200,000.

Bryan Mitchell, Oct. 21, 2015

I will not vote for anyone who supports Toll roads of any kind. Now would be a good time to raise the gas tax to support road construction and up keep.

Dormand Long, Oct. 31, 2015

What's the matter with "The Google Bus?"



They appear to be a tad more effective than is Collin County in providing mobility.

Dormand Long, Nov. 1, 2015

DART partnership gives Dallas drivers new reason to ditch their cars



Dormand Long, Nov. 2, 2015

U.S. Bike Route 21 will be one of the first of its kind in America

THU OCT 29, 2015 AT 04:19 PM PDT

U.S. Bike Route 21 will be one of the first of its kind in America

by Walter Einkenel ♥ for weinenkel

Hopefully this will be the first of many. The user demand for safe and dedicated bike paths has certainly been pronounced.

Perhaps an enlightened major rail company might utilize a sliver of its broad right of way in select areas to complement this demand.

Stan Aten, Nov. 2, 2015

I attended a public meeting at the Hampton Illinois Library last month about the 2040 Mobility plan. At the beginning of the meeting, "Congestion" was named the #1 problem in North Texas. However, after your presentation on how this region plans to spend almost \$100 billion, congestion in this region will actually get worse.

Can you explain to me why the North Texas Council of Government is not rethinking their strategy for moving people and goods. If this plan is not going to make the situation better, why is this plan going to be adopted? It makes no sense to spend this amount of money and not accomplish your goal of reducing congestion. I would think you need to start from scratch and figure out solutions that actually reduce congestion.

Dormand Long, Nov. 4, 2015

The Bill That Would Make Roads Less Safe

The Bill That Would Make Roads Less Safe

The highway bill is more about budgeting gimmicks than actually improving the transportation system.

View on www.nytimes.com

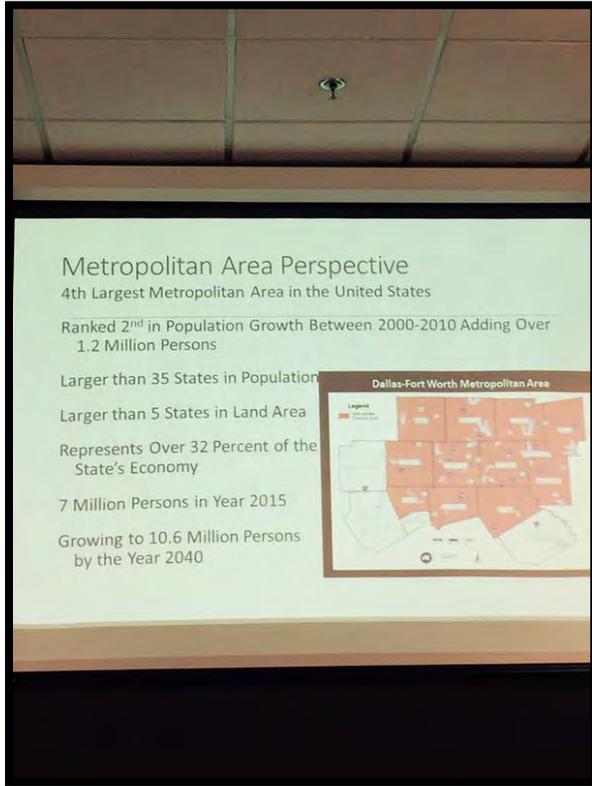
Preview by Yahoo

It appears that further chaos is imminent in mobility.

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

Do biz w/ NTTA. NTTA is hosting a Vendor Outreach Symposium tmrw, Sept. 23, 2-4 p.m. at @NCTCOGtrans in Arlington. <http://ow.ly/i/dcmDp> – N. TX Tollway Auth. (@TollTagTidbits)

Getting a @NCTCOGtrans update from Dan Kessler at GJCTC meeting this AM. Check this slide RE magnitude of our region! – Ken Shetter (@kenshetter)



#DFW metro area now has 7 million people -Dan Kessler @NCTCOGtrans Greater Johnson County Transportation Coalition – Chief Rob Severance (@ChiefSeverance)

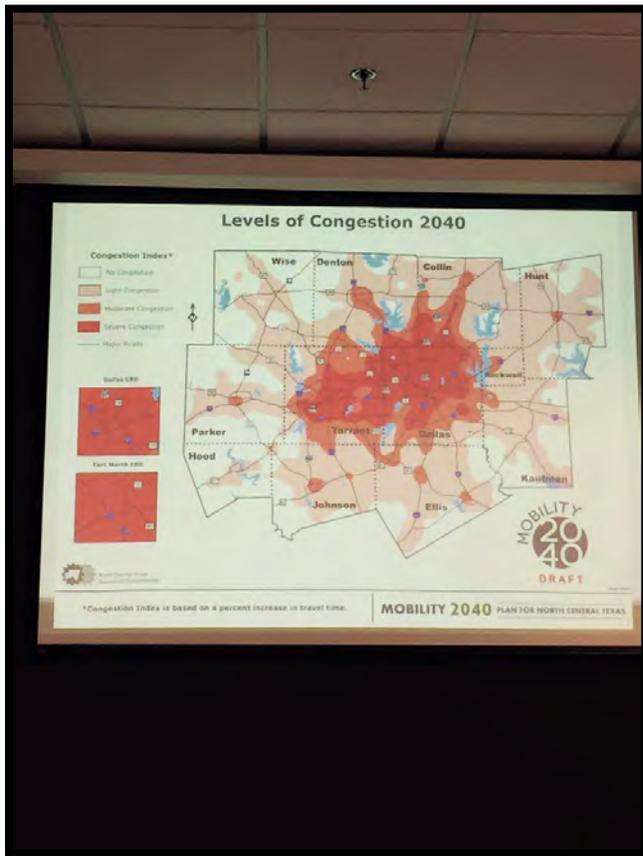


#DFW metro area is larger than 35 states in population and 5 states in land area.
@NCTCOGtrans #LocalGov – Chief Rob Severance (@ChiefSeverance)

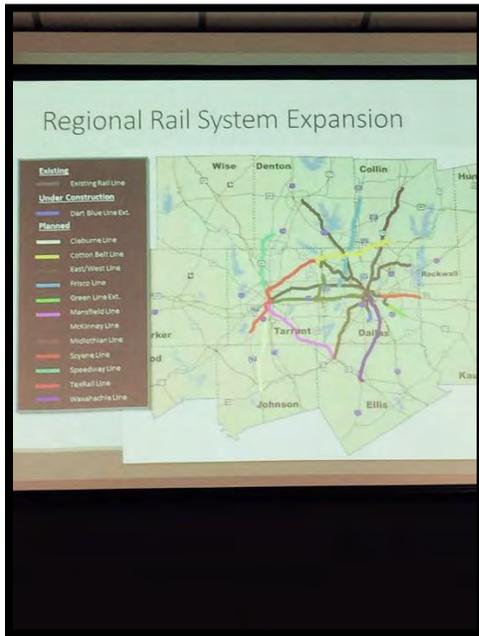
Via @ChiefSeverance: #DFW metro area now has 7 million people -Dan Kessler
@NCTCOGtrans Greater Johnson County Transportation Coalition http – DFW_Alerts CAC
(@DFW_ALERTS)

JoCo projects to grow by 100K+ between 2010-2014. Dan Kessler says that's conservative estimate. @NCTCOGtrans – Ken Shetter (@kenshetter)

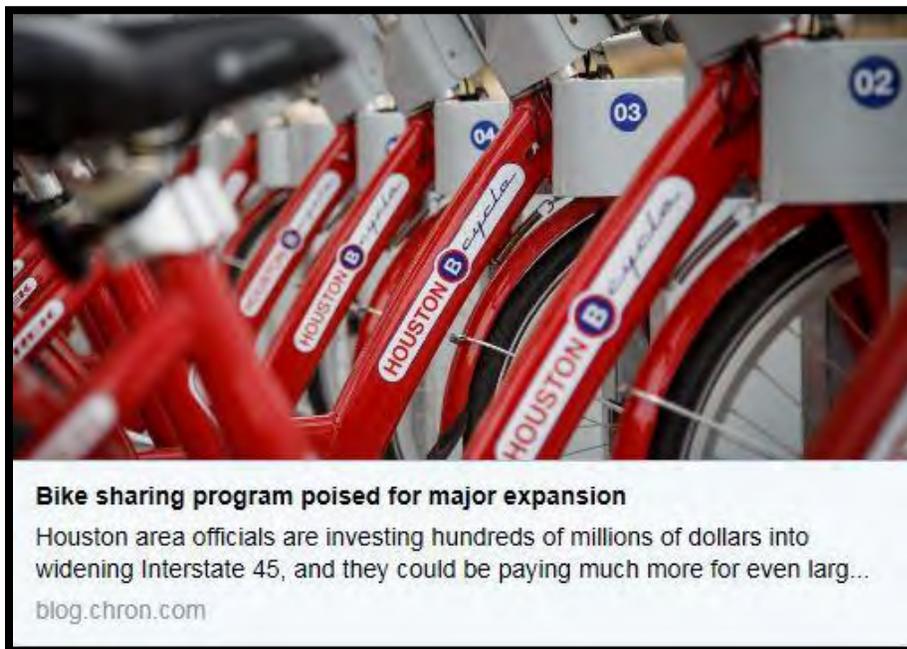
.@NCTCOGtrans projected congestion 2040. Highlights need for continued good planning and smart investment. – Ken Shetter (@kenshetter)



Regional rail syst expansion plan. Line into JoCo. Critical to our future, but no plan to pay for it.
@NCTCOGtrans – Ken Shetter (@kenshetter)



Houston MPO planning to kick in nearly \$5 million for bike share expansion
<http://blog.chron.com/thehighwayman/2015/09/bike-sharing-program-poised-for-major-expansion/> ... et tu @NCTCOGtrans? – patrick kennedy (@WalkableDFW)



#Denton – Carl Seiler (@csxyzy)



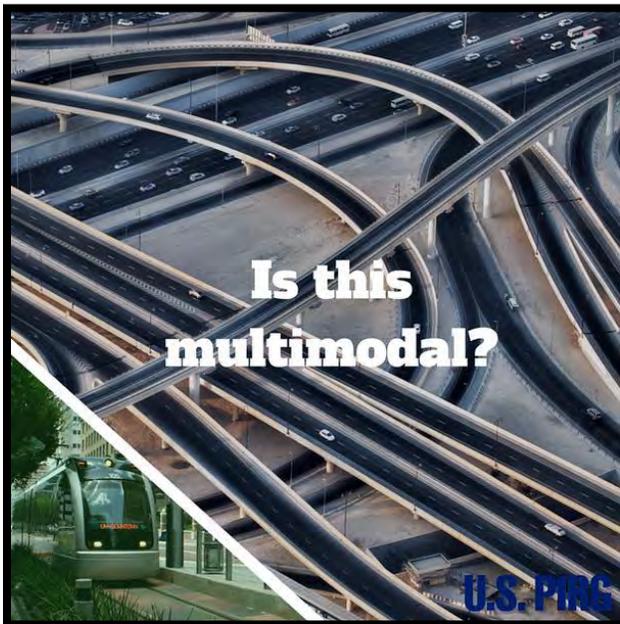
NCTCOG Transportation @NCTCOGtrans
NEW SURVEY: 5 questions to help us w/ Mobility 2040, the next long-term #transpo plan for NTX nctcog.org/survey2040

MOBILITY 2040

The all-powerful @NCTCOGtrans is chaired by Judge Mark Riley, who lives 61 miles to our west, in the small town of Weatherford. – Wylie H. Dallas (@Wylie_H_Dallas)

Via @ChiefSeverance: #DFW metro area is larger than 35 states in population and 5 states in land area. @NCTCOGtrans #LocalGov – DFW_Alerts CAC (@DFW_ALERTS)

Does this look right? Houston area @hgaccog plans #multimodal future, spends 9:1 on highways. <http://bit.ly/1FmSAyR> – U.S. PIRG (@uspirg)



@uspirg @hgaccog it does to @NCTCOGtrans ,but too much is devoted to transit and non-tolled lanes in that pic. – Philip Goss (@gosspl)

@NCTCOGtrans is looking for two #aviation planning and education professionals: <http://ow.ly/SKRjb> – Yasmina Platt (@AOPACentralSW)

DFW high-speed rail could have stops in Arlington and DFW Airport according to new plan. <http://bit.ly/1jqPVdp> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans Why not just build a new southern branch off of the TRE for a fraction the cost? – Dallas May (@1DaIM)

Check out the September issue of #NCTCOG It's Your Region: <http://bit.ly/1LKLchR>
@NCTCOGtrans @NCTCOG911 @NCTCOGRDC @NCTCOGEP #regionalism – TARC (@txregionalism)

Been hearing lots about @NCTCOGTrans Lookout Texans <http://ow.ly/SNs6s> on @KERATX
Way to go! #bike #safety #NorthTexas – Carl Seiler (@csxyzy)

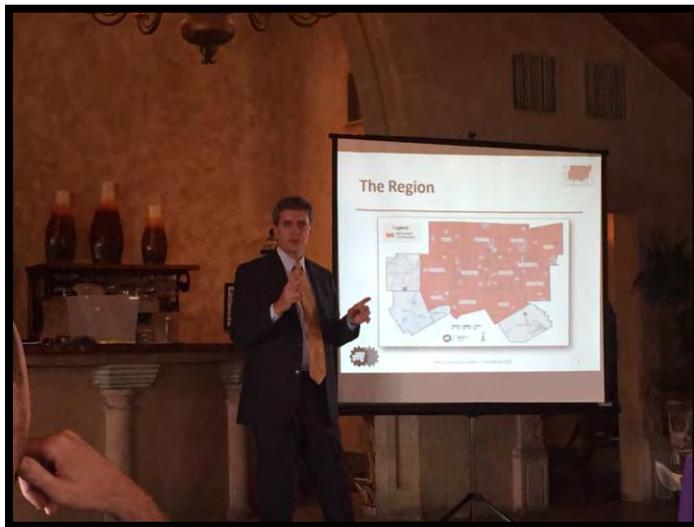
MT @NCTCOGtrans: @EPA signed rule revising AQ standard fr 75 ppb to 70 ppb for NTx.
More AQ improvement strategies: <http://hubs.ly/H01fcFS0> – Children's Alliance (@Childe_Wellbeing)

Participate in @NCTCOGtrans 's mobility 2040 survey to help shape how infrastructure \$ are spent <https://www.surveymonkey.com/r/ZGB6RMY> – Patrick Kennedy (@WalkableDFW)

Dallas to sue Volkswagen over unlawful car emissions <http://bit.ly/1LmoHuK> – Rudolph Bush (@DallasPolitics)

@DallasPolitics Oh, that's why @NCTCOGtrans' predictions that more freeways reduce air pollution always fail. – Dallas May (@1DaIM)

Listening to Kevin Feldt with @NCTCOGtrans at the @TX_TA luncheon #trucking – Apex Capital Corp (@ApexCap)



Great discussion on school/city transportation coordination at @NCTCOGtrans with @dentonisd Board President and staff. – Kevin Roden (@KevinRoden)

At the @NCTCOGtrans open meeting 20-year plan for North Texas. Informed residents are speaking up! – Amanda Marie Kleen (@amandakleen)

Five Ways to Improve Indoor Air Quality at Home <http://hubs.ly/H01hT9s0> #asthma @EPAregion6 @NCTCOGtrans – Children’s Alliance (@Child_Wellbeing)



Five Ways to Improve Indoor Air Quality at Home
Improving the air quality in your home can help children with asthma stay healthier and happier. Use these strategies to help your family breathe easier.
blog.healthandwellnessalliance.com

And we'll do everything to kill it unless we get our wasteful line to Ft Worth... – Philip Goss (@gosspl)

NCTCOGTransportation @NCTCOGtrans
Study: High speed rail could add \$36B to Texas economy: bit.ly/1jDuhCG.
@fwbusinesspress @TexasCentral #HSR

RT @NCTCOGtrans: Drone owners may need to register with government to help reduce the threat to aviation safety.... <http://fb.me/4dDDjFHyb> – TMCEC (@TMCEC)



Federal regulators to require registration of recreational drones
The move follows a surge in potentially dangerous encounters between drones and regular air traffic.
washingtonpost.com

Hey @gdickson does the guaranteed 50 mph on @NTEExpress part of 183/121 mean we do not have to pay if we are sitting still? #itbetter – Bobby Brown (@Franconiarep)

@Franconiarep @NTEExpress wouldn't let it in contract. @NCTCOGtrans wanted language in there. Wudda been a partial refund if below 50 mph. – Gordon Dickson (gdickson)

@gdickson @NTEExpress @NCTCOGtrans I better never see that statement made again then! #liars #moreroadsnohelping – Bobby Brown (@Franconiarep)

How does one without a car get from one side to the other? Or do they not count? – patrick kennedy (@WalkableDFW)

NCTCOGTransportation @NCTCOGtrans

The SH 360 South Project will stretch from Green Oaks Blvd to US 287 to help improve mobility in the area. More: drive360south.com

2016 Nissan Leaf details released. @GreenCarReports compares newest w/MY 2012 to see how far they've come. <http://bit.ly/1j0Ppmx> #TexasEV – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans @GreenCarReports Let's get local gov and private fleets to drive @NissanElectric! – Nick Littlejohn (@nickmlittlejohn)

The SH 360 South Project will stretch from Green Oaks Blvd to US 287 to help improve mobility in the area. More: <http://www.drive360south.com> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans By impairing mobility from one side of SH360 to the other? (h/t @WalkableDFW) – Wylie H. Dallas (@Wylie_H_Dallas)

11/3 Community Workshop: Voice your needs & desires for those who live, work, play or shop in the area! @NCTCOGtrans – PHEHA (@PHEHAconnect)

The City of Dallas and the North Central Texas Council of Governments (NCTCOG) are studying the area surrounding Northwest Highway and Preston Road to develop a vision for its future. It is very important that the vision reflect the needs and desires of those who live, work, play or shop in the area.

Community Workshop

Join the City and NCTCOG at a community workshop:

When: Tuesday, November 3, 2015, 6:30 PM

**Where: Walnut Hill Recreation Center- Ballroom
10011 Midway Rd., Dallas, TX 75229**

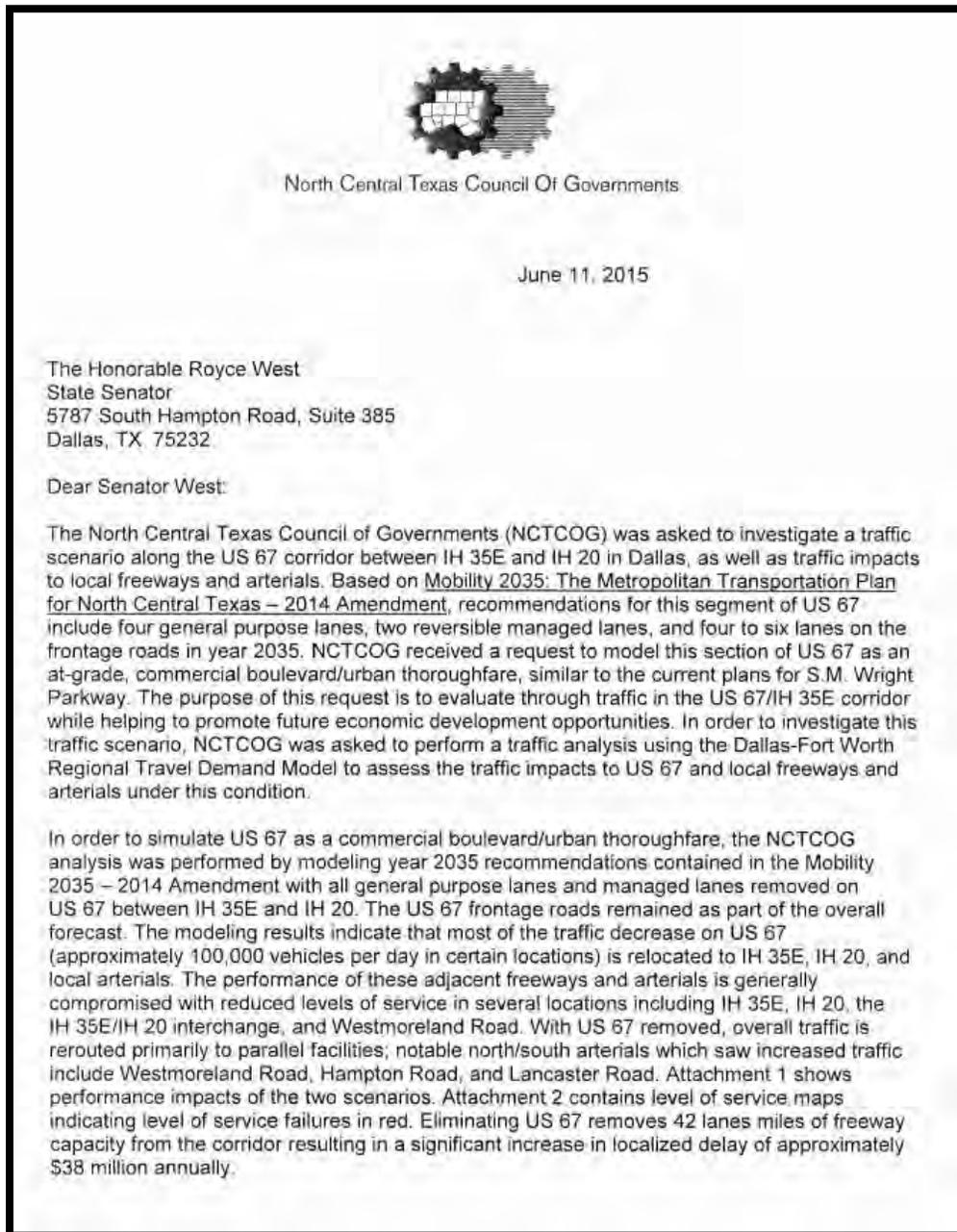
This just in from @NCTCOGtrans: Southern Gateway will not have Toll lanes. – Dallas May (@1DaIM)

@NCTCOGtrans: Will build pedestrian "cap" over 35. Likely north of Zoo – Dallas May (@1DaIM)

@NCTCOGtrans: Study 67 tear down "Absolutely not. No way. No how. Won't even consider it. Nope. Not a chance. Because I said so." – Dallas May (@1DaIM)

@1DaIM @NCTCOGtrans "We will not study the potential economic benefit of a commercial boulevard because I don't like it." – Dallas May (@1DaIM)

@NCTCOGtrans wants to spend 100's of Millions of \$ on a freeway decreasing congestion by 1% verses NO HIGHWAY AT ALL <http://bit.ly/1Nqy2FB> – Dallas May (@1DaIM)



Let's get more Dallas traffic to <http://lookouttexas.org> for pedestrian safety tips @NCTCOGtrans @clairezcardona <http://bit.ly/1LRSTCx> – Philip Haigh (@philip_inRL)



Major traffic switches this weekend: IH 30 in Dallas (<http://cbsloc.al/1jLxmB8>) and SH 183 in Irving (<http://cbsloc.al/1PPWLpo>). – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans @ntxweathersoonr last night, right? – RockwallTim (@RockwallTim)

#Partnership among @1500Marilla @NCTCOGtrans @DARTmedia @FTA_DOT delivered Dallas #streetcar in 5 yrs! #railvolution – Jeff Jamawat (@jeffjamawat)



Going to #GrapeFest tomorrow? Stop by Grapevine Mills as well to learn about electric vehicles. <http://bit.ly/1OzA31Q> #NDEW2015 #texasEV #DFWCleanCities – NCTCOG Transportation Department

In fact leave your car at Grapevine Mills and take the free shuttle to GrapeFest! – Rick Bollar

Ozone Action Day – Ozone in the DFW area Friday is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. Current ozone information: <http://bit.ly/9nC9vy>. Consider a clean air choice: <http://bit.ly/1mAjKNV>. – NCTCOG Transportation Department

That's a small price to pay for having one of the sprawliest, auto-dependent metropolitan areas in North America. Children, older adults, and people with lung disease can find plenty to do indoors. – Wylie H Dallas

The proposed high-speed rail for Dallas-Fort Worth may have a stop in Arlington and DFW Airport according to a newly unveiled plan. Read more about the potential route here, <http://bit.ly/1jqPVdp> – NCTCOG Transportation Department



The rail line needs a station by cowboy stadium? Or to the Texas state fair and to San m and Austin Tx – John Johnny Halliburton

Wouldn't it be far cheaper and just as effective to create a new central tarrant county branch of the TRE? No need for me Dallas County tracks and no need for expensive cantilevered power lines. – Dallas May

Government officials, leaders, urban planners and local developers are working on a study that focuses on the future of the aging highways surrounding downtown Dallas. What do you think the study should examine? <http://bit.ly/1FX65p4> – NCTCOG Transportation Department



It should examine how to replace the highways with boulevards and restitch the neighborhoods together that were torn apart by 1950's "planning". – Philip Goss

Did you know today is National Walk to School Day? Keep a watchful eye out while driving today as the volume of walkers is expected to be higher than usual. The new #LookOutTexans educational campaign is aimed at increasing safety for all road users in North Texas. Learn your rights and responsibilities when walking, bicycling, or driving at www.LookOutTexans.org – NCTCOG Transportation Department



That picture looks absolutely terrifying. No wonder parents don't let their kids walk to school. The streets aren't safe. – Dallas May

Love the poorly striped crosswalk... sadly indicative of the state of things here in Texas. The transportation infrastructure in North Texas treats pedestrians as a bothersome afterthought. – Wylie H Dallas

And I like how there isn't an accessible ramp on the other side of the street. The graphic is such a perfect representation of the problem in so many ways. I would be terrified to let my elementary school children cross that street to get to school. But hey, COG is moving cars through that school zone as fast as possible... Well, moving them around the shoddy patch job over that pothole, that is. – Dallas May

Dallas and Wylie, the Look Out Texans campaign encourages North Texans to watch out for one another and offers specific tips to bike, walk and drive safely together. In addition to this tip for pedestrians, we have a total of 21 tips for drivers, bicyclists and pedestrians. We encourage everyone to visit www.LookOutTexans.org to learn rights and responsibilities when walking, biking, or driving. NCTCOG has also been coordinating training workshops for agencies throughout the region to improve the design and accommodations of infrastructure to enhance pedestrian safety. – NCTCOG Transportation Department

Wow! Am I reading The Onion??? What is "Look Out" supposed to mean to pedestrians other than car-dominated infrastructure? – Ryan Behring

"Look out (because we don't really give a darn about anyone that isn't in a car)!" – NCTCOG – Justin Cook

"Look both ways before crossing a toll road to enjoy a park by the Trinity River" – Brad H Tuna

More like #goodluckTexans – Nicky DeFreece Emery

High speed rail may do more than get you to Houston faster. A new study says it could add \$36 billion to the state's economy. <http://bit.ly/1jDuhCG> – NCTCOG Transportation Department

I have mixed feelings about it since I know people who own property that the rail may cross. – K Steele Barrera

Have you ever wondered about what to do when you see trash or debris on or near the highway? This short video from the Fort Worth Star-Telegram explains: <http://bit.ly/1WgtvYJ>. – NCTCOG Transportation Department

Well in the Dallas area I just keep going or I'd be spending all day picking up trash – David Braatz

It'd be a shame if highways were properly maintained and we didn't need to ponder such topics. But we build and build and don't account for maintenance and upkeep. – Philip Goss



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

October 8, 2015

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

Dear Representative Johnson:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your continued leadership on transportation issues in the United States Congress. A membership roster of our organization is enclosed.

As the MPO, we look at a multimodal set of transportation improvements to meet the needs of a growing region. The DFW area has a population of 7 million people today, and we will reach 10.7 million people by 2040. The RTC has a comprehensive metropolitan transportation plan that looks at roadway, transit and alternative modes within DFW, but as our region grows ever larger, connections to other major metropolitan areas become critical. People and goods need choices in how to move between these population centers. In regards to passenger transportation, roads are becoming increasingly congested and aviation travel can be costly and in some communities no longer exists. Passenger rail presents an option in many areas of the country to provide a choice to travelers in moving between major metro areas.

The US Senate has passed two bills this year that would make improvements to passenger rail. S. 1626, the Rail Reform, Enhancement and Efficiency Act was passed by the Senate Commerce, Science and Transportation Committee in June 2015 and many of those provisions have been incorporated into the DRIVE Act (H.R. 22 as passed by the Senate). Under these bills, new passenger rail lines would have more options for planning and implementation than exist today and additional funding and grants for states could be brought to such activities. The RTC encourages you to support legislation that allows passenger rail choices to be brought to connect major metropolitan regions.

Representative Johnson
Page Two

October 8, 2015

The RTC appreciates your attention to this matter and asks for your support in improving passenger rail service. Again, thank you for your valuable service to the United States and for your leadership on transportation issues facing Texas and the Nation. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG) at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Riley". The signature is fluid and cursive, with the first name "Mark" being more legible than the last name "Riley".

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

AW:ch
Enclosure

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



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

October 8, 2015

The Honorable Tryon D. Lewis
Chairman
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable Jeff Austin, III
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable J. Bruce Bugg, Jr.
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable Jeff Moseley
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable Victor Vandergriff
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

Dear Chairman Lewis and Commissioners Austin, Bugg, Moseley and Vandergriff:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to thank you for the leadership you have shown on transportation issues facing the State. Because of your dedication and the work of the staff at the Texas Department of Transportation, the Texas Legislature has provided the opportunity, through two consecutive ballot measures, for new revenue to be available for non-tolled roadway projects.

Following the successful passage of Proposition 1 in 2014, the Texas Transportation Commission led an effort to determine how best to allocate this new revenue, the first significant funding boost in two decades for transportation, to areas of the State. This was a thoughtful process that included local communities in the decision-making process and we are pleased that individuals from the DFW region participated in that work.

Proposition 7 will be on the ballot in November 2015 and the RTC stands ready to support efforts to get that measure passed. In September, the RTC approved a position statement supporting Proposition 7, which is attached. If passed, Proposition 7 will bring much needed additional revenue for transportation and we look forward to working with the Texas Transportation Commission on allocations of that funding across the State.

October 8, 2015

Again, thank you for your commitment to improving transportation across the State. As you move forward implementing new revenue, please let me know if there is any assistance the RTC can provide.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Riley". The signature is fluid and cursive, with the first name "Mark" written in a larger, more prominent script than the last name "Riley".

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

AW:ch
Attachment

cc: Lt. Gen. Joe Weber, USMC, (Ret.), Executive Director, Texas Department of Transportation

September 2015

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Regional Transportation Council



November 3, 2015
Constitutional Amendment Election
Regional Transportation Council Position Statement

Statewide Proposition 7

The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for nontolled roads and the reduction of certain transportation-related debt.

The Regional Transportation Council **supports** Proposition 7. If approved by voters, Proposition 7 would require the Comptroller of Public Accounts to deposit portions of the State sales tax revenue and the motor vehicle sales tax revenue that exceed certain amounts to the State Highway Fund to be used for non-tolled roadway projects and to repay principal and interest on general obligation bonds issued by the State. Although this would not fully fund the State's overall transportation needs, it represents a key step toward securing funding for transportation projects in Texas.



Regional Transportation Council 2015-2016

Mark Riley, Chair

County Judge, Parker County

Ron Jensen, Vice Chair

Mayor, City of Grand Prairie

Rob Franke, P.E., Secretary

Mayor, City of Cedar Hill

Monica R. Alonzo

Mayor Pro Tem, City of Dallas

Bruce Arfsten

Councilmember, City of Addison

Douglas Athas

Mayor, City of Garland

Brian Barth, P.E.

District Engineer
TxDOT, Fort Worth District

Carol Bush

County Judge, Ellis County

Mike Cantrell

Commissioner, Dallas County

Rudy Durham

Mayor, City of Lewisville

Andy Eads

Commissioner, Denton County

Charles Emery

Board Chair, Denton County
Transportation Authority

Mark Enoch

Board Member,
Dallas Area Rapid Transit

Gary Fickes

Commissioner, Tarrant County

Sandy Greyson

Councilmember, City of Dallas

Mojoy Haddad

Board Member
North Texas Tollway Authority

Roger Harmon

County Judge, Johnson County

Clay Lewis Jenkins

County Judge, Dallas County

Jungus Jordan

Councilmember, City of Fort Worth

Lee Kleinman

Councilmember, City of Dallas

Stephen Lindsey

Councilmember, City of Mansfield

Brian Loughmiller

Mayor, City of McKinney

David Magness

Commissioner, Rockwall County

Scott Mahaffey

Board Chair
Fort Worth Transportation Authority

Matthew Marchant

Mayor, City of Carrollton

Maher Maso

Mayor, City of Frisco

Cary Moon

Councilmember, City of Fort Worth

Stan Pickett

Mayor, City of Mesquite

Kevin Roden

Councilmember, City of Denton

Amir Rupani

Citizen Representative, City of Dallas

Kelly Selman, P.E.

District Engineer
TxDOT, Dallas District

Lissa Smith

Mayor Pro Tem, City of Plano

Mike Taylor

Mayor Pro Tem, City of Colleyville

Stephen Terrell

Mayor, City of Allen

T. Oscar Trevino, Jr., P.E.

Mayor, City of North Richland Hills

William Velasco, II

Citizen Representative, City of Dallas

Oscar Ward

Councilmember, City of Irving

Bernice J. Washington

Board Member
Dallas/Fort Worth International Airport

Duncan Webb

Commissioner, Collin County

B. Glen Whitley

County Judge, Tarrant County

Kathryn Wilemon

Councilmember, City of Arlington

W. Jeff Williams

Mayor, City of Arlington

Erik Wilson

Deputy Mayor Pro Tem, City of Dallas

W. B. "Zim" Zimmerman

Councilmember, City of Fort Worth

Michael Morris, P.E.

Director of Transportation, NCTCOG



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

TO: County Judges and Commissioners
City Mayors, Administrators, and Managers

DATE: October 9, 2015

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

SUBJECT: Regional Transportation Council Position Statement on Statewide
Proposition 7

Senate Joint Resolution 5, approved by the 84th Texas Legislature, proposes a constitutional amendment that will appear on the November 3, 2015, ballot for voter approval. The proposed amendment, Proposition 7, would result in an additional \$3 billion per year for the State Highway Fund by 2020. Although this would not fully fund the State's overall transportation needs, it would be a key step toward securing critical funding for transportation projects in Texas.

In advance of this election, the Regional Transportation Council (RTC) adopted a position statement expressing support for Proposition 7. A copy of the position statement is enclosed. On behalf of the RTC, please encourage your City Council or Commissioners Court to pass a resolution supporting Proposition 7; a template resolution is enclosed.

On behalf of the RTC, thank you for being involved with this important transportation issue. If you have any questions or concerns, please feel free to call Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241.

Mark Riley

RH:ch
Enclosures

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of
Governments

September 2015

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Regional Transportation Council



November 3, 2015
Constitutional Amendment Election
Regional Transportation Council Position Statement

Statewide Proposition 7

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Regional Transportation Council 2015-2016

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Maher Maso

Mayor, City of Frisco

Cary Moon

Councilmember, City of Fort Worth

Stan Pickett

Mayor, City of Mesquite

Kevin Roden

Councilmember, City of Denton

Amir Rupani

Citizen Representative, City of Dallas

Kelly Selman, P.E.

District Engineer
TxDOT, Dallas District

Lissa Smith

Mayor Pro Tem, City of Plano

Mike Taylor

Mayor Pro Tem, City of Colleyville

Stephen Terrell

Mayor, City of Allen

T. Oscar Trevino, Jr., P.E.

Mayor, City of North Richland Hills

William Velasco, II

Citizen Representative, City of Dallas

Oscar Ward

Councilmember, City of Irving

Bernice J. Washington

Board Member
Dallas/Fort Worth International Airport

Duncan Webb

Commissioner, Collin County

B. Glen Whitley

County Judge, Tarrant County

Kathryn Wilemon

Councilmember, City of Arlington

W. Jeff Williams

Mayor, City of Arlington

Erik Wilson

Deputy Mayor Pro Tem, City of Dallas

W. B. "Zim" Zimmerman

Councilmember, City of Fort Worth

Michael Morris, P.E.

Director of Transportation, NCTCOG

**RESOLUTION IN SUPPORT OF STATEWIDE PROPOSITION 7 FOR
INCREASED STATE FUNDING FOR TRANSPORTATION**

WHEREAS, the 84th Texas Legislature authorized a constitutional amendment for increased transportation funding to be on the November 3, 2015, statewide ballot; and,

WHEREAS, Proposition 7 is "The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for non-tolled roads and the reduction of certain transportation-related debt;" and,

WHEREAS, if approved by voters, Proposition 7 would result in increased state funding for transportation to be used for non-tolled roadway projects and to repay principal and interest on general obligation bonds issued by the State; and,

WHEREAS, although this would not fully fund the state's overall transportation needs, it would be a key step toward securing funding for transportation projects in Texas.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. (Insert city or county) supports Proposition 7, the proposed amendment on the November, 3, 2015, ballot to address Texas' transportation needs.

Section 2. This resolution shall be in effect immediately upon its adoption.

I hereby certify that this resolution was adopted by (Insert name) on (Insert date).

(Insert Name)
(Insert Title)

**TOWN OF HICKORY CREEK, TEXAS
RESOLUTION NO. 2015-1020-2**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN
OF HICKORY CREEK, TEXAS, IN SUPPORT OF
STAEWIDE PROPOSITION 7 FOR INCREASED STATE
FUNDING FOR TRANSPORTATION.**

WHEREAS, the 84th Texas Legislature authorized a constitutional amendment for increased transportation funding to be on the November 3, 2015, statewide ballot; and

WHEREAS, Proposition 7 is "The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for non-tolled roads and the reduction of certain transportation-related debt;" and,

WHEREAS, if approved by voters, Proposition 7 would result in increased state funding for transportation to be used for non-tolled roadway projects and to repay principal and interest on general obligation bonds issued by the State; and,

WHEREAS, although this would not fully fund the state's overall transportation needs, it would be a key step toward securing funding for transportation projects in Texas.

NOW THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE TOWN OF HICKORY CREEK, TEXAS:

Section 1

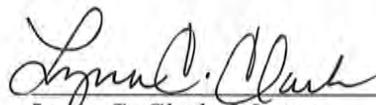
The Town of Hickory Creek supports Proposition 7, the proposed amendment on the November 3, 2015 ballot to address Texas' transportation needs.

Section 2

This resolution shall be in effect immediately upon its adoption.

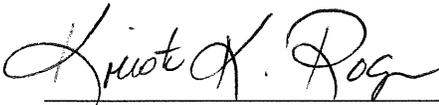
PASSED AND APPROVED this 20th day of October, 2015.





Lynn C. Clark, Mayor

ATTEST:



Kristi K. Rogers, Town Secretary

APPROVED AS TO FORM:



Lance Vanzant, Town Attorney

LEGISLATIVE POLICY STATEMENT
DENTON COUNTY COMMISSIONERS COURT
84th LEGISLATIVE SESSION

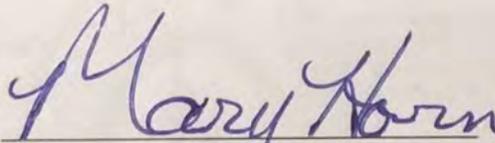
SUBJECT: Constitutional Amendment Proposition 7

DATE: October 27, 2015

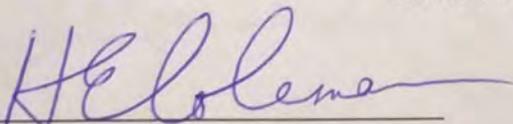
DENTON COUNTY SUPPORTS Constitutional Amendment Proposition 7,
which relates to increased transportation funding.

The constitutional amendment for increased transportation funding will dedicate certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for non-tolled roads and the reduction of certain transportation-related debt.

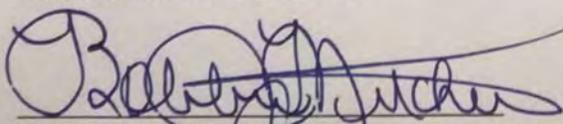
If approved by the voters, Proposition 7 would result in increased state funding for transportation to be used for non-tolled roadway projects and to repay principal and interest on general obligation bonds issued by the State. Although this would not fully fund the state's overall transportation, it would be a key step toward securing funding for transportation projects in Texas.



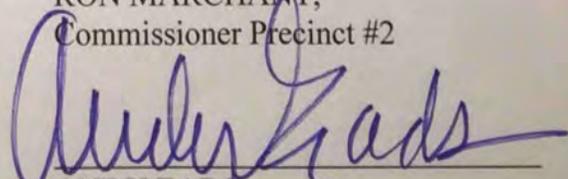
MARY HORN, County Judge



HUGH COLEMAN,
Commissioner Precinct #1



BOBBIE J. MITCHELL,
Commissioner Precinct #3

RON MARCHANT,
Commissioner Precinct #2


ANDY EADS,
Commissioner Precinct #4

DENTON COUNTY COMMISSIONERS COURT

10/27/2015

Month 10 Day 27 Year 2015
Court Order Number

**13. A.
THE ORDER:**

Approval of a Resolution in support of statewide Proposition 7 for increased state funding for transportation, any appropriate action. Commissioner Precinct #4

Motion by Eads

Seconded by Mitchell

County Judge Yes
Mary Horn Absain
No
Absent

Commissioner Pct No 1 Yes
Hugh Coleman Absain
No
Absent

Commissioner Pct No 2 Yes
Ron Marchant Absain
No
Absent

Commissioner Pct No 3 Yes
Bobbie J. Mitchell Absain
No
Absent

Commissioner Pct No 4 Yes
Andy Eads Absain
No
Absent

Motion Carried 4-0-0

Other Action: Pulled from Consent No Action Postponed

BY ORDER OF THE COMMISSIONERS COURT:

ATTEST:

Mary Horn
Presiding Officer

Juli Luke, County Clerk
and ExOfficio Clerk of the
Commissioners Court of
Denton County, Texas

APPROVED AS TO FORM:

John Feldt
Assistant District Attorney

BY: [Signature]
Deputy County Clerk



DUNCANVILLE

The Perfect Blend of Family, Community and Business.

City of Duncanville
Public Works Department
203 E. Wheatland Road
P. O. Box 380280
Duncanville, TX 75138-0280
(p) 972-780-5003; (f) 972-780-5077
(e) khugman@ci.duncanville.tx.us
(w) www.duncanville.com

October 30, 2015

Mr. Mark Riley, Chair,
Regional Transportation Council
County Judge, Parker County
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Mr. Riley:

Please find attached a copy of City Council Resolution Number 2015-102023, which was passed unanimously at the City Council meeting held on Tuesday October 20, 2015. This ordinance was passed to show the full support of the City of Duncanville for the passage of Proposition 7, as proposed on the November 3, 2015 ballot.

Please feel free to share our support with other members of the RTC or any other City, County or State officials. We would be glad to talk with them if necessary.

Sincerely,



Kevin Hugman
City Manager

KH/MJH/cec

Enclosure

cc: The Honorable David L. Green, Mayor, City of Duncanville
Mr. Michael Morris, P.E., Director of Transportation, North Central Texas Council
of Governments



City of Champions

RECEIVED

NOV 06 2015

TRANSPORTATION

RESOLUTION NO. 2015-102023

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUNCANVILLE, TEXAS, IN SUPPORT OF STATEWIDE PROPOSITION 7 FOR INCREASED STATE FUNDING FOR TRANSPORTATION; AND, PROVIDING AN EFFECTIVE DATE.

WHEREAS, the 84th Texas Legislature authorized a constitutional amendment for increased transportation funding to be on the November 3, 2015, stateside ballot; and

WHEREAS, Proposition 7 is "The constitutional amendment dedicating certain sales and use tax revenue and motor vehicles sales, use, and rental tax revenue to the State Highway Fund to provide funding for non-tolled roads and the reduction of certain transportation-related debt"; and

WHEREAS, if approved by voters, Proposition 7 would result in increased state funding for transportation to be used for non-tolled roadway projects and to repay principal and interest on general obligation bonds issued by the State; and

WHEREAS, although this would not fully fund the State's overall transportation needs, it would be a key step toward securing funding for transportation projects in Texas

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DUNCANVILLE, TEXAS:

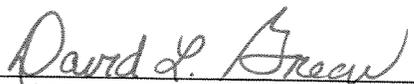
Section 1: That the City Council of the City of Duncanville does hereby support Proposition 7, the proposed amendment on the November 3, 2015, ballot to address Texas' transportation needs.

Section 2: This Resolution shall become effective immediately upon its passage.

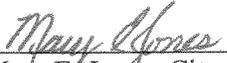
DULY RESOLVED AND ADOPTED by the City Council of the City of Duncanville, Texas, on the 20st day of October, 2015.

CITY OF DUNCANVILLE, TEXAS

APPROVED:

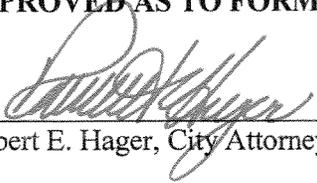

David L. Green, Mayor

ATTEST:



Mary E. Jones, City Secretary

APPROVED AS TO FORM:



Robert E. Hager, City Attorney

RESOLUTION NO. 15-57

RESOLUTION IN SUPPORT OF STATEWIDE PROPOSITION 7 FOR INCREASED STATE FUNDING FOR TRANSPORTATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the 84th Texas Legislature authorized a constitutional amendment for increased transportation funding to be on the November 3, 2015, statewide ballot; and

WHEREAS, Proposition 7 is “The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for non-tolled roads and the reduction of certain transportation-related debt; and

WHEREAS, if approved by voters, Proposition 7 would result in increased state funding for transportation to be used for non-tolled roadway projects and to repay principal and interest on general obligation bonds issued by the State; and

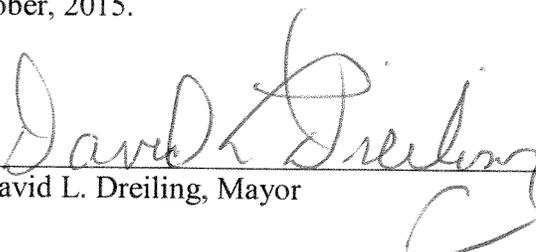
WHEREAS, although this would not fully fund the state’s overall transportation needs, it would be a key step toward securing funding for transportation projects in Texas.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF GREENVILLE, TEXAS, THAT;

SECTION 1. The City of Greenville, Texas, supports Proposition 7, the proposed amendment on the November 3, 2015, ballot to address Texas’ transportation needs.

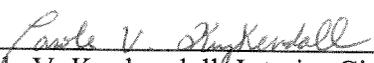
SECTION 2. This resolution shall be in effect immediately upon its adoption.

PASSED AND APPROVED this the 27th day of October, 2015.



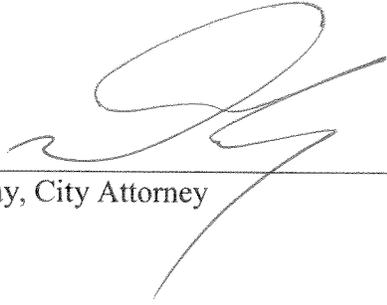
David L. Dreiling, Mayor

ATTEST



Carole V. Kuykendall, Interim City Secretary

ATTEST;

A handwritten signature in black ink, appearing to be 'D. Ray', written over a horizontal line.

Daniel W. Ray, City Attorney

**RESOLUTION IN SUPPORT OF STATEWIDE PROPOSITION 7 FOR
INCREASED STATE FUNDING FOR TRANSPORTATION**

WHEREAS, the 84th Texas Legislature authorized a constitutional amendment for increased transportation funding to be on the November 3, 2015, statewide ballot; and,

WHEREAS, Proposition 7 is "The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for non-tolled roads and the reduction of certain transportation-related debt;" and,

WHEREAS, if approved by voters, Proposition 7 would result in increased state funding for transportation to be used for non-tolled roadway projects and to repay principal and interest on general obligation bonds issued by the State; and,

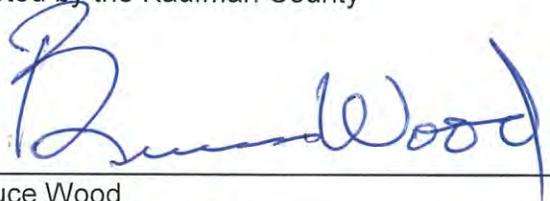
WHEREAS, although this would not fully fund the state's overall transportation needs, it would be a key step toward securing funding for transportation projects in Texas.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. Kaufman County supports Proposition 7, the proposed amendment on the November, 3, 2015, ballot to address Texas' transportation needs.

Section 2. This resolution shall be in effect immediately upon its adoption.

I hereby certify that this resolution was adopted by the Kaufman County Commissioners' Court on October 26, 2015.



Bruce Wood
Kaufman County Judge



NORTH TEXAS TOLLWAY AUTHORITY

**RESOLUTION IN SUPPORT OF A CONSTITUTIONAL
AMENDMENT FOR INCREASED STATE TRANSPORTATION FUNDING**

October 21, 2015

WHEREAS, the 84th Texas Legislature passed historic legislation proposing a constitutional amendment on the state ballot affecting the state's roads, highways, and bridges; and

WHEREAS, this is "the constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for nontolled roads and the reduction of certain transportation-related debt"; and

WHEREAS, the proposed amendment will aid in maintaining the current infrastructure and will ease congestion by funding new projects for added capacity without new or increased taxes, fees or debt; and

WHEREAS, the proposed amendment would result in an estimated \$3 billion per year for the state highway fund; and

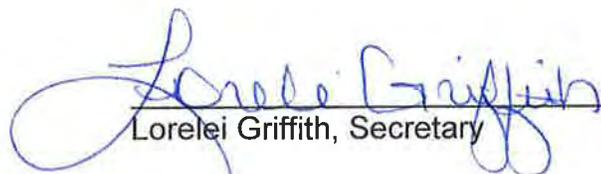
WHEREAS, North Texas Tollway Authority recognizes the critical need for funding for all modes of transportation; and

NOW, THEREFORE, the Board of Directors of North Texas Tollway Authority supports the proposed amendment to address Texas' transportation infrastructure needs on the November 3, 2015 ballot.

ATTEST:



Kenneth Barr, Chairman



Lorelei Griffith, Secretary

RE15-12
September 28, 2015

At a regular meeting of Commissioners Court of Parker County, Texas held on the 28th day of September, 2015, on motion made by:

Judge Riley and seconded by: Commissioner Pearce

The following Resolution was adopted by:

THE COMMISSIONERS COURT §

STATE OF TEXAS §

PARKER COUNTY, TEXAS §

RESOLUTION IN SUPPORT OF STATEWIDE PROPOSITION 7 FOR INCREASED STATE FUNDING FOR TRANSPORTATION

WHEREAS, the 84th Texas Legislature authorized a constitutional amendment for increased transportation funding to be on the November 3, 2015, statewide ballot; and,

WHEREAS, Proposition 7 is "The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for non-tolled roads and the reduction of certain transportation-related debt;" and,

WHEREAS, if approved by voters, Proposition 7 would result in increased state funding for transportation to be used for non-tolled roadway projects and to repay principal and interest on general obligation bonds issued by the State; and,

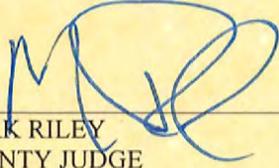
WHEREAS, although this would not fully fund the state's overall transportation needs, it would be a key step toward securing funding for transportation projects in Texas.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. Parker County supports Proposition 7, the proposed amendment on the November, 3, 2015, ballot to address Texas' transportation needs.

Section 2. This resolution shall be in effect immediately upon its adoption.

ADOPTED, ORDERED, AND ENTERED, in the minutes of the Commissioners Court of Parker County, Texas, on this 28th day of September, 2015.



MARK RILEY
COUNTY JUDGE

CITY OF ROCKWALL
RESOLUTION NO. 15-28

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, EXPRESSING SUPPORT FOR INCREASED STATE FUNDING FOR TRANSPORTATION PROJECTS IN TEXAS; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the 84TH Texas Legislature authorized a constitutional amendment for increased transportation funding to be on the November 3, 2015, statewide ballot; and

WHEREAS, Proposition 7 is "the constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use and rental tax revenue to the state highway fund to provide funding for non-tolled roads and the reduction of certain transportation-related debt;" and

WHEREAS, if approved by voters, Proposition 7 would result in increased state funding for transportation to be used for non-tolled roadway projects and to replay principal and interest on general obligation bonds issued by the State; and

WHEREAS, although this would not fully fund the state's overall transportation needs, it would be a key step towards securing funding for transportation projects in Texas.

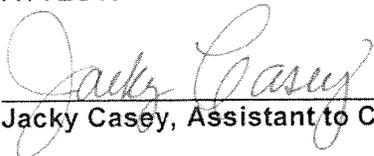
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, THAT:

Section 1. the City of Rockwall supports Proposition 7, the proposed amendment to the November 3, 2015 ballot to address Texas' transportation needs; and

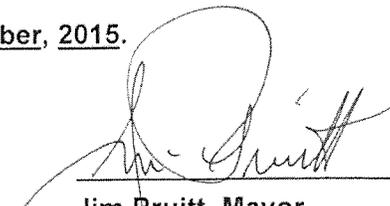
Section 2. this Resolution shall become effective from and after its adoption and it is so resolved.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, THIS THE 19th DAY OF October, 2015.

ATTEST:



Jacky Casey, Assistant to City Secretary



Jim Pruitt, Mayor


The seal is circular with the text "CITY OF ROCKWALL TEXAS" around the perimeter and "SEAL" in the center.

TOWN OF TROPHY CLUB, TEXAS
RESOLUTION NO. 2015-34

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TROPHY CLUB, TEXAS, SUPPORTING STATEWIDE PROPOSITION 7 FOR INCREASED STATE FUNDING FOR TRANSPORTATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the 84th Texas Legislature authorized a constitutional amendment for increased transportation funding to be on the November 3, 2015, statewide ballot; and,

WHEREAS, Proposition 7 is "The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for non-tolled roads and the reduction of certain transportation-related debt;" and,

WHEREAS, if approved by voters, Proposition 7 would result in increased state funding for transportation to be used for non-tolled roadway projects and to repay principal and interest on general obligation bonds issued by the State; and,

WHEREAS, although this would not fully fund the state's overall transportation needs, it would be a key step toward securing funding for transportation projects in Texas.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF TROPHY CLUB, TEXAS:

Section 1. That the Town Council of the Town of Trophy Club supports Proposition 7, the proposed amendment on the November, 3, 2015, ballot to address Texas' transportation needs.

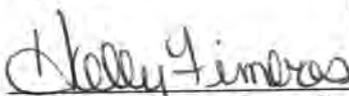
Section 2. That this resolution shall become effective immediately upon its date of passage.

PASSED AND APPROVED by the Town Council of the Town of Trophy Club, Texas, this 27th day of October, 2015.



C. Nick Sanders, Mayor
Town of Trophy Club, Texas

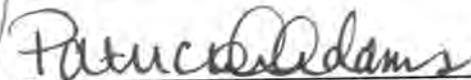
ATTEST:



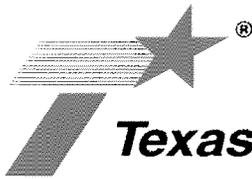
Holly Fimbres, Town Secretary
Town of Trophy Club, Texas



APPROVED TO AS FORM:



Patricia A. Adams, Town Attorney
Town of Trophy Club, Texas



Texas Department of Transportation

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

Copy to
Sub

October 5, 2015

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

FM 1884
From SH 171 to B.B. Fielder Road
Parker County

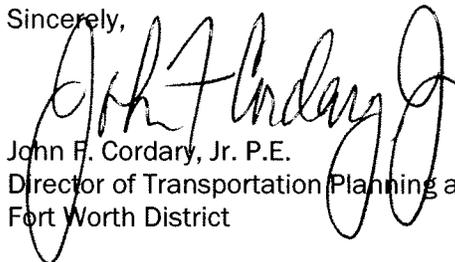
Dear Mr. Morris:

Our office is preparing the preliminary design and environmental documentation to develop the FM 1884 corridor, extending from SH 171 to B.B. Fielder Road, to a 4-lane urban roadway with a raised median.

We would like to invite you or your representative to a stakeholder meeting on Monday, October 26, 2015 at 10:00 AM at the City of Weatherford Transportation & Public Works Training Room located at 802 East Oak Street, Weatherford, TX 76086. As a stakeholder along the FM 1884 corridor, your organization's participation and input is paramount to the success of the project.

Please contact Nazrul Chowdhury, P.E., TxDOT Project Manager, at (817) 370-6944 or email Nazrul.Chowdhury@txdot.gov to confirm your participation or identify your organization's representative. If you should have any questions concerning this matter, please contact me at (817) 370-6541.

Sincerely,



John F. Cordary, Jr. P.E.
Director of Transportation Planning and Development
Fort Worth District

RECEIVED

OCT 9 2015

TRANSPORTATION

OUR GOALS

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

An Equal Opportunity Employer



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

October 12, 2015

Mr. Paul Ballard
President and Chief Executive Officer
Fort Worth Transportation Authority
1600 E. Lancaster Avenue
Fort Worth, Texas 76102

Dear Mr. Ballard:

Over the last several years, the Texas Transportation Commission (TTC) has expressed an interest in coordinating with Metropolitan Planning Organizations (MPOs) and public transportation authorities on multi-modal transportation partnerships. To this end, the Regional Transportation Council (RTC) and Fort Worth Transportation Authority (The T) have coordinated with the TTC on various partnership opportunities. It is anticipated that the TTC will develop a mechanism to support a funding partnership to implement public transportation projects that benefit adjacent roadways and economic development efforts of the State.

It is our understanding that The T's TEX Rail \$40 million vehicle project is the highest priority and the RTC continues to work toward the receipt of a funding partnership with the TTC. This project will help to attract a rail car manufacturer to locate in Texas, which in turn has several benefits: 1) job creation, 2) provision of a Buy America option for rail car purchases across the country, and 3) expediting rail to the Dallas/Fort Worth International Airport from Fort Worth. This project represents a significant multi-modal investment that benefits the roadway, rail, and air transportation systems in North Texas and beyond.

Given the State and regional interest in identifying funding for this project, the RTC encourages The T to continue reflecting the \$40 million commitment in the TEX Rail financial plan. The RTC staff will continue to coordinate with the TTC to identify a specific funding program to fulfill this obligation. Should additional information be needed to proceed with this program, please contact me at (817) 695-9241.

Sincerely,

Michael Morris, P.E.
Director of Transportation

CG:tmb

cc: Brian Barth, P.E., District Engineer, Fort Worth District
Bill Hale, P.E., Director of Engineering Operations for Metropolitan Districts, TxDOT

Copy to mm

ORIGINAL

RICHARD A. ROGERS
5910 NORTH CENTRAL EXPRESSWAY, SUITE 1470
DALLAS, TEXAS 75206

13 OCTOBER 2015

DEAR MICHAEL,

THANK YOU FOR TAKING TIME TO MEET
AND FOR POLLING YOUR TEAM TOGETHER AS
WELL AS NANCY KLEIN. THANKS ALSO FOR
YOUR PATIENCE AND OPENNESS IN ANSWERING
OUR QUESTIONS.

"GREENBELT PARKWAY," I BELIEVE, OFFERS
A WELL-PLANNED GREEN FIELD ALTERNATIVE
TO 380 WITH THE POTENTIAL TO SAVE
LIVES AND IMPROVE TRANSPORTATION IN
OUR REGION. I THINK YOUR INTUITION
TO MOVE QUICKLY, WHILE THE WINDOW OF
OPPORTUNITY IS STILL OPEN, IS VISIONARY.

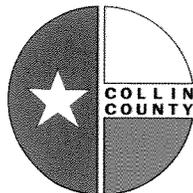
I AM GRATEFUL FOR ALL YOU
AND NCTCOG DO FOR OUR REGION.

SINCERELY,



Copy to DL+AB

ORIGINAL



COLLIN COUNTY

Office of the County Judge
Jack Hatchell Admin Building
2300 Bloomdale Rd., Suite 4192
McKinney, Texas 75071
Office 972-548-4631
Fax 972-548-4699
www.collincountytx.gov

October 8, 2015

Via Email and US Mail

Michael Morris
NCTCOG – Director of Transportation
P.O. Box 5888
Arlington, TX 76005

Dear Mr. Morris:

The Commissioners Court of Collin County reviewed and discussed your letter in our meeting on October 5, 2015. We appreciate your consideration of the issues involved in mobility in the northwest part of Collin County as well as the connection between Collin County and Denton County. Below are the responses of the Commissioners Court to the various items in your letter, which we understand will be recommendations to the RTC.

1. We concur with Denton County's proposal to use Denton County RTR funds to build the "S" connection of the Dallas North Tollway west service road from FM 428 to the County line near the western extension of County Road 8. We do, however, predicate our concurrence on Item "3" below.
2. We accept your offer to fund and conduct a traffic signal warrant study for the DNT 4A section east service road (US 380 to FM 428) and to fund the installation of new signals if warranted.
3. Your letter acknowledged the request of Collin County to improve east-west connections between DNT and Preston Road to help relieve traffic that is already heavy on the existing service road and which will be increased with the "S" connection. One of those connections is Frontier Parkway. Therefore, our concurrence in Item "1" of the use of Denton County RTR funds for the "S" connection is contingent upon receiving the \$4 million you offered to help with the funding gap to make a grade separation of Frontier Parkway feasible over the BNSF Railroad.
4. The other east-west connection that has been discussed is the new Outer Loop between DNT and Preston Road. Collin County has funded the construction of the south (future eastbound) service road of the Outer Loop. We are currently completing the Environmental Assessment and will follow immediately with design. ROW acquisition and construction will follow immediately thereafter. The main lanes of the Outer Loop will have a grade separation over the BNSF Railroad and will be built at a later time.
5. Currently the Texas Department of Transportation is conducting a feasibility study of future improvements to US 380. The interaction of the Outer Loop with US 380 is part of that study. However, we strongly urge you and the RTC to not limit the scope of the possible future configuration of US 380. Collin County is currently projecting traffic demand throughout the County for the build-out condition (well beyond the current NCTCOG 2040 horizon). The results of those projections will be available in January, 2016. We anticipate this study will indicate dramatic deficits in the carrying capacity of many of the highways in Collin County, including US 380.

We appreciate the effort of Denton County and the RTC to partner with Collin County in these challenges to mobility.

Sincerely,

Keith Self
County Judge

RECEIVED

OCT 15 2015

TRANSPORTATION



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

October 16, 2015

The Honorable Chris Hill
Commissioner, Collin County
TAPS Board Chairman
6104 Texoma Parkway
Sherman, TX 75090

Dear Commissioner Hill:

On October 8, 2015, the Regional Transportation Council (RTC) took action to approve two items to provide the Texoma Area Paratransit System (TAPS) with emergency financial assistance. The first item was a request from TAPS for onsite financial management assistance. The second item was a financial backstop for a local loan up to \$250,000. As part of the approval, the RTC requested an official who represents TAPS come present additional information about the agency's current financial situation.

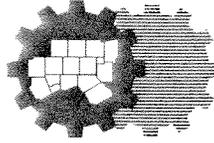
In response to that request, I am inviting you, as the TAPS Board Chairman, to attend a pre-RTC meeting on Thursday, November 12, 2015 at 12:30 p.m. or the regular business meeting at 1:00 p.m. to present recent updates and answer questions from RTC members. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Riley", written over a light blue horizontal line.

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

JH:tmb



North Central Texas Council Of Governments

October 16, 2015

Mr. Paul Martinez
Vice President of Operations
Dallas/Fort Worth International Airport
Operations Department
P.O. Box 619428
DFW Airport, TX 75261-9428

Dear Mr. Martinez:

The staff of the North Central Texas Council of Governments would like to thank you for your participation as a vital contributor to the Air Transportation Technical Advisory Committee. Your perspective and expertise have been invaluable assets to the Committee and the regional airport community.

In recognition of your service, please accept the enclosed Certificate of Recognition for your participation and contributions for more than six years. The region was blessed to have your service but we understand that other opportunities await you. We wish you much success in your future endeavors.

Sincerely,

Natalie Bettger

NB:lk
Enclosure

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



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

October 16, 2015

Mr. Ron Natinsky
Managing Director
CBX Development Partners
16990 Dallas Parkway, Suite 220
Dallas, TX 75248

RE: Dallas-Fort Worth High Speed Rail – Acknowledgement of Interest

Dear Mr. Natinsky:

Thank you for providing the opportunity for the Chinese Delegation and Dallas-Fort Worth region representatives to meet on August 19 and August 20, 2015, regarding the Dallas-Fort Worth High Speed Rail Core Express Service (DFW CES) project. The meetings with policy officials and technical staff proved to be very beneficial.

The North Central Texas Council of Governments (NCTCOG) and Texas Department of Transportation (TxDOT) staffs are drafting an official Request for Information regarding the DFW CES project. The Request for Information process was initiated by the Dallas-Fort Worth Commission (the Commission) for High Speed Rail at their September 21 meeting. It is anticipated the RFI will be formally transmitted in early 2016 with the transmitting agency to be determined.

Thank you for your continued interest in creating an opportunity for a public-private partnership to deliver the DFW CES project, a vitally important infrastructure component to meet the region's transportation and economic development needs.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris".

Michael Morris, P.E.
Director of Transportation

KF:lk

cc: William Meadows, Chair, DFW Commission for High Speed Rail



mm copy

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

October 16, 2015

Mr. Ron Natinsky, Managing Director
CBX Development Partners
16990 Dallas Parkway, Suite 220
Dallas, TX 75248

Mr. Dean Radeloff, Development Director
CBX Development partners
16990 Dallas Parkway, Suite 220
Dallas, TX 75248

Re: Cotton Belt Corridor East – Acknowledgement of Funding Options for Project

Dear Messrs. Natinsky and Radeloff:

Thank you for your continued interest in creating an opportunity for a public private partnership (P3) to deliver the Cotton Belt Corridor East project, a vitally important infrastructure component to meet the region's transportation and economic development needs.

It appears that the full funding grant agreement for the commuter rail line between Fort Worth and the Dallas/Fort Worth International Airport will be complete by Spring 2016. The Fort Worth Transportation Authority vehicles arrive in 2017 and by Regional Transportation Council policy a "one seat" ride across the entire Cotton Belt Corridor is the approved service model. As a result, bus rapid transit in the east would be difficult to advance.

As a result, some method to advance passenger rail service in the east is essential. Option #1 is for Dallas Area Rapid Transit (DART) to advance passenger service at its current schedule approximately twenty years from now. Some local governments and our office would like to explore some private sector partnerships to advance this schedule.

Option #2 is to explore DART's funding twenty years from now and develop the possibility of financial loan option, which advances service twenty years. This model assumes DART has funding, but not now, and borrowing costs could be explored, advancing passenger service.

Option #3 is to develop a public private partnership by finding potential revenues from multiple parties to advance the service with the possibility of a private sector funding partner. Pursuant to your request, I have reviewed the attached "Summary Table of Sources and Uses" that you provided. This is the type of example that falls into this type of option. This acknowledgement in no way provides on behalf of the various entities a financial commitment or guarantee of the funding amounts, it is through a validation that the assumptions are reasonable and similar to my understanding at this point in time.

I look forward to working together to move this project forward expeditiously. Please contact me at 817/695-9241 if you have any questions.

Sincerely,

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

Michael Morris, P.E.
Director of Transportation

KF:ac
Attachment

Summary Table of Sources and Uses

| CAPEX Estimates | Amount (\$M) | Comments |
|---|-----------------|---|
| Immediately Available Sources | | |
| NCTCOG/RTC | \$ 100.0 | Identified allocation for DFW Connection |
| NCTCOG/RTC | \$ 60.0 | Texas Mobility Funds allocation |
| NCTCOG/RTC - CMAQ | \$ 13.2 | Are there \$ available from CMAQ? Is this funding available? Assumed \$3.3M for 4 years. |
| Urbanized Area Formula (LS) | \$ 100.0 | Committed allocation for Addison to Carrollton segment. |
| DART | \$ 50.0 | Committed allocation for mitigation measures. |
| Dallas County | \$ 15.0 | Assumed allocation (not including TIF). |
| Collin County | \$ 5.0 | Assumed allocation (not including TIF). |
| City of Coppell | \$ 50.0 | Assumed allocation (not including TIF). Could be as much as \$82.1M w/ 3/8 sales tax equivalent. |
| City of Dallas | \$ 20.0 | Assumed allocation (not including TIF). |
| Billingsley/City of Dallas | \$ 50.0 | Assumed additional assessment allocation from Billingsley development. |
| City of Carrollton | \$ 20.0 | Assumed allocation (not including TIF). |
| Town of Addison | \$ 26.0 | Assumed allocation (not including TIF). |
| UT Dallas | \$ 10.0 | Assumed allocation (not including TIF). |
| City of Richardson | \$ 20.0 | Assumed allocation (not including TIF). |
| City of Plano | \$ 20.0 | Assumed allocation (not including TIF). |
| Subtotal | \$ 559.2 | |
| Estimated Uses for CAPEX | \$ 890.0 | Full service between DFWIA to Plano (Shiloh Rd.) w/ south alignment thru Billingsley property and Bush Station. Includes vehicle cost. Difference between CAPEX required and immediately available sources of funding. |
| Required Private Sector Investment | \$ 330.8 | |
| Other Near/Long Term Sources | | |
| DFWIA | \$ 45.0 | Land contribution |
| Station developer allocations | \$ 80.0 | Developer contributions to offset station costs. |
| TIF Value Capture | \$ 66.5 | Assumes monetization of 50% of TIF potential from IFI. |
| Subtotal | \$ 191.5 | *Not immediately available. Realized through P3 partnership. Full service between DFWIA to Plano (Shiloh Rd.) w/ south alignment thru Billingsley property and Bush Station. Includes vehicle cost. |
| Total Near/Long Term Sources | \$ 890.0 | |
| Required Private Sector Investment | \$ 330.8 | Difference between CAPEX required and immediately available sources of funding. |

| OPEX Estimated Sources - Annual | Amount (\$M) | Comments |
|---|-----------------|---|
| Farebox | 11.00 | |
| Private Farebox Enhancements | 1.00 | Employer subsidized annual contributions (e.g., State Farm) |
| DFWIA North Station Parking Revenue Share | 1.00 | |
| Other Operational Revenues | 10.00 | Parking, advertising, concessions, leases, sponsorship, etc. |
| DART operational funding | 20.00 | |
| Urbanized Area Formula | 3.30 | Is this funding available? |
| Total Annual OPEX Sources | \$ 46.3 | |
| OPEX Estimated Uses | | |
| Operations | 20.00 | |
| Reserve Account | 14.00 | For future routine and major maintenance. |
| Debt Service | 11.99 | |
| Total Annual OPEX Uses | \$ 46.0 | Full service between DFWIA and Plano (Shiloh Rd) w/ bi-directional 20 min headways. |
| Annual OPEX Difference/Gap | \$ (0.3) | |

October 29, 2015

The Honorable Christopher Hill
Collin County Commissioner
2300 Bloomdale Road
McKinney, Texas 75071

Dear Commissioner Hill:

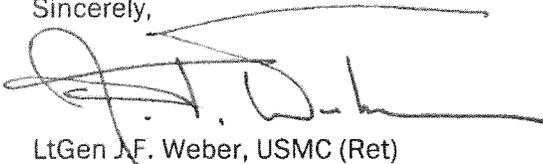
We received your communication regarding the Texoma Area Paratransit System (TAPS) appeal for financial assistance.

We can appreciate the serious challenges you face in restoring this agency to financial health so that Texans can continue to receive the transit services they need. Your request for emergency assistance was carefully considered, and, while we would value the opportunity to assist, we do not have the discretionary funds available at this time. However, we will continue to process all reimbursements for which TAPS is entitled.

Do not hesitate to contact me with any questions or thoughts you may have regarding this response. You may also contact Eric Gleason, Public Transportation Division Director, at (512) 374-5230 or via email at Eric.Gleason@txdot.gov.

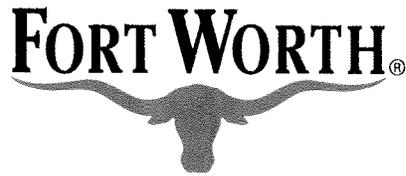
Again, we understand the need for reliable, long-term funding to meet the budget needs of your agency. We wish you every success in turning the TAPS program around and we hope you will keep us informed of your progress.

Sincerely,



LtGen J.F. Weber, USMC (Ret)
Executive Director

cc: Tryon D. Lewis, Texas Transportation Commission Chairman
Jeff Austin III, Texas Transportation Commissioner
J. Bruce Bugg, Jr., Texas Transportation Commissioner
Jeff Moseley, Texas Transportation Commissioner
Victor Vandergriff, Texas Transportation Commissioner
Marc D. Williams, P.E., Interim Deputy Executive Director
Eric Gleason, Public Transportation Division Director



October 27, 2015

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

Re: Proposed Mobility 2040 On System Projects

Dear Michael:

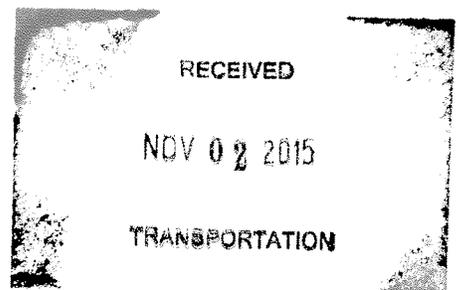
In hopeful anticipation of the success of the Proposition 7 constitutional amendment, our staff has generated a list of additional projects we would like to have considered for inclusion in the NCTCOG Mobility 2040 Plan. We have taken the opportunity to visit with TxDOT staff on the proposed projects. TxDOT was supportive and asked us follow up with your team. Please let us know how we should proceed. As always, we appreciate your support.

Sincerely,

Bryan Beck, P.E.
Regional Transportation Coordinator

Attachments

CC: Jay Chapa, Assistant City Manager
Doug Wiersig, PhD., P.E., TPW Director
Brian Barth, P.E., Ft. Worth District Engineer



CITY MANAGER'S OFFICE

CITY OF FORT WORTH ★ 1000 THROCKMORTON STREET ★ FORT WORTH, TEXAS 76102
817-392-6111 ★ FAX 817-392-6134

Proposed Mobility 2040 Projects

| DISTRICT | STATE HIGHWAYS/FARM TO MARKET | FROM LIMIT | TO LIMIT | TYPE OF WORK |
|----------|------------------------------------|----------------|-----------------|---|
| FTW | SH 180 | IH 35W | IH 820 | Rehabilitate/Rebuild Roadway |
| FTW | FM 2871 | IH 30 | IH 20 | Construct 4 lane divided |
| FTW | FM 1220 | Bailey-Boswell | Bonds Ranch | Construct 4 lane undivided |
| FTW | US 377 | IH 820 | SH 114 | CAPMAIN Candidate (Deficient Turning Movements) |
| FTW | FM 156 | US 287 | Avondale-Haslet | Construct 4 lane divided |
| DISTRICT | HWY/HWY INTERCHANGE IMPROVEMENTS | FROM LIMIT | TO LIMIT | TYPE OF WORK |
| FTW | FM 580/US377 | | | Rebuild Roundabout |
| FTW | FM 1187/US 377 | | | Rebuild Intersection/Remove Offset |
| DAL | US 377/SH 170 | | | Grade Separation |
| DAL | US 377/SH 114 | | | Grade Separation |
| DISTRICT | LOCAL/HWY INTERCHANGE IMPROVEMENTS | FROM LIMIT | TO LIMIT | TYPE OF WORK |
| FTW | Walsh Ranch Parkway @ IH 20 | | | Construct 4 ramps and northbound bridge |

KAY GRANGER
12TH DISTRICT, TEXAS

Congress of the United States
House of Representatives

WASHINGTON OFFICE:
1026 LONGWORTH HOUSE OFFICE
BUILDING
WASHINGTON, D.C. 20515
(202) 225-5071
FAX: (202) 225-5683

APPROPRIATIONS COMMITTEE

CHAIRWOMAN,
STATE AND FOREIGN OPERATIONS SUBCOMMITTEE

MEMBER, DEFENSE SUBCOMMITTEE

MEMBER, TRANSPORTATION, HOUSING AND
URBAN DEVELOPMENT, AND RELATED AGENCIES

DISTRICT OFFICE:
SUITE 407
1701 RIVER RUN ROAD
FORT WORTH, TX 76107
(817) 338-0909
FAX: (817) 335-5852
kaygranger.house.gov

October 28, 2015

Judge Mark Riley
Chair
Regional Transportation Council
PO Box 5888
Arlington, Texas 76005-5888

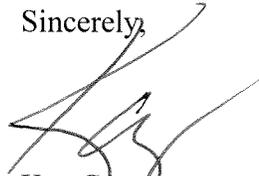
Dear Judge Riley:

Thank you for your recent letter. It is good to hear from you.

I appreciate the Regional Transportation Council's work to prepare for the future growth of North Texas, and appreciate having your insight on these matters. I also understand that passenger rail has the potential to help address the growing transportation needs of North Texas as the region continues to grow. The increasing population of North Texas will lead to more congestion on our roads, and we must continue to develop and improve our transportation infrastructure. Please know that I will keep your views in mind should any legislation pertaining to passenger rail come before the floor of the House of Representatives.

Again, thank you for contacting me. Please let me know if you have any other questions or concerns.

Sincerely,



Kay Granger
Member of Congress

KG\aj

RECEIVED

NOV 03 2015

10 MOST DANGEROUS DFW HIGHWAYS

By [Eric Nicholson](#)

Monday, November 2, 2015 | 2 days ago

Car crashes are part of the background of life in a big car-dependent city. The really awful ones maybe you'll catch on the news. Others you gawk at as you drive by, or else rage at from a line of traffic. Sometimes they come and go like phantoms, vanishing by the time you arrive, with only a half-hour of gridlock to prove their existence. From the driver's seat, it's impossible to divine any pattern. It all seems very stupid and random, and to a certain degree it is. And yet, car for car and mile for mile, some roads reliably prove to be more dangerous than others.

To figure out which highways in North Texas are the most dangerous, we obtained crash data (i.e. the number of accidents) from the Texas Department of Transportation for two dozen North Texas highway segments that a 2012 analysis by the North Central Texas Council of Governments **identified as having the highest frequency of crashes**. Using NCTCOG's 2014 estimate for the number of vehicle miles traveled on each segment, we determined the number of car crashes per 100 million VMT. So even though Central Expressway between LBJ Freeway and Interstate 30 averaged more than three wrecks a day, twice as many as any of the others in the top 10, more cars on Central were driving more miles in 2014 than on, say, Woodall Rodgers. There are other ways to define "danger." Counting traffic injuries or deaths rather than just crashes (which the state counts if they either cause injury or look like they caused \$1,000-plus worth of damage) would be another. but those are comparatively rare and subject to bigger swings from year-to-year.

All of these roads are congested, but there's not a direct relationship between **congestion** and danger. If there's a takeaway here, it's that cars are dangerous. If there's a second takeaway, it's that someone should probably figure out how to make these particular highways safer. If there's a third takeaway, it's that the prevalence on this list of Tarrant County highways is yet another piece of evidence that Dallas > Fort Worth.

10. LBJ Freeway from I-35E to Dallas North Tollway (Dallas County)

Average daily VMT: 1,002,630

Total crashes: 530

Crash rate: 143.19

9. I-35E from Garden Ridge Boulevard and State Highway 121 (Denton County)

Average daily VMT: 994,632

Total crashes: 530

Crash rate: 145.99

8. Central Expressway from LBJ Freeway to I-30 (Dallas County)

Average daily VMT: 2,227,731

Total crashes: 1,230
Crash rate: 151.27

7. East Loop 820 from I-30 to I-20 (Tarrant County)

Average daily VMT: 527,497
Total crashes: 295
Crash rate: 153.22

6. I-45 from I-30 to Lamar (Dallas County)

Average daily VMT: 198,030.45
Total crashes: 117
Crash rate: 161.87

5. LBJ Freeway from Dallas North Tollway to Central Expressway (Dallas County)

Average daily VMT: 782,686
Total crashes: 479
Crash rate: 167.67

4. I-35W from Loop 820 to I-30 (Tarrant County)

Average daily VMT: 706,900
Total crashes: 491
Crash rate: 190.30

3. State Highway 360 from I-30 to I-20 (Tarrant County)

Average daily VMT: 758,327
Total crashes: 533
Crash rate: 192.57

2. I-30 from I-35W west to Loop 820 (Tarrant County)

Average daily VMT: 533,127
Total crashes: 411
Crash rate: 203.57

1. Woodall Rodgers Freeway from Stemmons to Central Expressway (Dallas County)

Average daily VMT: 173,422
Total crashes: 161
Crash rate: 254.35

This post originally combined scores for both the east and west segments of I-30 between I-35W and Loop 820 in Tarrant County and the eastern and western portions of Loop 820 between I-30 and I-20. The rankings have been revised to reflect the individual segments.

‘Extreme commuting’ makes comeback in North Texas

As economy rebounds, more people willing to stretch their commutes

More than 8% of DFW workers travel at least an hour

With growth of two-income households, trend likely to continue

By Gordon Dickson

gdickson@star-telegram.com

WESTLAKE

Jo Harrison has a Texas-size commute.

Each week, the project manager at Fidelity Investments in Westlake drives about 250 miles from her home in Houston, a journey she has made for more than eight years.

Harrison’s job allows her the flexibility of working a day or two a week at home. So she typically leaves on Monday night to make the drive to the Metroplex, where she rents an apartment in Euless. She then works three long days and drives back to Houston on Thursday night.

“For a long time, the drive was kind of difficult,” she said. “But now after a long week, it’s just a way home.”

Harrison is among a growing number of workers in Texas and nationwide who are willing to travel extraordinary distances from home. After years of stagnant growth related to the nation’s economic problems, extreme commutes — drives that can take 60, 90 or even 120 minutes each way — are making a comeback.

Roughly 38 million Americans leave their home counties to go to work each day, according to data from the [U.S. Census Bureau’s American Community Survey](#) released last month.

Tarrant County, for example, has 858,213 workers ages 16 and older. Of those, 177,998 — 21 percent of the workforce — live outside the county.

Workers who travel at least 60 minutes each way to their jobs make up more than 8 percent of the North Texas workforce, according to data from the 2010 Census. In 1990, that figure was 5 percent.

The research, which is based on census respondents' answers on the long form, shows that a quickly growing category of commuter is those who leave home between 5 and 6:30 a.m.

For a long time, the drive was kind of difficult. But now after a long week, it's just a way home.

Jo Harrison of Houston, who commutes 250 miles to a job in Westlake

In North Texas, many of these road warriors reside in adjacent communities such as Dallas, Denton, Johnson and Parker counties. But others venture from homes much farther away. Seven residents of Flathead County, Mont., reported working in Tarrant County, as did 17 people from Rockingham County, N.H. (Check out the [Washington Post's interactive map](#).)

Harrison originally planned to sell her home in Houston and move to North Texas with her husband.

"I actually took the job with a relocation package, but that was in 2007, when the bottom dropped out of the housing market," she said. "We happened to live in a home in Houston that was less than 3 years old, and we couldn't sell it. I had accepted the job — I love the job — so I just decided to continue."

Harrison, who has grown children, says she has a rich life in Houston with her husband, a retired contractor. Now that she is accustomed to the long commute, she has no intention to move.

"I have a goddaughter I'm pretty involved with," she said. "We do horseback riding and Girl Scouts on weekends. It's just the level of activity I have at home that keeps me going back and forth."

The idea of Americans enduring extremely long drives to work isn't new. The trend emerged in the 1970s, 1980s and 1990s as a larger percentage of women joined the workforce and more American households relied on two incomes.

In the modern era, workers are willing to change jobs in the name of upward mobility but aren't always eager to uproot their family lives, said Alan Pisarski, the Virginia-based author of *Commuting in America*, a three-book series that closely tracks census data and other demographics during the past five decades.

After decades of growth, the extreme commuting trend leveled off in 2007 and 2008, when many workers lost jobs, Pisarski said.

"It was the construction workers, factory workers, the auto plants in South Carolina for instance, that have people coming from 75 to 100 miles every day," he said. "But those are the people who lost jobs. Now we're seeing that growth coming back."

I wore out three cars. When there was construction between Waco and Fort Worth, there were days it would take me two hours.

Danny Sisk of Waco, who drove to Fort Worth daily for nearly 23 years

Other factors

The rise of telecommuting — or working from home — has also made it more palatable for people to live farther from work. When people have to go to the office two or three times a week, instead of every day, they're more willing to tolerate a longer drive and a higher gasoline bill.

And then there are the people who commute by plane. In North Texas, home to Fort Worth-based American Airlines and Dallas-based Southwest Airlines, many pilots and flight crew members commonly ride in airplane jump seats or fly standby to far-flung cities such as New York to start their workdays.

Megan Bearce, a licensed marriage and family therapist, lives in Minnesota with her husband, Ian. About five years ago, he got a dream job at a New York advertising agency, but she didn't want to leave her practice or family network in Minnesota.

So he flies to work each week. Meanwhile, Bearce has written a book — *Super Commuter Couples: Staying Together When a Job Keeps You Apart* — offering advice on how to make long-distance arrangements work.

"I would have had to get licensed again to move with him," she said.

21% of Tarrant County workers live outside the county.

Besides time away from loved ones, the extreme commuting lifestyle has other drawbacks. Many families that move far from the city center to save money on housing end up spending that money on transportation, according to the Washington-based Center for Housing Policy.

In areas outside Fort Worth, families that make \$20,000 to \$50,000 a year spend up to 41 percent of their income on transportation, compared with 29 percent for urban dwellers, the group's research shows.

But many workers can't resist the road.

To the moon and back

During his long career as a bailiff in the Fort Worth city marshal's office, Danny Sisk logged nearly enough miles on his long commute to travel to the moon and back — twice.

"I wore out three cars," quipped the now-retired Sisk, who for nearly 23 years drove at least 90 miles each way from his Waco home, tallying an estimated 912,000 miles. "When there was construction between Waco and Fort Worth, there were days it would take me two hours."

Sisk, who retired in 2007, said he spent about six months at home before deciding he was bored and needed a part-time job.

He now works every other week for a Waco pathology lab, driving to Killeen to pick up biological tissue samples.

“It’s 65 miles each way,” he said, “but now I’m driving a company vehicle.”

This report includes material from the Star-Telegram archives.

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

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article36984897.html#storylink=cpy>

Dead Man's Curve to stay around a bit longer

News Date:

10/5/2015

Outlet:

Dallas Morning News, The

Contact:

BRANDON FORMBY Transportation Writer bformby@dallasnews.com

Dead Man's Curve is getting a temporary reprieve from its pending death sentence. The Texas Department of Transportation is delaying the start of construction to replace the dangerous stretch of U.S. Highway 175.

That curve is how northbound C.F. Hawn drivers connect to S.M. Wright before then connecting to Interstate 45. But a new construction project will directly connect C.F. Hawn to I-45, negating the need for Dead Man's Curve. The second phase of the project will replace S.M. Wright with a street-level boulevard.

TxDOT spokeswoman Michelle Releford said that the new direct connection project is being delayed because land acquisition and utility work is taking longer than expected. So the agency is canceling a contract with Balfour Beatty, which has essentially been waiting to begin construction.

The company could have been earning as much as \$145,000 a month while waiting, but no money has been paid yet. That mutual contract cancellation comes with a severance, but the two sides haven't reached an agreement on an amount yet.

Releford said the agency will re-award the contract early next year and that an opening date will still come in late 2018. TxDOT hasn't yet awarded work on the S.M Wright rebuild, so this isn't expected to affect that portion of the project.

Safety rule threatens North Texas commuter, freight train service

By BRANDON FORMBY Follow @brandonformby bformby@dallasnews.com

Transportation Writer

Published: 12 October 2015 10:54 PM

Updated: 12 October 2015 11:06 PM

Thousands of North Texas commuters who take the TRE or Denton County's A-train could find themselves on buses or looking for other ways to get to work next year if Congress doesn't extend a deadline for new safety technology.

North Texas' three largest transit agencies are among scores of transportation authorities and freight rail providers across the country that don't expect to meet a Dec. 31 deadline to install and use the technology known as positive train control.

An overwhelming majority of agencies, companies and industry associations warn of massive and economically devastating service suspensions if the deadline isn't extended.

"Most transit agencies have been very upfront about it," said Nicole Recker, a spokeswoman for Denton County Transportation Authority. "It's a serious issue."

DCTA is pushing the local delegation to Congress to pass an extension, but the agency is developing backup plans behind the scenes.

Dallas Area Rapid Transit and Fort Worth's the T, which jointly operate the TRE, haven't yet decided whether to suspend TRE service. The commuter rail line carries up to 8,500 passengers between Dallas and Fort Worth each weekday. DART officials on Tuesday will vote to hold a public hearing that is required if they eventually decide to halt TRE service until the technology can be installed.

"If an extension is granted, that really removes the need for the board to take action," said Tim McKay, DART executive vice president of growth and regional development.

The new requirements don't apply to DART's extensive light-rail system.

Positive train control is an extensive safety system that uses GPS satellites, on-board devices, transmitters in rail right-of-way, radio systems and centralized dispatching to

slow or stop trains in the event of operator error or emergency. It is meant to prevent train-to-train collisions, excessive-speed derailments and other potentially fatal incidents.

Congress required the technology with the Rail Safety Improvement Act, passed in 2008 after 25 people were killed when a passenger train and freight train collided in California. Experts and transit officials say that the technology did not exist when the act was passed.

“It’s frankly been more of a concept than an actual program,” said DART spokesman Morgan Lyons.

Since the 2008 passage, companies, railroads and transit agencies have faced technological and bureaucratic challenges. That includes finding ways to make sure positive train control systems communicate with each other. The radio technology used also requires involvement of the Federal Communications Commission.

DART is in negotiations with a vendor to outfit the TRE with the technology.

“Obviously we support positive train control,” McKay said. “But we also think, because of the many challenges, that an extension is something that’s warranted.”

The Senate this year passed a bill that would extend the deadline to the end of 2018. A similar bill was filed in the House last month, but the lower chamber, mired in political chaos as it looks for a new speaker, has yet to act.

Staffers of the House Transportation and Infrastructure Committee could not be reached for comment Monday. Federal Railroad Administration officials also could not be reached.

Last month, a bipartisan group of more than 150 lawmakers urged Republican Speaker John Boehner and House Minority Leader Nancy Pelosi to pass an extension. That included Reps. Kay Granger, R-Fort Worth; Eddie Bernice Johnson, D-Dallas; Jeb Hensarling, R-Dallas; and Marc Veasey, D-Fort Worth.

The Association of American Railroads supports the new technology but is pushing for a decision on an extension by the end of the month.

That way, if an extension isn’t granted, companies can begin preparing for suspensions or delays in how railroads move everything from fuel to grain.

Ed Greenberg, an association spokesman, said companies have to make changes months in advance.

“Railroads just can’t flip a switch in terms of making any service adjustments,” he said.

The association estimates that by the end of this year, the rail industry will have spent more than \$6 billion outfitting locomotives and train tracks with technology needed to make positive train control work. But that amount of money will have only equipped 31 percent of the largest railroad companies’ 22,066 locomotives and 15 percent of the 82,042 track miles that need to be outfitted.

“It’s a very complex system,” Greenberg said.

On Twitter:

@brandonformby

Program pays to sideline old cars

News Date:

10/15/2015

Outlet:

Dallas Morning News, The

Contact:

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For drivers with a car at least 10 years old, or whose car didn't pass the state emissions inspection, now is the time to apply for a \$3,000 to \$3,500 voucher to buy a new vehicle, or up to \$600 for repairs.

Administrators now expect to hand out about 6,000 vouchers for new cars annually in the next two years.

Applicants will have several months to apply for vouchers.

AirCheckTexas' Drive a Clean Machine program seeks to maintain or improve air quality in the Dallas-Fort Worth area, taking vehicles that didn't pass emissions inspection off the streets.

The vouchers are part of a grant earmarked by the Texas Legislature.

Car-replacement coupons can be for up to \$3,500 for hybrids and \$3,000 for regular cars. Assistance for vehicle repair can be for up to \$600.

The program has helped North Texans replace 31,132 cars since 2002, when it was launched.

Vehicles to be replaced must be registered in Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall or Tarrant counties.

Applicants must be registered as the owner and there's no age limit to apply.

"This year it may take longer to spend that money. [The program] is expected to go most of the year. If you plan to apply within the next eight months, you would be good to go," said Amanda Wilson, spokeswoman for AirCheckTexas.

To be eligible, the vehicle must be at least 10 years old or must have failed the state emissions inspection in the last 30 days.

Applicants also must meet income requirements. A family of four earning \$72,750 or less a year can be eligible, as well as a single person with an annual income of \$35,310 or less.

"Our application asks for the total number of household members. Based on that number, we can expect the same amount of income. We understand not all people file their tax returns," said Dora Kelly, air quality operations administrator for AirCheckTexas.

Accepted documents include the latest tax return or W-2 form, check stubs from the last three

months of employment, the latest disability letter or Social Security annual award letter, or a written, signed statement of unemployment.

Processing takes about 10 business days for repairs and 45 business days for replacements.

Owners can buy new cars, SUVs and minivans of model years 2013 through 2016, trucks 2014 through 2016, and Tier 2 Bin 3 or cleaner vehicles like hybrids of 2013 through 2016.

Applicants should not submit their application or income documents by email for security reasons.

IN THE KNOW

Program rules

The application can be found in English and Spanish at NCTCOG.org/airchecktexas and can be faxed at 817-608-2315 or mailed to AirCheckTexas Program, P.O.Box 5888, Arlington, TX76005-5888.

For more information, call 1-800-898-9103 or send an email to airchecktexas@nctcog.org.

Here are the requirements: A vehicle must be 10 years old or older, or must have failed inspection within 30 days of the application day. The car must be registered in Dallas, Collin, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall or Tarrant counties. Income must be under \$35,310 for a single person or \$72,750 for a family of four.

Visit nctcog.org/airchecktexas for an income level chart. The vehicle purchased with the voucher must be 3 years old or newer, or 2 years or newer for pickups.

Paying the price for cheap gas at the pump

Drop in oil and gas revenue nips away state income

\$50-a-barrel oil leaving highway fund short, but there's hope

The real kink in the plan: Sales tax receipts went down

The oil and natural gas slowdown is hitting Texans in the pocketbook.

But even though state revenues will fall \$2.6 billion short of Comptroller Glenn Hegar's original guess, the Legislature's careful budgeting allowed enough leeway in the \$209 billion budget to make up the difference.

Hegar predicted oil prices in the \$65-\$70 range, but the current price barely pushes \$50.

The surprise is a drop in sales taxes. In June and August, sales tax revenue failed to exceed the previous year, the first declines since April 2010.

Texas still has plenty of money for the 2016-2017 biennium (the Legislature meets and writes the budget every two years). The sharpest effect will be on the highway fund, which will fall \$600 million short of expected oil and gas revenues in 2017, with a chance to recover some in 2018 if voters approve Proposition 7 on Nov. 3.

The "rainy-day fund" state piggybank will climb to a best-ever \$10 billion, but budget writers had hoped for \$11 billion.

In his first term, Hegar is taking some flak over oil and gas projections. He said [just two months ago](#) that predictions would hold and cheaper gasoline prices might help consumer spending.

It's not working out that way, but there is no reason to panic or point fingers.

Read more here: <http://www.star-telegram.com/opinion/editorials/article39217251.html#storylink=cpy>

TAPS board of directors discusses service, budget cuts

Posted: Thursday, October 22, 2015 5:08 pm | *Updated: 12:11 pm, Wed Nov 4, 2015.*

Garrett Cook, gcook@starlocalmedia.com | [0 comments](#)

- Posted on Oct 22, 2015

TAPS Public Transit board members and local officials are scrambling to build a new management model and pay back loans after mismanagement of funds led to a financial crisis for the non-profit public transportation agency.

“Today, we find ourselves in a unique place. We are no longer financially capable of continuing services without dramatic changes,” TAPS Interim CEO Tim Patton said at a board meeting on Wednesday in Sherman. “The proposed changes you see today will impact many people.”

The board of directors met Wednesday to discuss the drastic measures they will have to take to keep the only public transportation service in the Texoma region operational. TAPS also serves Collin County residents in cities like McKinney, Allen and Frisco who depend on the service to get them to work or doctor appointments.

Based on discussions at Wednesday’s board meeting, TAPS will have to choose from one of two modes of service moving forward: fixed route, or demand response. While demand response is less expensive at an average trip cost of \$30, compared to \$50 for fixed route, board members said it is a less efficient way to provide service with a limited ridership capacity. Demand response service could also be limited to the elderly and disabled, whereas fixed route service is open to the general public.

With a yearly operating budget of \$640,491, compared to a \$768,589 budget for demand response service, fixed route is the more economical option, though it doesn’t go everywhere patrons need it to go. When McKinney Councilman Randy Pogue asked whether a hybrid service of fixed route and demand response was possible, Patton responded that it is possible, but not under the current budget.

Proposed recommendations for service modifications include cuts to McKinney weekend services; a reduction in McKinney fixed route operation hours; demand response for Grayson College students and reductions in hours for TAPS’ call center and dispatch operations. The total savings are estimated at \$3.3 million.

The board is looking to make changes that would slash its weekly operating budget from \$208,376 to \$72,424.

For the many rural residents that depend on TAPS to get them to major hubs like Sherman, Denison and Bonham, the board discussed establishing a feeder route that would act as a mechanism to connect Grayson, Cooke, Fannin and Collin counties with routes running on a fixed schedule. This new system could go into effect as soon as Nov. 1, the board said.

There was an urgent tone throughout discussions as board members stressed that action must be taken soon or the agency will have to fold. The board said the proposed changes to its budget and service could go into effect by Dec. 1. But some board members feel it's possible that could be too late.

“Why are we waiting six weeks to put these things in action?” said Bill Magers, Grayson County judge and vice chairman of the TAPS board of directors. “We’re broke. The only reason we’re in business is because of the government. We’re bleeding and we’re not going to be a sustainable organization unless we move now.”

TAPS has relied on loans from area vendors, the IRS and its management company to remain operational during their financial crisis. The agency is more than \$4 million in debt to lenders.

Chris Hill, chairman of the TAPS board and Collin County commissioner, said the board will write a letter to TxDot to request emergency financial assistance to keep the agency in business.

The board adopted a resolution at Wednesday’s meeting to resolve its debts over the next 24 months.

Texas 360 expansion project to proceed as toll road with budget of \$330 million

TxDOT will expand the highway from Arlington to Mansfield Initially there will be two toll lanes in each direction with frontage roads Many intersections will include bridges over the highway

BY DUSTIN L. DANGLI ddangli@star-telegram.com

GRAND PRAIRIE

A key piece of the mobility puzzle for southern Tarrant County is finally being put in place.

Officials with a slew of transportation and government agencies broke ground Wednesday in Grand Prairie for the expansion of Texas 360 from south Arlington to Mansfield, a key north-south route that has long been a traffic bottleneck.

Texas 360 is a multi-lane freeway that stretches from Grapevine south to Arlington, but it tapers off to frontage roads as it passes Green Oaks Boulevard in south Arlington and Grand Prairie.

Mansfield Mayor David Cook said that during rush hour Texas 360 is referred to as a “parking lot” but said this project will change that — and much more.

“This gives us an opportunity to get citizens in and out of traffic, provide a better driving experience and a lot of economic development opportunities,” Cook said.

Here are five things you need to know about the project:

1.

Construction crews will begin work on the \$330 million project this month or in early November with a goal of substantial completion late 2017. The project is a partnership among the Texas Department of Transportation, the Regional Transportation Commission and the North Texas Tollway Authority. Under the agreement, TxDOT will finance the project and the NTTA will repay the loan over 35 years from tolls paid on expanded roadway.

2.

The 9.7-mile reconstruction project stretches from Green Oaks Boulevard in Arlington to U.S. 287 in Mansfield. Initially the highway will have two northbound and southbound toll lanes, and frontage roads that will remain free.

It is separate from the project to rebuild the Interstate 30 interchange with Texas 360, which currently passes over I-30 and does not connect directly to it.

3.

More than 52,000 drivers use the portion of road that is being expanded. Traffic projections show that by 2030 there will be 174,000 drivers daily on Texas 360 south of Interstate 20.

4.

Six intersections will have bridges over Texas 360, at Sublett Road/ Camp Wisdom Road, Lynn Creek Parkway, Debbie Lane/Ragland Road, Holland Road, East Broad Street and Heritage Parkway.

5.

The project is a partnership involving TxDOT; NTTA; North Central Texas Council of Governments; Ellis, Johnson and Tarrant counties; and the cities of Arlington, Grand Prairie and Mansfield. Lane-Abrams Joint Venture was selected to design-build the project.

"The partnership that exists in this part of Tarrant County is remarkable," Arlington Mayor Jeff Williams said.

*Dustin L. Dangli, 817-390-7770 [**Twitter: @dustindangli**](https://twitter.com/dustindangli)*

Ad push to tout cycling safety

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CLAIRE Z. CARDONA Staff Writer ccardona@dallasnews.com

There's not much 26-year-old bicyclist Deb Culbertson could have done to avoid the crash that injured her last month.

But area transportation officials hope new efforts to raise awareness of riders can help prevent similar accidents.

Culbertson had waited for traffic to stop for a red light at a crossing on the Santa Fe trail in Old East Dallas.

But a car that arrived after she started to cross didn't stop until it struck her.

"I was so close to being home, it's a familiar ride, I ride it every day, I always wear my helmet," she said. "And I'm safe; I follow the traffic laws. But in this case that didn't help me."

The driver, John Cullins, was jailed on charges of driving while intoxicated and intoxication assault with a vehicle causing severe bodily injury. His attorney has declined to comment on the Sept. 9 crash.

Culbertson suffered a serious concussion and neck and leg injuries. Her recovery is expected to take several weeks and require physical therapy.

The accident happened as the North Central Texas Council of Governments was working on the Look Out Texans program to improve traffic safety.

Between 2010 and 2014, there were 263 fatal and 4,066 nonfatal bicycle and pedestrian accidents involving motor vehicles in Dallas County, according to the Texas Department of Transportation.

After a bicyclist struck and killed a pedestrian on the Katy Trail in 2010, the city of Dallas began planning a safety campaign. The council of governments decided the effort should be areawide.

The program, which is financed from a \$700,000 grant from the Regional Transportation Council, will get a strong push through 2016.

Program manager Karla Weaver said the campaign will provide safety tips for cyclists, pedestrians and drivers and will include stories from North Texans who bike as a means of transportation.

The campaign will include billboards and bus and radio advertising and will direct people to

LookOutTexans .org, said Jeremy Williams, a transportation planner with the council of governments.

Culbertson says that education is crucial to prevent accidents like hers - and that bicyclists, too, must raise their awareness.

"You have to make the decisions that are safest for you, the decisions that are going to make a driver more aware of you," she said. "The cyclist is always the one who has to work harder than the driver in doing what's safest."

American Dream City Under construction

By The Editorial Board

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Arlington has branded itself “The American Dream City.”

The motto was adopted last year, but a new city leader is keeping the dream alive.

For Mayor Jeff Williams, who took the helm of the rapidly expanding city in May, that dream requires a lot of shovels, dirt and asphalt.

Indeed, between all the commercial development underway and an aggressive road repair program, Arlington is very much under construction.

This month, developers will break ground on a mixed-use complex in the city’s downtown. High-end apartments, retail businesses, restaurants and a gym are expected to occupy the 101 Center — its tentative name.

An 80,000 square-foot library, to replace one recently razed, is scheduled for a February groundbreaking and an October 2017 completion.

But if Arlingtonians are expected to drive someplace new, they will need reliable roads.

Perhaps that’s why during his State of the City address at a Chamber of Commerce luncheon this week, Williams emphasized improving city streets, which includes filling 10,000 potholes this year.

And thanks to a smartphone app the city is developing, residents will soon be able to send the city not just a note about a needed road repair, but a photo to go along with it.

Maintenance is only part of Arlington’s effort to improve infrastructure. A citywide surge of construction projects is under way.

According the city's website, by the end of 2016 Arlington will have \$83.4 million worth of capital street improvements progress.

Just this week, Williams joined other regional leaders in breaking ground on the \$330 million Texas 360 South project, a joint venture of TxDOT, NTTA, the North Central Texas Council of Governments and several cities and counties.

The construction of a new four-lane toll road should help ease congestion in and around Arlington, Grand Prairie and Mansfield.

Road reconstruction spurs new development. The tollway is expected to attract even more business.

Arlington should expect to be under construction for a while — and building dreams in the process.

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EDITORIALS

Read more here: <http://www.star-telegram.com/opinion/editorials/article41245080.html#storylink=cpy>

TAPS operations employees get delayed paychecks today
By media release
Oct 27, 2015

TAPS Public Transit officials are delivering paychecks today to operations employees who did not get paid on time last Friday. 153 employees across the transportation agency's service area will all have checks in their hands by end of today.

TAPS missed payroll for hourly employees last Friday, including drivers, call center agents and maintenance crews.

Given the option to come to work or take a furlough day, all but 5 employees showed up for their regular shifts. Those 5 all had contacted their supervisors in advance. There were zero "no shows."

Tim Patton, TAPS CEO and executive director, said help from North Central Texas Council of Governments made the difference.

"By expediting payments for invoices we submitted to NCTCOG, we were able to cover the missed payroll," Patton explained.

TAPS Public Transit is a public transportation agency serving 7 counties in North Texas, including Clay, Collin, Cooke, Fannin, Grayson, Montague and Wise. TAPS Access, an operating unit of TAPS Public Transit, provides non-emergency medical transportation under contract to the State of Texas Health and Human Service Commission, to 16 counties in North Texas.

Trinity Parkway will get citizen oversight after all



Brandon Formby Follow @brandonformby Email
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October 30, 2015, 2:28 p.m.

Dallas Mayor Mike Rawlings said Friday that a committee of residents will review the re-imagining of Trinity Parkway's first phase of construction, days after *DallasNews.com* began asking why such a committee was never created.

City planner Larry Beasley, who led a team of experts that suggested several dramatic changes to the riverside toll road, told council members in April that citizens should oversee the implementation of the group's recommendations. The goal: prevent engineering and bureaucracy from letting a new vision for the initial version of the road grow back into the unpopular large-scale version federal officials approved.

Yet on Sunday, Rawlings said that there was never a recommendation for a group of residents to oversee the city's attempts to scale back the road's size. He said oversight was recommended, but that the City Council's transportation committee would provide that function.

"If the transportation committee wants to get public input, they can," he said.

So what changed? *DallasNews.com* sent mayor spokesman Scott Goldstein a transcript of Beasley's April remarks on Wednesday.

Rawlings said that of all the myriad comments made at the April meeting — which at points devolved into an all-out war over parliamentary procedure that left council members and city staffers scrambling to keep up — he had forgotten Beasley's recommendation for a residents committee.

"I was just wrong," Rawlings said Friday.

The day after he reviewed the transcript, Rawlings publicly mentioned a new Trinity Parkway-related committee during an annual "state of downtown" speech. But the

committee's mission and make-up was left unclear. Rawlings said at the event that the new "advisory committee" would "study the work of citizens to make sure there's not this mission creep."

Rawlings on Friday clarified his intent in an interview and said the committee would be made up of residents who would review the work of a separate task force that is trying to figure out what recommended changes can be implemented into the project.

"I don't want hired hands on that [citizens] committee," he said.

Council member Sandy Greyson, a longtime opponent of the large-scale version of Trinity Parkway, and former North Texas Tollway Authority chairman Jere Thompson, a longtime supporter of the toll road, will oversee both the technical and citizen committees.

DallasNews.com asked Rawlings about a residents committee this weekend while reporting that a key design recommendation to meander Trinity Parkway is so far not matching up to renderings shown to the public earlier this year. But Wylie H. Dallas, an anonymous *D Magazine* City Hall blogger who writes under a pseudonym, publicly posed the same question about a residents committee last month. Dallas' blog post included a link to the same Beasley transcript *DallasNews.com* sent Goldstein this week.

While it is still unknown what design changes can be made to the initial phase of Trinity Parkway, federal officials expect the city to eventually build the large-scale version that many people oppose. Federal officials approved that large-scale version — and city officials championed it — based on its portrayal as a way to relieve traffic on nearby highways. But traffic estimates show that the large-scale version will only nominally reduce traffic in some areas while dramatically increasing congestion in others.

Editorial: Props 1 and 7 pass, but funding challenges remain

Published: 03 November 2015 10:16 PM

Updated: 03 November 2015 10:27 PM

High property taxes hurt the competitiveness of cities, neighborhoods and states. The same is true if roads can't handle the traffic carrying workers to jobs and goods to market.

Texas voters stepped up Tuesday to approve all seven statewide ballot propositions, but none more important than voting themselves a long-overdue increase in their homestead exemption from school district taxes and approving a dedicated stream of new dollars for the state's roads.

These constitutional changes are down payments on Texas' future competitiveness, although heavy lifting remains for comprehensive school finance, property tax reform and the state's transportation needs.

Approving Proposition 1 gives school district taxpayers a bit of financial breathing room on the taxes that are the backbone of the state's school financing system. The homestead exemption from school taxes climbs from \$15,000 to \$25,000 for most eligible homeowners and from \$25,000 to \$35,000 for elderly and disabled Texans, the first such increases since 1997. School district taxpayers would save about \$125 a year, no small amount, and the state will reimburse \$1.2 billion to school districts to offset the impact of the property tax break on local budgets.

But even as every little bit helps, the Legislature and voters still await the outcome of the Texas Supreme Court's review of a district court ruling that effectively struck down the state's school finance system as unconstitutionally inadequate and illegal. The Supreme Court ruling, expected early next year, means that lawmakers still must come up with fixes that comply with that decision and simultaneously keep Texas competitive.

Passing Proposition 7 is an even bigger win for the state's long-term economic viability, building from another voter-approved constitutional change last year that directed a portion of energy production taxes to help replenish the depleted state highway fund.

Now, Proposition 7 establishes two dedicated sources of state dollars for Texas roads, without raising taxes. The measure taps 35 percent of all motor vehicle sales and rental taxes in excess of \$5 billion, along with \$2.5 billion a year from state general tax revenue in excess of \$28 billion, for road construction and maintenance. That adds up to around \$3 billion a year, and more if the economy stays strong.

These dedicated revenue streams are the right solutions. Annual road costs are running into the billions of dollars, and payments on debt for transportation needs now exceed expenditures for new construction. Borrowing more or tolling aren't viable long-term answers; hiking the gasoline tax, while logical, presents significant political problems. Adjusted for inflation, the 20-cent-per-gallon tax, unchanged since 1991, is worth a mere 9.2 cents per gallon today.

Texas is still playing catch-up on roads, education funding and property tax reform. Voter approval of Propositions 1 and 7 helps narrow the gap.

How two propositions help Texas

PROPOSITION 1

Gives school district taxpayers a bit of a financial break on the taxes that are the backbone of the state's school financing system.

School district taxpayers would save about \$125 a year.

The state will reimburse \$1.2 billion to school districts to offset the impact of the property tax break.

PROPOSITION 7

Establishes two dedicated sources of state dollars for Texas roads, without raising taxes.

Provides around \$3 billion a year, and more if the economy stays strong.

Builds from another voter-approved constitutional change last year that directed a portion of energy production taxes to help replenish the depleted state highway fund.

-DMN

Editorial: Why a citizen oversight panel is so important to the Trinity Parkway

Published: 04 November 2015 12:02 PM

Updated: 04 November 2015 12:14 PM

Years of icy debates over a roadway between the Trinity River levees seemed to thaw in April: The Beasley plan, a compromise developed by a dream team of urban designers, looked like an idea most of the city could rally around.

However, one of the biggest remaining stumbling blocks was trust: How could proponents of a smaller, meandering parkway be sure that this compromise design wouldn't once again morph into a large-scale freeway?

Thankfully, they got some — albeit belated — reassurance last week from Mayor Mike Rawlings. The mayor announced the formation of a committee of residents to oversee the reimagining of the Trinity Parkway's first phase of construction.

A citizen oversight panel had been an original recommendation of April's Beasley plan — named for city planner Larry Beasley, who led the redesign dream team. The idea was to ensure that the process had “a conscience that is ‘of the people.’”

Dallas Mayor Mike Rawlings points to numerous town hall meetings as evidence that the Beasley plan has allowed for much citizen input. But six months after the plan was unveiled, the citizen oversight committee was nowhere to be found. And when Rawlings was questioned about the absence, he said the recommendations didn't include the committee.

Last week, he corrected that error. “I was just wrong,” he said.

That was a smart move. At this point, momentum on the long-stalled Trinity project requires restoring public trust. Rawlings said it himself: There have been “years of delays and empty promises.”

Getting beyond that requires transparency and public involvement. Otherwise, we can expect pitched battles over the Trinity to continue.

So getting the citizen oversight panel in place is a step in the right direction, as is Rawlings' selection of leadership. He asked council member Sandy Greyson, a longtime opponent of the large-scale version of the Trinity Parkway, and former North Texas Tollway Authority chairman Jere Thompson, a longtime supporter of the traffic-relieving toll road, to oversee the citizen panel, as well as a technical committee. It will be important to keep that kind of mix in mind as residents are selected for the panel, as well.

One thing all of Dallas can be certain of: Watchdogs are hanging on every step of this process. That will help ensure accountability as the project moves forward. But it also means that any perceived misstep or omission of details can be seized on by critics looking to derail the plan.

And, after being stuck in neutral for years, the Trinity Parkway project still has a long way to go. For any road along the river to see the light of day, the city needs to keep residents involved every step of the way. A citizen oversight panel is just the start.

TAPS Public Transit makes final push to hear from riders before finalizing service cuts



Valerie Wigglesworth Follow @vlwigg Email

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Published: October 30, 2015 12:56 pm

1 Comment

TAPS Public Transit interim CEO and executive director Tim Patton talks about the agency's financial problems at a meeting Thursday in McKinney. (Valerie Wigglesworth/The Dallas Morning News)

TAPS Public Transit has one more public hearing scheduled before it announces the next round of service cuts.

Officials at the transit agency say they want to hear from those who will be affected by the significant reductions in service that are planned so that the agency can get its finances in order. Comments are also being accepted online through Saturday.

Mismanagement and overspending are being blamed for the agency's financial crisis. Money troubles have also forced the agency to take more than half of its vehicle fleet out of service because it is unable to pay for repairs. The vehicle shortage has compounded its service problems.

At a board meeting last week, the agency discussed a financial plan that called for reducing weekly operating costs in its seven-county area to about a third of what it provides now, from \$208,376 to \$72,424.

Already, TAPS has put a cap on its on-demand rides offered in each county. In Collin County, TAPS hit a peak of nearly 900 on-demand rides a day several months ago. The cap is now 300 rides per day. And the curb-to-curb rides now often have to be scheduled as many as five weeks in advance. Weekend bus service in McKinney ends

this Sunday, upsetting some riders who rely on TAPS to get to church or the grocery store. The TAPS airport shuttle service has been canceled as has a special commuter route from Decatur to Rhome to Fort Worth. More cuts are coming.

About 100 people packed into the McKinney City Council chambers on Thursday night to voice their concerns. ([Click here for the news story](#)). They want to know what bus service will remain and when the next round of service reductions will start. TAPS officials are working with the city of McKinney to determine what services will be offered with the limited dollars they have. Interim CEO and executive director Tim Patton said the agency hopes to move quickly on a final plan. The sooner it cuts services, the sooner it can put a halt to spending beyond its means.

But so far, few answers are available for the many residents who depend on the bus service to get to work, to shops or to medical appointments.

In the meantime, bus rider Tracy Thomson is taking matters into her own hands. She hopes to organize an advisory council made up of residents who can help inform the agency about its riders and communicate better with them. Anyone interested in her effort should email her at tracylthomson@outlook.com.

The final public hearing is at 11 a.m. Monday at Grayson College, Center for Workplace Learning, 6101 Grayson Drive in Denison. People can also submit comments online through 11:59 p.m. Saturday at www.tapsbus.com. The next board meeting is Nov. 13.

Related stories:

Texas high-speed rail moves into pre-construction phase

Dallas — Texas Central Partners, a private group backing a high-speed rail line between Dallas and Houston, announced an agreement with Dallas to Houston Constructors (DHC), a joint venture between Archer Western Construction and Ferrovia Agroman US Corp. (FAUS), that will provide work valued by Texas Central at \$130 million.

Texas Central said it initially heard from more than a dozen of the world's largest design-build construction firms, a reflection of the increasing interest in developing and building the nation's first true high-speed rail project along a 240-mile corridor in Texas. The selected firms demonstrated technical expertise in the design, construction and maintenance of high-speed rail, a history of results unparalleled in rail operations and significant construction experience in Texas.

The agreement marks a key step in advancing the proposed high-speed passenger train between North Texas and Houston and underscores the attention the project is attracting from companies interested in having a role in its development, Texas Central said.

Combined with the \$75 million in capital raised from private, Texas-based investors previously announced in July, DHC's in-kind commitment means Texas Central has secured more than \$200 million in capital and work product. That's halfway to the approximately \$400 million needed to be committed to the project before moving onto the final construction phase.

DHC has no equity or ownership stake in the project and will not be involved in land acquisition. Its work will be focused on engineering, cost-estimation, and construction-related activities and not as the project's developer.

DHC will focus on hiring other Texas talent to complete the design and engineering, emphasizing its work with small businesses and minority, women and veteran-owned companies.

Archer Western has subcontracted more \$750 million to D/M/WBE firms in Texas. They were also awarded DART's First Annual Diversity Award for its excellence in small and minority firm inclusion.

FAUS has received numerous awards for its partnerships with small and minority-owned businesses, including Texas Department of Transportation's Office of Civil Rights Small Business Advocacy Award in 2013. It has met or exceeded Disadvantaged Business Enterprise goals on its Texas projects, with more than \$500 million DBE subcontract in recent years.

For more information, visit www.texascentral.com.

Voters OK Constitutional Amendments: What It Means For Texas

By CHRISTOPHER CONNELLY

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Texans voted overwhelmingly in favor of all seven constitutional amendments on the ballot Tuesday.

The seven items had little in the way of organized opposition. Some, like Proposition 1, did see a push from proponents. That measure gives homeowners an added property tax break – an average of around \$125 a year. It also forbids the state from taxing property sales, something the majority of states already do.

Its approval is a win for Scott Kesner. He's the chairman of the Texas Association of Realtors. "I think it shows that property owners in Texas definitely want some kind of tax relief," Kesner said.

Kesner says as property values have gone up across Texas, so has the amount of property taxes people have to pay.

But Steven Poole says he just hopes the Texas Legislature will make good on its promise use state funds to make up the projected \$600 million loss for the state's school districts. Poole is the head of the United Educators Association, which represents more than 23,000 public school employees in North Texas.

"Every two years they adopt a budget and we saw them slash the education budget several years ago," Poole said. "So we're lucky that Texas has a strong economy now, but that strong economy we can't always bank on for the future."

For the next year, though, the money has already been budgeted.

Dedicating taxes to roads and bridges

The other amendment with an organized "yes" campaign cordons off a portion of sales taxes to fund road and bridge building and maintenance.

Gov. Greg Abbott supported Proposition 7. So did State Sen. Robert Nichols of East Texas.

"We've known for 18 years that our method for funding transportation has been inadequate," Nichols said.

Nichols says it takes years of planning and work before shovels can break ground on new road projects. But declining gas tax revenues and gridlock in Washington make infrastructure funds unreliable. He says the \$3 billion a year that Proposition 7 will eventually make available to build roads be a big step toward meeting the state's growing transportation needs -- at least the road part.

Other amendments: raffles, hunting and more

Texas Christian University political scientist Jim Riddlesperger says transportation questions are rarely partisan.

“If Texas is going to attract tourism, if Texas is going to attract businesses, if we’re going to be competitive with other states, we simply have to have better infrastructure for transportation,” he said.

In addition to infrastructure funding and property tax cuts, voters broadened tax relief to surviving spouses of disabled veterans, loosened rules on charity raffles and road privatization, and gave some state officials the right to move out of Austin.

Texans also now have the constitutional right to hunt and fish.

Mundane matters? Sure, says Riddlesperger. But that’s the way our state government is set up.

“Because the constitution is so limited and limits government in so many way, we have to amend this constitution a half dozen times every two years just to do the business of the state,” he said.

Election Results

Proposition 1 -- increases homestead exemption for school districts from \$15,000 to \$25,000

For: 86 percent

Against: 14 percent

Proposition 2 -- allows spouses of disabled veterans who died before 2010 to be eligible for 100 percent property tax exemptions

For: 91 percent

Against: 9 percent

Proposition 3 -- repeals requirement that certain elected officials must live in Austin

For: 66 percent

Against: 34 percent

Proposition 4 -- permits professional sports team charitable foundations to conduct raffles

For: 69 percent

Against: 31 percent

Proposition 5 -- authorizes certain counties to construct and maintain private roads

For: 83 percent

Against: 17 percent

Proposition 6 -- recognizes the right for people to hunt and fish

For: 81 percent

Against: 19 percent

Proposition 7 -- dedicates certain taxes to the state highway fund

For: 83 percent

Against: 17 percent

Photo: [CristinaMuraca/Shutterstock.com](https://www.shutterstock.com)

Is I-635 East going to be tolled just for the Regional Transportation Council to create a slush fund?

By Senator Bob Hall

Un-elected bureaucrats at the Regional Transportation Council (RTC) are attempting to coerce local elected officials into a tolled outcome on parts of Interstate-635 (from at least US-75 to Miller Road, if not all the way to I-30). The project is referred to as the LBJ East Managed Lane Project, where the term '*managed lane*' brings with it Texas-sized baggage. Managed lanes are typically toll lanes that feature variable pricing based on the level of congestion in the lanes, also known as 'congestion tolling.' Such lanes come with a speed guarantee, like 50 MPH, and if it's deemed there are too many cars using the lanes and the speed drops below the guaranteed 50 MPH, the toll goes up to deliberately keep cars out of the lanes. If they don't, then the toll concession operator has to refund the toll fee. Well, trust me, they're not going to let that happen. That refund was supposed to go back to the driver but the RTC has a different plan for how they will use that money.

RTC leadership saw this as an opportunity to create their own little slush fund they can later use to manipulate elected officials into accepting tolls in order to get projects done. The higher the demand, the higher the charge so commuters pay a premium to drive during peak hours. No elected officials have any oversight over the toll rates or how high they could potentially go. It's truly taxation without representation.

Managed lanes bring the California model to Texas. California made a deliberate choice not to expand anymore highways and instead try to change drivers' behavior by creating road scarcity. If you're stuck in traffic, they tell you to go get in a carpool, a bus, or pay a toll. Managed lanes allow HOV and transit riders a free or discounted ride as an incentive to ditch your car. Managed lanes California-ize Texas and represent a big government takeover of your personal liberties through manipulation, if not outright coercion.

For example, currently there are 5 free lanes each direction and one of those lanes is an HOV lane. The RTC and Texas Department of Transportation (TXDoT) borrowed a page from the Saul Alinsky *Rules for Radicals* playbook to ratchet-up the pain factor for commuters on LBJ East by closing the HOV lanes. This closure is designed to make the public capitulate to toll lanes managed by a private corporation; just like LBJ West which will be under the control of Spain-based Cintra for the next 50 years and possibly indefinitely. One guess as to which company is pushing to force the extension of toll managed lanes to LBJ East - Cintra.

Despite a throng of elected officials in the corridor opposing tolls, and the data clearly indicating that the road is not toll viable, the RTC continues to insist that at least one-third of the project must remain tolled (from US 75 to Miller Rd., which is 3 miles). The RTC claims the three-mile tolled stretch can fetch \$500 million cash if it's handed to a private corporation, yet the TxDOT numbers show that the most that could be collected, if you toll the whole 11 miles between I-75 and I-30, is \$300 million.

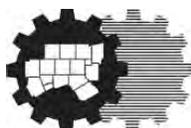
When they re-open the HOV lane, it'll be a managed toll lane, too. Studies also show they won't be able to keep the speed guarantees because it'll still be congested, therefore tolls will

necessarily skyrocket, and significantly, so fees will have to be refunded. But the refund will not go back to the drivers, it will go into the RTC slush fund where there is no oversight or accountability as to how the money is appropriated. Cintra's contract on LBJ West can exceed 83 cents a mile. At that rate, the cost to commute in just the LBJ West corridor could top \$20/day.

A Cintra representative outed the master plan behind tolling at the Tribune Festival just weeks ago, by admitting that if tolls are taken off the managed lanes, too many people will use the lanes. Then they can't profit from congestion. It's an insidious scheme that Texans can't afford. We're being forced into paying tolls by those who are not elected to represent you. I encourage you to join me in attending any and all public meetings relating to such toll projects. Texans need to engage in a taxpayer revolt to protect their free access to their public highways and wrest control away from the bureaucrats, the private toll operators.

We cannot afford the out-of-control and unwarranted expansion of toll roads by unelected bureaucrats. Building and operating a toll road cost the Texas driver/taxpayer approximately 3 to 4 times as much money as would a non-tolled highway with the same vehicle lane capacity. And in today's dollars, it is costing a worker who must use a toll road daily just to go to work and back home, a working-life cost of over \$135,000 per breadwinner. That is taking a home or 3 college educations away from that family just so the breadwinner can simply drive to and from work.

Texans have made it clear they want "free ways" and not "toll roads". During the 2015 legislative session, I proposed a transportation funding concept that would reduce the cost and allow for the construction of new highways without the double taxation we now have with toll roads. Our bill offered a new form of funding for highways that use the increased sales tax revenue from the economic growth that is stimulated by the expansion and enhancement of the new transportation corridor. Financing for the project has been dubbed an "Expiring Revenue Enhancement" that uses the incremental increase in sales tax along the new highway to pay the bond used to build the new road. Once the road construction bond is paid off, the sales tax revenue reverts to the state and communities. While our bill did receive a committee hearing, it was not allowed a vote in the committee. However, now many legislators are showing support for this concept and our Lt. Governor has made it an interim study and we expect to have a very compelling bill to end the tolling of roads in Texas for the next session.



North Central Texas
Council of Governments

PRESS RELEASE

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AirCheckTexas Accepting Vehicle Replacement Applications

Legislature restores full funding to popular emissions-reduction program

Oct. 12, 2015 (Arlington, Texas) – The AirCheckTexas Drive a Clean Machine Program has begun accepting applications for replacement vouchers after the Texas Legislature restored full funding to what has become one of the most successful air quality programs in Dallas-Fort Worth.

Administered locally by the North Central Texas Council of Governments, AirCheckTexas provides qualifying motorists vouchers worth up to \$3,000 toward vehicle replacement (\$3,500 for hybrids and some other fuel-efficient models) or repair vouchers of up to \$600.

The program will receive \$22 million per year over the next two fiscal years. The additional funding is anticipated to allow NCTCOG to provide vouchers for the replacement of approximately 6,000 vehicles.

Since 2011, when the Legislature reduced AirCheckTexas' funding as it sought to balance the budget, the program has offered a limited number of replacement vouchers each year while remaining open year-round for repair requests. In fiscal year 2015, 547 vehicles were replaced with the help of AirCheckTexas vouchers, pushing the total to 31,132 replacements since the program began in 2002.

North Texans whose vehicles have failed the emissions portion of the state inspection in the past 30 days or are at least 10 years old are encouraged to apply for assistance if they meet the income criteria. Vehicles must be registered in one of the participating counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall or Tarrant). A family of four earning \$72,750 or less per year may receive assistance. A full list of requirements, including additional household income criteria, is available at NCTCOG.org/airchecktexas.

“The AirCheckTexas Drive a Clean Machine Program has been an integral tool in our ongoing effort to improve air quality for more than a decade,” AirCheckTexas Program Administrator Dora Kelly said. “Not only has it assisted thousands of hard working North Texans repair or replace their vehicles, but the air quality benefits to the region will help us all to breathe cleaner. We are pleased the Legislature restored full funding to AirCheckTexas, and we look forward to many more years of this vital program.”

Applications and income documentation for all adults in the household must be submitted by fax, 817-608-2315, or mail. Assistance through this application-based program is offered on a first-come, first-served basis.

Mailing address:

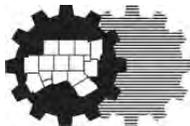
AirCheckTexas Program
P.O. Box 5888
Arlington, TX 76005-5888

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit NCTCOG.org/trans.

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North Central Texas
Council of Governments

PRESS RELEASE

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Mobility 2040, Unified Planning Work Program to be Discussed Oct. 12-15

North Texans can provide input on transportation recommendations at public meetings, online

Oct. 8, 2015 (Arlington, Texas) – Development of Mobility 2040, Unified Planning Work Program (UPWP) modifications and the AirCheckTexas Program relaunch will be discussed during public meetings on Oct. 12 in Dallas, Oct. 14 in Arlington and Oct. 15 in Fort Worth.

NCTCOG is developing Mobility 2040, the next long-range transportation plan, and will present an overview of projects submitted for consideration in the plan, prioritization criteria and funding alternatives. NCTCOG is required to maintain a long-range transportation plan that defines a blueprint for the region’s multimodal transportation system during the next 20-plus years.

The Fiscal Year 2016 and Fiscal Year 2017 UPWP for regional transportation planning provides a summary of the transportation and air quality planning tasks to be conducted by the metropolitan planning organization. Proposed changes to the UPWP will be presented for review and comment.

In addition, staff will present information on the AirCheckTexas relaunch. The 84th Texas Legislature restored full funding for the program, providing approximately \$87 million for Fiscal Year 2016 and Fiscal Year 2017. AirCheckTexas is designed to help vehicle owners comply with vehicle emissions standards by offering financial incentives to repair or replace vehicles.

Following the meeting on Oct. 14, a video recording of the discussion will be posted at www.nctcog.org/input.

| Public Meeting Details | | |
|---|--|---|
| <p>Monday, Oct. 12 6:30 p.m. Hampton-Illinois Branch Library 2951 South Hampton Road Dallas, TX 75224</p> | <p>Wednesday, Oct. 14 2:30 p.m. North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011</p> | <p>Thursday, Oct. 15 6:30 p.m. Fort Worth Intermodal Transportation Center 1001 Jones Street Fort Worth, TX 76102</p> |

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16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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DRAFT

MTP Policy Bundle: Voluntary Measures

| Action | AREA | NAME | POLICY | AGENCIES TO ADOPT OR IMPLEMENT | | | | | | |
|--|--------------------------|--------------------------|---|--|----------|-------|------|------------------|------|---|
| | | | | CITIES | COUNTIES | TXDOT | NTTA | TRANSIT AGENCIES | ISDs | |
| Existing Policy Tied to Funding | | | | | | | | | | |
| 1 | Governing Body Approval | AIR QUALITY | Clean Fleet | Required for clean fleet funding as contained in RTC Resolution R14-10 . Establish a framework for reducing emissions, reducing fuel consumption, partnering with NCTCOG/DFW Clean Cities, and training staff. | X | X | X | X | X | X |
| Proposed Policies for Bundling | | | | | | | | | | |
| 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 | Integration | Integrate all traffic operations systems between public sector entities, including sharing of data and video. | X | | X | X | X | |
| 5 | 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 | |
| 6 | 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 |
| 7 | 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 |
| 8 | Governing Body Approval | SAFETY | Traffic Incident Management | Require a comprehensive, coordinated, interagency approach to traffic incident management in the North Texas region modeled after RTC Resolution R08-10 . 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 | | |
| 9 | Governing Body Approval | SUSTAINABLE DEVELOPMENT | Urban Land-Use Strategies | 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. | X | X | | | | |
| 10 | Governing Body Approval | SUSTAINABLE DEVELOPMENT | Rural Land-Use Strategies | Develop strategies to protect rural land use and reduce suburban sprawl. | 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 | State 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 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 RTC Resolution R08-03 , 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 | |
| Total | | | | | 20 | 17 | 11 | 6 | 9 | 7 |
| Need 50% of eligible policies | | | | | 10 | 8 | 5 | 3 | 4 | 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.



HB 20 – Initial Report

Revenue Projections

Funding Categories & Allocations

Performance-Based Decision Making

Legislative Report – September 1, 2015

Introduction

The Texas Department of Transportation (TxDOT) is privileged to work with the House and Senate Select Committees on Transportation Planning, its stakeholders and customers to provide information and analysis to aid in the development of a performance-based planning and programming process as required by HB 20. TxDOT's mission is to work with others to provide safe and reliable transportation solutions for Texas. The Department views the reporting requirements of HB 20 as an opportunity to work with the legislature to better achieve its goals of maintaining a safe transportation system, providing relief from congestion and connecting Texas communities.

The timing of this collaborative process is critical. Over the past decade the lack of reliable and sustainable funding sources has hampered TxDOT's ability to achieve its goals through sound financial and project planning processes. Under Governor Abbott's leadership, the Texas legislature moved positively during the last legislative session to bring a substantial measure of certainty to TxDOT's financial and planning processes. Appropriations from Fund 6 to other state agencies, commonly referred to as 'diversions, were ended. The legislature also sent Proposition 7 to the voters of Texas, which if approved could provide up to \$3.0 billion annually in revenue in the next several years and potentially increase in the future. These measures, together with revenue derived from Proposition 1, as approved by voters in 2014, will help TxDOT and Metropolitan Planning Organizations (MPO) bridge the state's current \$5 billion annual transportation funding gap.

TxDOT appreciates that its call for additional funding has been addressed and fully understands that it must now ensure these resources are effectively and efficiently deployed to meet the state's transportation needs. TxDOT believes that with the addition of these resources, the opportunity exists to address the existing system's maintenance challenges and energy sector needs. This assertion assumes that Governor Abbott and the legislature will continue to look favorably on the allocation of funds to these initiatives as outlined in the current Unified Transportation Planning Program (UTP) and Proposition 1.

A major challenge TxDOT will need guidance and direction on is how best to deploy the additional funds for much needed congestion relief, connectivity and border-trade projects. Congestion is the most challenging of these issues to address. Congestion impacts quality of life and business productivity along the state's major urban corridors. A lack of connectivity impedes economic development throughout Texas; and a limited infrastructure in our border region hinders trade and freight movement. TxDOT has identified over \$80 billion key projects in our largest metropolitan areas, as well as statewide connectivity and border-trade projects that could start construction within the next five to ten years. In urban areas alone, the sum of these projects totals over \$60 billion.

Even with the additional revenue that has been provided, because of increasing population and congestion, a careful review of funding and planning processes must occur and a realization will need to be had that choices must be made regarding where best to deploy resources.

HB 20 Overview

House Bill (HB) 20, as passed during the 84th Legislature, requires changes be made to several of the planning and programming processes that the Texas Transportation Commission (Commission), TxDOT and “planning organizations” use to prioritize and finance transportation projects. HB 20 also calls for TxDOT to provide information to the legislature on a number of factors. This report provides information on three factors:

- *“Department projections regarding the revenue needed by the department to maintain current maintenance, congestion, and connectivity conditions;”*
- *“The development of funding categories, the allocation of funding to such categories by formula, project selection authority for each funding category, and development of project selection criteria for commission, department, and district-selected projects;” and*
- *“Department rules and policies regarding the development and implementation of performance-based scoring and decision making for project prioritization and selection of commission, department, and district-selected projects.”*

Pursuant to HB 20, information on the following provisions will be submitted to the legislature by March 31, 2016 for review, study and evaluation, as well:

- *“The use and utilization of alternative methods of financing that have been authorized by the legislature for projects;”*
- *“Performance metrics and measurement tools used by the department to evaluate the performance of a department project or program;”*
- *“The department ’s collaboration with state elected officials, local governments, government trade associations, metropolitan planning organizations, regional mobility authorities, and other entities when adopting rules or formulating policies;”*
- *“Any proposed rule, policy, program, or plan of the commission or department of statewide significance;”*
- *“Any possible benefits of utilizing zero-based budgeting principles;” and,*
- *“Any other matter the committee [legislative] considers appropriate.”*

Along with the provisions listed above, a number of other key planning and programming provisions were enacted with the passage of HB 20. These include:

- Development and implementation of performance metrics and measures as part of the department's planning processes;
- Development of ten-year funding use plans by MPOs and TxDOT districts;
- Adoption of rules by the Commission for project prioritization and performance-based funding processes; and
- Design-build contract award stipulations.

Through the course of working on these efforts, the department will also review its ten-year cash flow projections, and transportation funding categories and allocation formulas associated with the UTP.

Revenue Projections and Needs

In accordance with HB 20, this section of the report provides information on the *“Department’s projections regarding the revenue needed by the department to maintain current maintenance, congestion, and connectivity conditions.”*

Revenue Projections

One of the most important endeavours TxDOT undertakes is the forecasting of available funding. On Feb. 26, 2015, TxDOT presented an overview of transportation funding during testimony to the Senate Finance Committee. This overview included discussion of the challenges in providing accurate revenue projections without a stable, long-term transportation-financing source. Funding provided in “fits and starts” has made it difficult for state and local transportation officials to plan for and deliver crucial mobility projects. Other factors that make predicting future revenues difficult include uncertainty of the federal Highway Trust Fund (HTF), funding rescissions and increased fuel efficiency. TxDOT projects its future revenues using complex financial analyses that include historical trends, current statutes and events, and the Comptroller of Public Accounts’ Biennial Revenue Estimate. TxDOT’s federal highway reimbursement projections take into account the current federal highway authorization bill, continuing resolutions, rescissions and other federal requirements imposed on the use of those funds.

Like TxDOT, MPOs rely on sound revenue projections to accurately plan. Federal regulations require MPOs develop long-range plans known as Metropolitan Transportation Plans. These plans must be financially constrained based on anticipated funding levels. Several years ago MPOs and TxDOT formed a workgroup to create a financial model that would allow MPOs to test various financial scenarios while keeping their forecasting methods consistent. The model, known as the Transportation Revenue Estimation and Needs Determination System (TRENDS), was developed, validated and is maintained by Texas A&M Transportation Institute (TTI).

Revenue Sources

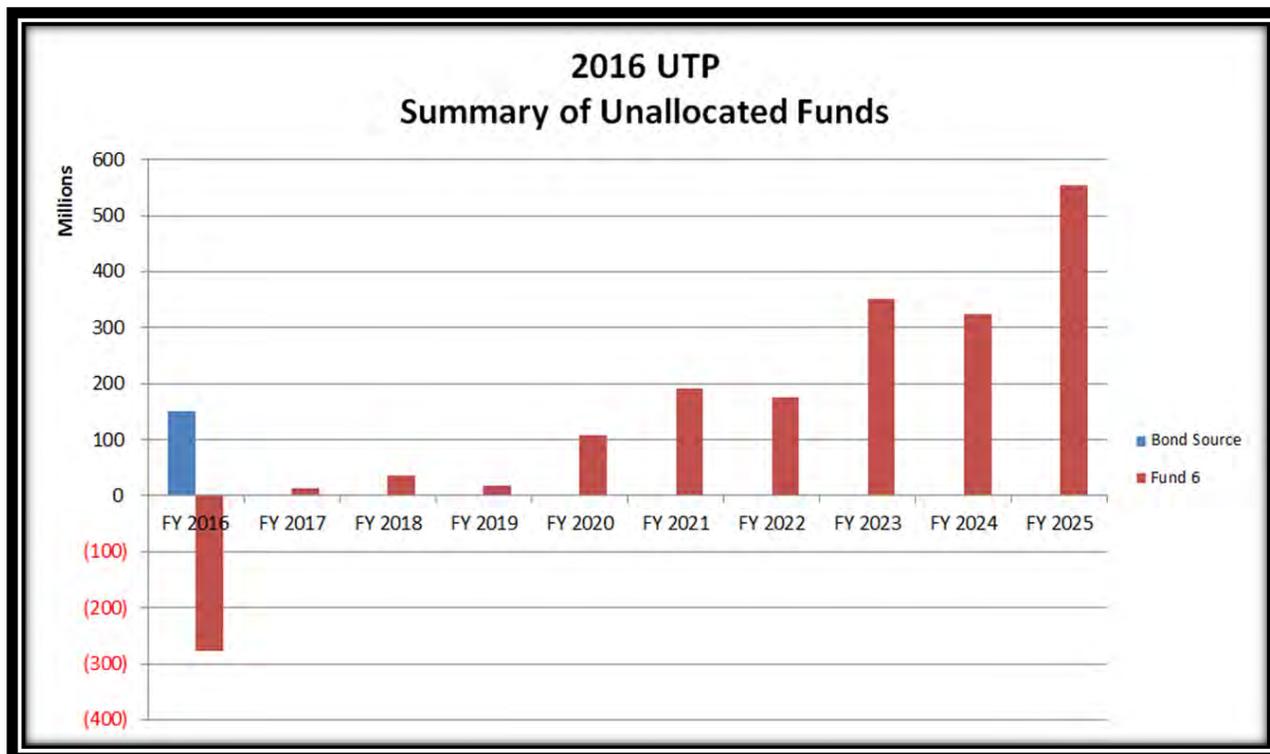
TxDOT and local governments throughout the state rely on a number of revenue sources to meet their transportation funding needs. These sources include federal reimbursements, state highway funds (Fund 6), bond proceeds (TMF, Prop. 12 & Prop. 14), concessions, fees, general revenue and miscellaneous funds.

The UTP, which includes a ten-year funding forecast, is the department's principal program for allocation of funding. Nearly all of the available funding in the 2016 UTP is allocated (See Figure 1). Only 5.3 percent of the total funding for the next 10 years – or approximately \$1.9 billion – is unallocated and available for new projects or programs and even these funds are not available until the latter years of the UTP.

It is important to note that the information provided in Figure 1 does not reflect all possible revenue sources that could be made available for investment in transportation infrastructure. Other funding sources not shown could include:

- MAP- 21 Extensions - Funding from future extensions is estimated to include between \$200 and \$400 million of new project capacity per year, but will be directed by Congressional action.
- “Fund 6 Diversions” - Funding that was previously appropriated to other state agencies is expected to provide over \$600 million per year.
- Proposition 1 – Will provide approximately \$1.2 billion in new funding in Fiscal Year (FY) 16. These funds are allocated to MPOs and TxDOT districts. Distribution is based on the following funding formula provided by legislation (Rider 44):
 - 45 percent for mobility and added capacity projects in urban areas;
 - 25 percent for projects that improve regional connectivity along strategic corridors in rural areas;
 - 20 percent for statewide maintenance and preservation projects; and
 - 10 percent for safety and maintenance projects in areas affected by energy sector activity.
- Proposition 7 – If passed, Proposition 7 is expected to generate approximately \$2.5 billion annually beginning in FY 2018. This number could increase to around \$3 billion annually by FY 2020 and is expected to grow after that. The use of these funds has not been determined. It will be influenced by the HB 20 process as well as future executive and legislative actions. It is important to note that a significant portion of Proposition 7 revenue could be directed to project development activities such as design, right-of-way acquisition, and utility relocations, and not entirely toward new construction.

Figure 1: Unallocated Statewide Discretionary Funding in the UTP



Revenue Needs

Calculation of the current \$5 billion annual funding gap was based on extensive work conducted by an independent committee commissioned specifically to determine the state’s transportation funding needs. It was determined that Texas could maintain 2010 congestion and highway condition levels if TxDOT were to receive \$11.8 billion annually for highway investments. TxDOT’s base budget for highway investment from ongoing revenues averages \$6.7 billion per year, leaving the estimated \$5 billion per year shortfall. Of the \$5 billion, \$1 billion is needed for roads in areas affected by energy development. Another \$1 billion is needed to maintain the state’s highway infrastructure. The remaining \$3 billion per year is needed for congestion relief, connectivity and border-trade projects.

An important factor used in the determination of the \$5 billion per annum estimate was the assumption the financing and project delivery tools in place at the time would continue, allowing TxDOT to use alternative financing to leverage traditional investment sources authorized by the legislature to deliver projects. Table 1 illustrates how TxDOT and local governments have used these tools to bridge the gap between project costs and traditional funding sources. It lists ten projects totalling over \$17 billion in capital costs that were delivered with just over \$4 billion in public funding through the leveraging of bonds and private investment. Together, these investments covered approximately 75 percent of the total project costs. This is equivalent to nearly an addition \$13 billion in transportation infrastructure.

Table 1: Leveraging Funds through Alternative Project Delivery

| Project | Year | Total Capital Costs | Public Funding | Portion of Project Leveraged |
|---|------|-------------------------|------------------------|------------------------------|
| Central Texas Turnpike System (CTTS) | 2002 | \$3,140,000,000 | \$880,000,000 | 72% |
| SH 130 Segments 5 & 6 | 2006 | \$1,367,000,000 | \$0 | 100% |
| LBJ Managed Lanes | 2009 | \$2,980,000,000 | \$762,000,000 | 74% |
| North Tarrant Express (NTE) Segments 1 & 2W | 2009 | \$2,110,000,000 | \$594,000,000 | 72% |
| SH 99 (Grand Parkway) Segments F1, F2 & G | 2013 | \$2,930,000,000 | \$0 | 100% |
| IH 35E Managed Lanes | 2013 | \$1,360,000,000 | \$1,070,000,000 | 21% |
| North Tarrant Express (NTE) Segment 3E | 2013 | \$1,510,000,000 | \$211,000,000 | 86% |
| SH 183 Managed Lanes | 2014 | \$1,010,000,000 | \$692,000,000 | 31% |
| SH 71 Express | 2014 | \$139,000,000 | \$90,000,000 | 35% |
| SH 288 Harris County | 2015 | \$815,000,000 | \$17,000,000 | 98% |
| Total | | \$17,361,000,000 | \$4,316,000,000 | 75% |

Note: Above figures do not include long-term maintenance.

Through a variety of mechanisms, including tolls, bonds and other private investment, these projects increased the capacity of public funds to deliver major highway projects. The use of these mechanisms was further supported by the state's ability to make large, upfront investments of public funds as part of the project financing packages. Many of these projects include long-term maintenance agreements that greatly reduce the need to use TxDOT maintenance funding. Additionally, these tools have allowed TxDOT to support the efforts of local entities to deliver projects such as: the Katy Freeway Managed Lanes, Sam Rayburn, Chisholm Trail/SH 161, SH 360, CCRMA SH 550, SH 365 and US 183/Bergstrom Expressway. They have also allowed local entities to deliver projects such as SH 121/183 and segments of the Sam Houston Tollway through public-public partnerships.

Looking Ahead

As efforts are made toward implementation of HB 20, a careful review should be made of not only the state's current transportation conditions and needs, but how we got to where we are today, and where we are likely to be in the next 10 to 25 years. Many circumstances have changed since the current \$5 billion annual funding gap was determined. TxDOT, in collaboration with planning organizations and the legislature, will revisit this estimate and update it to meet transportation needs as they exist today.

Thanks to efforts made by Governor Abbott and enacted by the Texas Legislature, measures have been provided to help bridge the current \$5 billion annual funding gap. Provisions in both Propositions 1 and 7 direct that these fund sources cannot be used on toll roads. As a result, the ability to fully address transportation needs with a reduced utilization of the toll roads must be reviewed, as well.

TxDOT will explore these areas in greater detail in response to HB 20's requirements to address the use of alternative methods of financing authorized by the legislature. Furthermore, HB 2612 passed during the 84th Legislative Session requires TxDOT to report, by Sept. 1, 2016, on the debt service on bonds issued for toll projects and outline a plan to eliminate state supported toll roads in the state.

Funding Categories

This section of the report provides information on TxDOT's "... development of funding categories, the allocation of funding to such categories by formula, project selection authority for each funding category, and development of project selection criteria for commission, department, and district-selected projects."

The Commission and TxDOT use the UTP as TxDOT's ten-year plan to guide transportation project development. As projects are developed, TxDOT works with its local partners to examine how a project improves safety, reduces congestion or connects Texas communities.

Projects are programmed into 12 funding categories. Funding for many of the categories is based on formulas agreed to by local authorities such as MPOs and elected officials. The UTP authorizes projects for construction, development and planning, and includes projects involving highways, aviation, public transportation, and state and coastal waterways.

Allocation of Funds

The distribution of funding by category is approved by the Commission annually with the objective of ensuring that the UTP's program of projects is aligned with the department's transportation goals. More than half of available resources in the UTP are dedicated to preservation, maintenance and safety categories. The largest portion of the remaining category funding is dedicated to congestion and mobility needs. With funding uncertain, the department has maintained historic funding levels in core areas.

HB 20 requires that *"the commission by rule establish a performance-based process for setting funding levels for the categories of projects in the department's unified transportation program."* This approach ensures that funding addresses key performance measures such as safety, system preservation, congestion relief and connectivity.

Category Descriptions and Details

In 2001, the Commission tasked the department with simplifying project planning and delivery processes. At the time, the department had been using 34 funding categories in the UTP, each of which had its own formulas. Local officials found it difficult to understand how TxDOT funded projects.

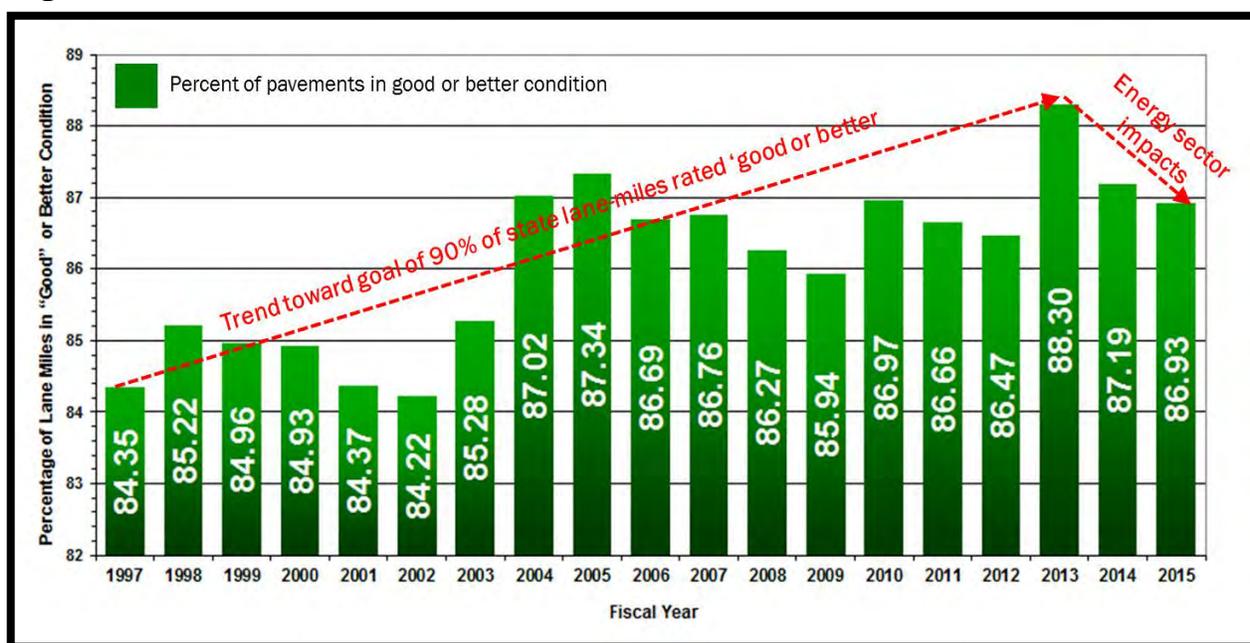
After receiving public comments on allocation methods, TxDOT increased transportation decision-making authority among districts and local community leaders. MPOs and numerous local officials partnered with the department in simplifying the UTP. They agreed to 12 funding categories.

These categories provide greater flexibility and more input. Local leaders can select projects or influence the formulas used to determine funding. In addition, an annual update of projects in the UTP reflects local needs and changing priorities of the state. Following is a discussion of each of the twelve categories as defined in the UTP.

Category 1 – Preventive Maintenance and Rehabilitation Projects

This category provides funding for preventive maintenance and rehabilitation on the existing state highway system. Each TxDOT district receives an allocation of funding based on the approved funding formulas for this category. Project selection authority resides with each district, which selects and manages projects based on a performance-based list of priorities developed in concurrence with their MPOs and local officials. Funding is also allocated in this category for energy-sector maintenance and rehabilitation projects.

Figure 2: Statewide Pavement Condition, FY 1997-2015



Source: TxDOT Condition of Texas Pavements, PMIS Annual Report FY 2011-2014

The department’s pavement management and project selection process improved pavement conditions from 1997 through 2013 as the department strived to achieve a goal of 90 percent of the pavement on state maintained highways being in good or better condition (See Figure 2). Unfortunately, energy sector activities have eroded the gains made by the department in improving pavement conditions, suggesting the need for increased investment in order to address this decline.

Category 2 – Metropolitan and Urban Area Corridor Projects

The funding allocated in Category 2 goes solely to the states 25 MPOs. The projects focus on mobility and adding capacity. Project selection criteria for this category involve the MPOs, working in consultation with TxDOT districts, to identify and prioritize projects that are important to their region and the state. Projects are generally selected based on locally developed criteria and needs along with responding to state wide strategic objectives.

Category 3 – Non-Traditionally Funded Transportation Projects

Category 3 includes projects that qualify for funding from sources not traditionally part of the SHF such as state bond financing (Proposition 12, Proposition 14, & Texas Mobility Fund), regional revenue, concession funds and local participation funding. Project selection criteria in this category varies based on specific fund sources and program areas, but has historically been guided by legislation, commission approved minute orders, strategic initiatives, innovative financing and leveraging opportunities, along with local participation and support for projects.

Category 4 – Statewide Connectivity Corridor Projects

This category addresses mobility and added capacity projects on major state highway system corridors that provide statewide connectivity between urban areas, and rural mobility needs throughout the state. Project selection criteria has involved commission direction on specific projects, but more recently under Proposition 1 through formula allocations to districts, where project selection is based on engineering analysis of corridor types and MPO and local support. Project selections under this category generally focus on mobility, connectivity, and strategic corridors.

Category 5 – Congestion Mitigation and Air Quality Improvement Projects

This category addresses the attainment of the National Ambient Air Quality Standard in the state’s non-attainment and maintenance areas, which are currently Dallas, Ft. Worth, Houston and El Paso. Allocations are distributed to MPOs in these areas using an agreed upon formula that is aligned with federally specified criteria. Project selection criteria under this category are based on selection and ranking by the MPO, in consultation with the TxDOT districts. Each project is evaluated to quantify its air quality improvement and congestion mitigation benefits.

Category 6 – Structure Replacement, Bridge Rehabilitation and Railroad Grade Separation Projects

TxDOT is responsible for the inspection of bridges and railroad crossings throughout the state. Based on these inspections, candidate projects to replace or rehabilitate bridges and construct grade separations at railroad crossings are identified by the districts and TxDOT’s Bridge division with consultation and input from MPOs and local officials. Project selection criteria are made by TxDOT’s Bridge Division using a performance-based, data driven process that includes cost-benefit criteria.

Table 2: National Performance Results and Proposed Targets for Bridge Condition

| TxDOT Recommended Performance Measures for Bridge Conditions Under MAP-21 | Current Statewide Measures* | Proposed Statewide Target |
|--|--|--|
| % Structurally Deficient Deck Area on NHS Bridges - Based on total NHS Deck Area | 1.7% | 1.3% |
| % Structurally Deficient Deck Area on non-NHS Bridges – Based on total non-NHS Deck Area | 1.8% | 1.4% |
| Count of Bridges (Entire Inventory) with Cyclic Maintenance Needs | 28,026 | 28,000 |
| % Bridges (Entire Inventory) by Deck Area with Cyclic Maintenance Needs | 54.1% | 53.4% |
| Count of Bridges (Entire Inventory) with Preventative Maintenance Needs | 23,268 | 25,000 |
| % Bridges (Entire Inventory) by Deck Area with Preventative Maintenance Needs | 44.3% | 45.3% |
| Count of Bridges (Entire Inventory) with Rehabilitation or Replacement Needs | 933 | 780 |
| % Bridges (Entire Inventory) by Deck Area with Rehabilitation or Replacement Needs | 1.6% | 1.3% |

* Latest reporting year (2014).

Category 7 – Metropolitan Mobility and Rehabilitation Projects

For transportation planning and funding purposes, a metropolitan area with a population over 200,000 is defined as a Transportation Management Area (TMA). Based on the 2010 Census, Texas has 11 TMAs (Austin, Brownsville, Corpus Christi, Dallas/Ft. Worth, El Paso, Hidalgo County, Houston-Galveston, Killeen/Temple, Laredo, Lubbock, and San Antonio). TMAs receive federal funding based on their population. This funding is used for increased capacity and rehabilitation of area transportation facilities. In 2012, the Midland-Odessa MPO requested, and was granted TMA status by the governor and Secretary of Transportation; however, the MPO is not eligible to receive TMA allocation funding under federal rules.

Funds in this category are allocated under federally specified criteria and project selection is made by MPO's in consultation with TxDOT district and local officials. Funding can be used for a broader range of projects than traditional state fund sources.

Category 8 – Safety Projects

This category includes the Highway Safety Improvement Program, Safety Bond Program and Systemic Widening Program. Projects for all three programs are selected statewide. For each, a call for projects is sent to the TxDOT districts and proposals are evaluated for eligibility. Projects are selected for funding based on the federally approved Safety Improvement Index (SII), which is a benefit/cost ratio.

Table 3: Texas Highway Fatalities

| | Texas Highway Fatalities | | | | |
|-------------------------|--------------------------|-------|-------|-------|-------|
| Calendar Year | 2009 | 2010 | 2011 | 2012 | 2013 |
| # of Fatalities | 3,118 | 3,060 | 3,067 | 3,413 | 3,385 |
| Texas Fatality Rate* | 1.34 | 1.31 | 1.29 | 1.44 | 1.38 |
| National Fatality Rate* | 1.15 | 1.11 | 1.10 | 1.14 | 1.09 |

*Fatalities per 100 million vehicle miles of travel.

TxDOT's Traffic Operations Division manages project selection in this category. The division uses a federally prescribed, data-driven program to ensure projects offering the greatest potential for reducing accidents and savings lives are prioritized. Beyond highway conditions, many other factors contribute to the rate of highway fatalities, including distracted driving and driving under the influence. As shown in Table 3, Texas' rate of highway fatalities has been approximately 16 to 26 percent higher than the national average over the past five years, raising consideration for the potential need for more investment in highway safety programs.

Category 9 – Transportation Alternatives Program Projects

The Transportation Alternatives Program (TAP) provides funds to local communities to enhance their current transportation system. Project selection follows federal TAP program eligibility requirements. Eligible projects include pedestrian and bicycle facilities. TMAs receive federally mandated suballocations of TAP funding based on their population. The TMAs develop their own project selection criteria based on federal guidelines, and conduct calls for projects. TxDOT manages funding and project selection for all other areas of the state (population less than 200,000) with input from MPOs and local partners.

Category 10 – Supplemental Transportation Projects

Category 10 includes smaller federal and state-specified programs. These include funding for: 1) construction and rehabilitation of roadways in or near Texas Parks and Wildlife and Texas Historical Commission facilities; 2) landscape projects through the Green Ribbon Landscape, and Landscape Incentive Awards; 3) curb ramp improvements through the federal Curb Ramp Program; 4) projects to improve traffic at or across the Texas-Mexico border; and 5) projects on or close to federal lands within the state. Formulas for these programs vary; however stakeholder input is sought to ensure local/user needs are met.

Category 11 – District Discretionary Projects

Funding in this category is distributed in accordance with legislative appropriation rider or through commission approved allocations. Districts, which manage project selection, must adhere to prescribed requirements for fund allocations. In addition, selected projects must have the concurrence and support of the area MPO.

Category 12 – Strategic Priority Projects

This category involves project-specific selection by the Commission for strategic priorities, and includes commission approved suballocations and distributions of funds to MPOs and districts for specific programs. Where applicable, allocated funds are distributed based on existing category formulas and programs. Historically, this category has afforded a measure of flexibility in selecting critically needed projects that address congestion, mobility and connectivity challenges in the major urban corridors that cannot be solved through the use of funds allocated to the MPOs and districts alone or even with local government support. They include projects with specific importance to the state, such as those that promote economic opportunity, increase efficiency on military deployment routes, and maintain the state's ability to respond to disasters. Without Category 12 support, it is likely these projects could not be built.

Category Summary and Ten-Year Funding Levels

Table 4 provides a brief description of the UTP's 12 funding categories and their ten-year funding levels provided in the 2016 UTP. Appendix A provides more detailed information on the funding categories and their formulas where applicable.

Table 4: UTP Project Development and Selection

| Category | Description/Use | 2016 UTP 10-Yr. Funding Level* | Decision Factor |
|---|--|--------------------------------|---|
| 1 – Preventive Maintenance & Rehabilitation | Address maintenance & rehabilitation needs on existing state highway system. | \$12,576,703,000 | Formula/Allocation Program/Utilizes 4-yr pavement preservation process; projects selected by districts w/ local input. |
| 2 – Metropolitan & Urban Area Corridor | Focus on mobility & adding capacity in metropolitan/urban areas of state. | \$2,364,770,000 | Formula/Project Specific/Projects selected by MPOs in consultation w/TxDOT districts. |
| 3 – Non-Traditionally Funded | Includes projects funded through state bond financing (Prop. 12 & 14, TMF) regional revenue, concession funds & local participation funds. | \$5,511,940,000 | Non-formula/Project Specific/Funding administered through past bond programs, local funding contributions & private funds committed to projects. |
| 4 – Statewide Connectivity Corridors | Address statewide mobility & added capacity projects on major state highway corridors that provide connectivity between urban and rural areas. | \$603,418,000 | Non-formula/Project Specific/Funding distributed to districts or projects in response to various state and federal programs. |
| 5 – Congestion Mitigation Air Quality | Address attainment of National Ambient Air Quality Standard in non-attainment and maintenance areas (Dallas, Ft. Worth, Houston & El Paso). | \$1,603,430,000 | Federal Program/ Formula/ Allocation/ Projects selected by MPOs in consultation w/TxDOT districts/Funding levels guided by federal requirements. |
| 6 – Structure Replacement & Rehabilitation | Addresses bridge rehabilitation & replacement, grade separation and railroad crossing projects. | \$3,000,000,000 | Non-formula/Allocation/Utilizes an analysis of entire state inventory of bridges w/ project selection based on improving bridge condition/Selected by TxDOT (BRG) w/local concurrence. |
| 7 – Metropolitan Mobility & Rehabilitation | Focus on mobility and rehabilitation in state's large metropolitan areas (population greater than 200K). | \$2,955,680,000 | Federal program/ Formula/ Allocation/ Projects selected by MPOs in consultation w/TxDOT districts/Funding set by federal formulas. |
| 8 - Safety | Includes Highway Safety Improvement Program, Safety Bond Program and Systemic Widening Program funds. | \$1,858,400,000 | Federal Program/ Non-formula Allocation/Selection based on safety improvement index by TxDOT (TRF); Funds directed to projects that yield greatest safety benefit for the public. |
| 9 – Transportation Alternatives | Includes on- and off-road pedestrian & bicycle facilities, bicycle education & safety activities, acquisition of scenic easements, tourist & welcome centers, landscaping, historic preservation, historic transportation building operation, abandoned railway rehab, environmental mitigation, & transportation museums establishment. | \$485,960,000 | Federal Program/ Non-formula/Project Specific/Funding distributed to districts or projects in response to various state and federal programs. MPOs (>200K); recommended by PTN, selected by commission (<200K). |
| 10 – Supplemental Transportation | Variety including: construction & rehab of roadways in or near state park facilities; landscape projects through the Green Ribbon Landscape & Landscape Incentive Awards; curb ramp improvements; improvements at Texas-Mexico border; and projects on or close to federal lands. | \$636,390,000 | Varies/Funding distributed to districts or projects in response to various state and federal programs. |
| 11 – District Discretionary | Varies | \$872,866,700 | Non-formula/Allocation/Funding distributed to districts/projects in response to state and federal programs. |
| 12 – Strategic Priority | Promote economic opportunity, address mobility & connectivity needs across the state, respond to man-made or natural emergencies & help local communities address transportation needs. | \$3,105,550,000 | Non-formula/Project specific/Commission selects. |

*Amounts provided cover 10 years of funding in 2016 UTP.

While Table 4 outlines nearly \$35.6 billion in programming in the 2016 UTP, nearly all of this funding is allocated to projects and programs. As was previously outlined in Figure 1, \$1.9 billion, or only 5.3 percent of the total ten-year UTP capacity, is unallocated and available for new discretionary funding. However, additional program capacity will be available in the future should Congress extend the funding levels of Moving Ahead for Progress in the 21st Century Act (MAP-21), the ending of diversions from Fund 6, Proposition 1 and the potential passage of Proposition 7.

Program Enhancement Tools

As TxDOT has improved its project information and selection processes, the department has successfully applied these program enhancements through the recent FY 2015 Proposition 1 funding distribution and project selection effort. Enhanced tools and processes helped to successfully assess and approve more than 200 projects funded through the \$1.74 billion in Proposition 1 funding. This effort included the following:

- Stakeholder Working Group - Commission appointed a working group of individuals representing counties, MPOs, cities and private industry to provide input regarding funding distribution.
- Data-Driven Scoring of Candidate Projects - MPOs and TxDOT districts collaborated on project opportunities. Projects considered for selection were assessed relative to their overall scores derived from data-driven measures.
- Public Outreach and Communication - A Proposition 1 website listed candidate projects. The site included interactive maps, funding amounts, a schedule and project scoring information.

Proposition 1 project information was published online, including information on project scoring and selection criteria (See Figure 3). This page received approximately 2,000 unique site visitors and over 800 public comments.

Figure 3: TxDOT Proposition 1 Project Information Website



Looking Ahead

As previously discussed, the department plans to initiate a process to review funding categories and allocation formulas and will seek the collective input of all planning organizations throughout the state. As part of the HB 20 process, the department will facilitate discussions among planning organizations and consider their recommendations. The Commission anticipates adopting rules to implement updated funding categories and allocation formulas.

Throughout this process the department, planning organizations and other stakeholders will give consideration to highway system conditions, demographic variables and other factors that may support the need to update the current allocation formulas. Further consideration will be given to legislative direction for the use and distribution of Proposition 1 funds. Finally, consideration may also be given to performance targets and associated objectives for goals that may include safety, congestion levels, mobility, connectivity and infrastructure condition. Funding categories may be revised to reflect current revenue sources, legislative distribution and performance goals.

Performance-Based Decision Making

This section provides information regarding the department’s current efforts relating to performance-based decision making, including “*Department rules and policies regarding the development and implementation of performance-based scoring and decision making for project prioritization and selection of commission, department, and district-selected projects.*”

Performance-Based Scoring

Today, TxDOT prioritizes and selects projects for funding using performance-based scoring, as well as traditional funding formulas. Guided by TxDOT’s Sunset Bill (S.B. 1420) from the 82nd Legislative Session, the Commission adopted rules (TAC, Title 43, Part 1, Chapter 16, Subchapter C, Section 16.105[d][2]) which required TxDOT staff to “... establish criteria to rank the priority of each project listed in the UTP based on the transportation needs for the state and the goals identified. A project is ranked within its applicable program funding category and classified as Tier One, Tier Two, or Tier Three for ranking purposes.”

As part of the annual UTP project selection process, TxDOT collects data from local stakeholders, including MPOs, on information pertinent to project scoring. Data from TxDOT’s Design and Construction Information System (DCIS), geospatial data sets and other input are used to score each applicable project. Projects are scored on three criteria:

- Alignment with strategic goals
- Funding availability
- Project readiness

The scores for these three criteria are summed and serve as a guide; however, they are not the sole determination of project priorities (see Figure 4).

Figure 4: Current UTP Scoring Methodology

| Strategic Goals | Funding Availability | Project Readiness |
|--|--|---|
| <ul style="list-style-type: none"> ▪ Safety – Crash data ▪ Congestion – LOS & Top 100 ▪ Connect Texas Communities <ul style="list-style-type: none"> ▪ Functional classification ▪ Freight Network/Trunk System ▪ Truck volumes ▪ Addresses corridor gap ▪ Alternative Modes ▪ Best-In-Class State Agency <ul style="list-style-type: none"> ▪ MTP/RTP/Strategic Corridor alignment ▪ Cost/VMT ▪ District Strategic Priority | <ul style="list-style-type: none"> ▪ Category 1-12 funding as a percentage of construction cost | <ul style="list-style-type: none"> ▪ Phase of project development <ul style="list-style-type: none"> ▪ Scheduled let date ▪ ENV status ▪ ROW status ▪ PS&E status |
| Total Score out of 100 | | |
| Threshold | | Rank |
| >75 | | Tier 1 |
| 50-75 | | Tier 2 |
| <50 | | Tier 3 |

Work is also underway within the department to examine and make recommendations on goals, objectives and performance measures. The initial template for project ranking and prioritization is influenced by the current strategic goals of the department. These include:

- Maintaining a safe system;
- Addressing congestion;
- Connecting Texas communities; and
- Being a best in class agency.

As these efforts continue, consideration will be given to the modifications of these goals to align them with the desire and direction of the legislature, stakeholders and customers.

Data Management and MAP-21

Texas has been a leader in working with the U.S. DOT in this area, with final national rules expected by the end of 2015. As part of the effort to address MAP-21 performance requirements, TxDOT and the state's MPOs collaborated on and adopted a national performance management implementation plan. Given the size and diversity of the state, the partners decided to use the same data to create local and statewide performance measures to address forthcoming national requirements. In addition to common data sourcing, TxDOT also sought input from the MPOs on performance measures. After examining existing data, TxDOT and the MPOs agreed on seven statewide performance measure areas: 1) safety; 2) pavement condition; 3) bridge condition; 4) transit condition; 5) freight; 6) National Highway System performance; and 7) CMAQ performance. By taking this coordinated approach, MPOs are now able to focus their resources on planning rather than cumbersome data collection and maintenance.

TxDOT has published preliminary performance targets based on initial guidelines. These guidelines can be found at the following link: <http://www.txdot.gov/inside-tdot/office/state-affairs/preliminary-performance.html>. It is anticipated that performance results and targets will serve as a guide in funding allocations and project selection.

Looking Ahead

With the adoption of the Texas Transportation Plan 2040, TxDOT has committed to developing performance-based techniques to further guide project selection. Improving project evaluation and scoring requires improving project data and analytical tools. Goals in this effort are to:

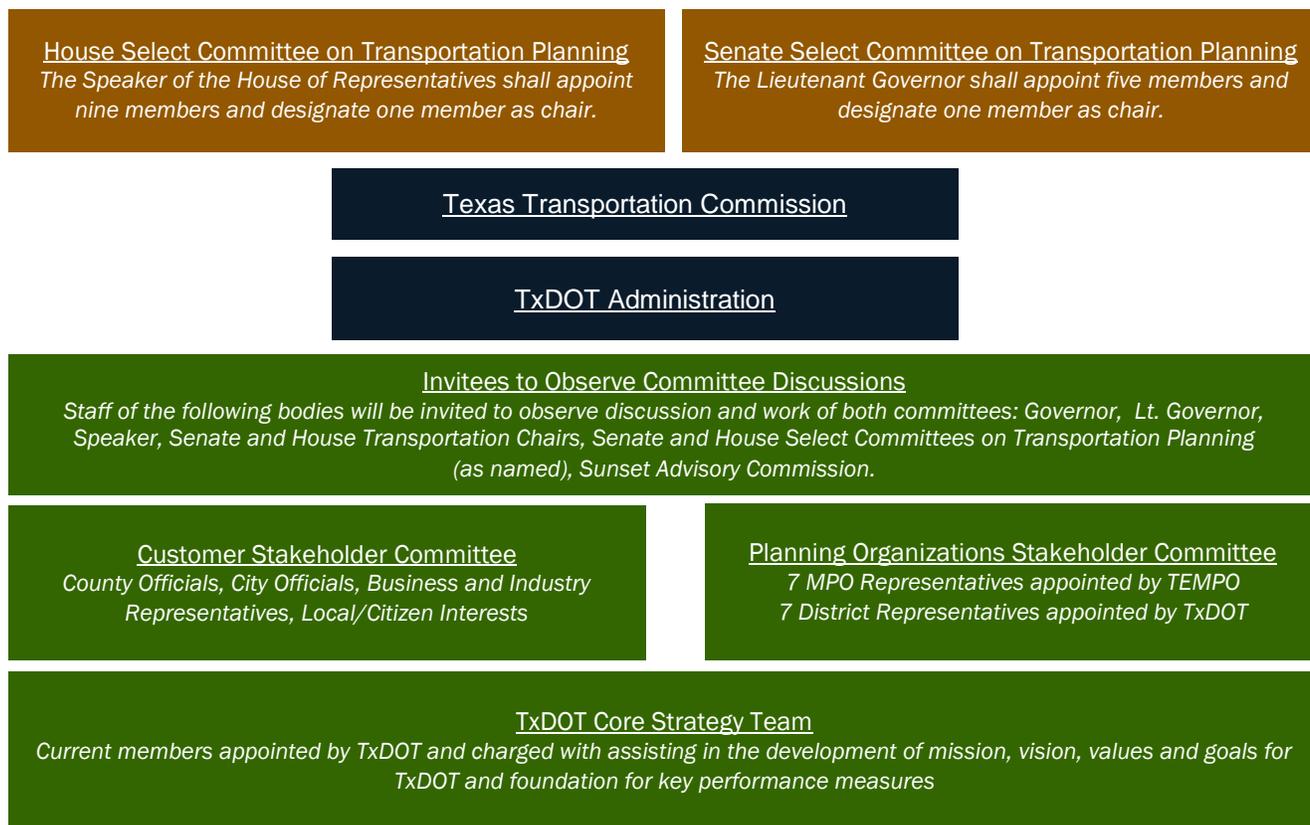
- Ensure quality, real-time project information;
- Build off best practices of other departments of transportation; and
- Collaborate with stakeholders on needed criteria and information.

With improved project information and management resources, TxDOT is implementing a comprehensive process to maintain and track project portfolios to improve the overall efficiency and effectiveness of project delivery. TxDOT currently has tools available that can guide initial performance based scoring and evaluation of projects for funding allocations. HB 20 calls for these tools to be further developed and implemented into performance-based planning processes. Achieving this will require continued efforts by TxDOT to upgrade legacy project information systems that have existed for 30 years.

Conclusion and Next Steps

As the department moves forward with the implementation of HB 20, on-going collaboration and input from legislative committees and other stakeholder groups will be central parts of the process. The process is anticipated to include collaborating with planning organization and customer stakeholder committees.

Figure 5: HB 20 - Coordination and Stakeholder Committees



To date, coordination efforts have occurred with the Planning Organizations Stakeholder Committee, including the development of this report. In addition, a Core Strategy Team of department staff has been established to examine and make recommendations to Commission on updates to TxDOT’s goals, objectives and performance measures.

Future activities associated with HB 20 include:

- Meetings with Planning Organizations Stakeholder Committee and other key entities;
- Appointment of Customer Stakeholder Committee;
- Meetings with House and Senate Select Committees on Transportation Planning;
- Initial review of UTP Funding Formulas (October 1, 2015); and
- Submittal of “Preliminary HB 20 Report” to Select Committees (March 31, 2016).

In addition to the activities listed above, TxDOT anticipates additional meetings and study activities. Outreach efforts may also be established in response to direction from the legislature.

This report has outlined the status of TxDOT’s existing programs and efforts relating to the first three elements called for review by HB 20: revenue projections and needs, funding categories and allocations, and performance-based decision making. In each of these areas, there are substantial questions that remain to be addressed and issues to be investigated. An important area of investigation is the impact of new funding on the estimated \$5 billion annual funding gap. Additional areas include aligning investments and funding categories to best address the highest priority needs of the state, and enhancing current processes for performance based decision-making.

APPENDIX A: 2016 UTP FUNDING CATEGORY PROGRAMMING AND FORMULA INFORMATION

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|--|--|---|--|
| <p style="font-size: 2em; font-weight: bold; margin: 0;">1</p> <p>Preventive Maintenance and Rehabilitation Projects</p> | <ul style="list-style-type: none"> Texas Transportation Commission allocation program distributed to districts by preventive maintenance and rehabilitation formulas. Entire allocation may be used on preventive maintenance or rehabilitation projects or combination. Projects selected and managed by district based on a prioritized list. Energy-sector distribution and projects selected for energy-sector initiatives managed by Maintenance Division. Projects in this category must have MPO concurrence if located in its area of jurisdiction. | <p>Each district shall receive an allocation based on the following funding formula:</p> <p><u>Preventive Maintenance</u> 3 basic criteria are weighted by percent. A total allocation percent is calculated by district with 98% directed toward roadway maintenance and 2% directed toward bridge maintenance.</p> <ul style="list-style-type: none"> 65% - On-system lane miles 33% - Pavement distress score factor 2% - Square footage of on-system bridge deck area <p><u>Rehabilitation</u></p> <ul style="list-style-type: none"> 32.5% - 3-year average lane miles of pavement distress scores < 70 20% - Vehicle miles traveled per lane mile (on-system) 32.5% - Equivalent single-axle load miles (on- and off-system and interstate). 15% - Pavement distress score pace factor <p><u>Energy Sector Factors</u></p> <ul style="list-style-type: none"> 40% 3-year average pavement condition score 25% - Oil and gas production taxes (\$) 25% - Well completions (#) Volume oil and gas waste injected (Vol. BBLs) <p>See NOTE at end of Appendix.</p> | <p>Federal 90% / State 10%; or</p> <p>Federal 80% / State 20%; or</p> <p>State 100% (Requires CFO approval)</p> <p>This category provides for preventive maintenance and pavement rehabilitation on the existing state highway system, including installation and rehabilitation of traffic control devices, rehabilitation and maintenance of operational traffic management systems, and preservation and rehabilitation of pavements.</p> <p><u>Preventive Maintenance</u> – Work to preserve, rather than improve, structural integrity of pavement and/or structures. Examples of preventive maintenance activities include asphalt concrete pavement (ACP); overlays (2-inch thick maximum); seal coats; cleaning and sealing joints and cracks; patching concrete pavement; shoulder repair; scour countermeasures; cleaning and painting steel members to include application of other coatings; restoring drainage systems; cleaning and sealing bridge joints; micro-surfacing, bridge deck protection; milling or bituminous level-up; clean, lubricate, and reset bearings; and clean rebar/strand and patch structural concrete and seal cracks.</p> <p><u>Rehabilitation</u> – Funds can be expended on any highway on the state highway system, and are intended for the rehabilitation (including approved preventive maintenance measures) of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super-2 highway may be funded within this category.</p> <p>The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|---|---|--|---|
| <p>2</p> <p>Metropolitan and Urban Corridor Projects</p> | <ul style="list-style-type: none"> • Texas Transportation Commission distributes funds to MPOs by Category 2 Metro and Urban formulas. • The UTP does not distribute additional funds in this category. Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs must have the concurrence and support of the MPO having jurisdiction in the particular area. Projects may be reprioritized during the development of the UTP. • Projects are selected and ranked by MPOs in consultation with TxDOT. | <p>Each MPO shall receive an allocation based on the funding target formula:</p> <p>2M: MPOs operating in areas with a population greater than 200K (TMA). TMA = 87% of Category 2 Funding Allocation</p> <p><u>TMA Distribution Formula</u></p> <ul style="list-style-type: none"> • 30% - Total vehicle miles traveled (on- and off-system) • 17% - Population • 10% - Lane miles (on-system) • 14% - Vehicle miles traveled (trucks only on-system) • 7% - Percentage of census population below federal poverty level • 15% - Based on congestion • 7% - Fatal and incapacitating crashes (#) <p>2U: MPOs operating in areas that are non-TMA = 13% of Category 2 Funding Allocation</p> <p><u>MPO Distribution Formula</u></p> <ul style="list-style-type: none"> • 20% - Total vehicle miles traveled (on- and off-system) • 25% - Population • 8% - Lane miles (on-system) • 15% - Vehicle miles traveled (trucks only on-system) • 4% - Percentage of census population below federal poverty level • 8% - Centerline miles (on-system) • 10% - Congestion • 10% - Fatal and incapacitating crashes (#) | <p>Federal 80% / Local 20%; or</p> <p>Federal 80% / State 20%; or</p> <p>State 100% (Requires CFO approval)</p> <p>This category provides for mobility and added capacity projects along a corridor that improves transportation facilities in order to decrease travel time and level or duration of traffic congestion and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|---|--|--|---|
| <p>3</p> <p>Non-Traditionally Funded Transportation Projects</p> | <ul style="list-style-type: none"> • Project selection and/or allocation based on legislation, Texas Transportation Commission approved Minute Orders and/or anticipated local commitments. • Projects in this category must have concurrence and support of MPO having jurisdiction in the particular area. • UTP does not authorize new projects in the Pass-Through Finance Program. • Districts rank projects. | <p>Determined by legislation, Texas Transportation Commission approved Minute Order, and local government commitments.</p> | <p>State 100% (Requires CFO approval); <i>or</i></p> <p>Local 100%</p> <p>Varies by agreement and rules</p> <p>This category provides for transportation-related projects that qualify for funding from sources not traditionally part of the SHF including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Proposition 14, TMF, regional revenue and concession funds, and local participation funding.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|---|--|--|---|
| <p>4</p> <p>Statewide Connectivity Corridor Projects</p> | <ul style="list-style-type: none"> Project-specific selection by Texas Transportation Commission. Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. Projects in this category must have concurrence and support of MPO having jurisdiction in area. Districts rank projects. | <p>Selections based on engineering analysis of projects on three corridor types:</p> <ul style="list-style-type: none"> Mobility corridors—based on congestion Connectivity corridors—2-lane roadways requiring upgrade to 4-lane divided Strategic corridors—Corridors on state highway network that provide statewide connectivity. Example: Ports-to-Plains Corridor | <p>Federal 80% / State 20%; <i>or</i> State 100% (Requires CFO approval)</p> <p>This category provides mobility and added capacity projects on major state highway system corridors, which provide statewide connectivity between urban areas and corridors. Composed of a highway connectivity network that includes:</p> <ul style="list-style-type: none"> The Texas Trunk System National Highway System (NHS) Connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports |
| <p>5</p> <p>Congestion Mitigation and Air Quality Improvement Projects</p> | <ul style="list-style-type: none"> Commission allocation program. Projects selected and ranked by MPOs in consultation with TxDOT and Texas Commission on Environmental Quality. Projects must have final approval by EPA and FHWA before letting. Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. | <p>Distributed by population weighted by air quality severity in non-attainment areas. Non-attainment areas designated by EPA .</p> | <p>Federal 80% / Local 20%; <i>or</i> Federal 80% / State 20%; <i>or</i> Federal 90% / State 10% (Interstate)</p> <p>This category addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently Dallas-Fort Worth, Houston, and El Paso). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|---|--|--|--|
| <p>6</p> <p>Structure Replacement and Rehabilitation Program</p> <p>Highway Bridge Program</p> <p>Federal Railroad Grade Separation Program (RGS)</p> <p>Bridge Maintenance and Improvement Program (BMIP)</p> | <ul style="list-style-type: none"> Statewide allocation program set by Texas Transportation Commission. Projects selected and managed by TxDOT Bridge Division (BRG) based on prioritized listing. BRG authorizes letting and monitors districts' ability to reach letting targets. Projects in Category 6 must have MPO concurrence if located in its area of jurisdiction. RGS projects selected and managed by BRG based on cost-benefit index for at-grade railroad crossing elimination projects and prioritization ranking for railroad underpass replacement or rehabilitation projects. District coordinates development of project list with BRG. BRG ranks projects. | <p><u>Highway Bridge Program</u> Bridge projects selected statewide based on eligibility and prioritized based on sufficiency ratings. Eligible bridges must have a deficiency status of Structurally Deficient or Functionally Obsolete, and have sufficiency rating below a score of 80.</p> <p><u>Railroad Grade Separation</u> Projects selected based on cost-benefit index rating that encompasses vehicle and train traffic, accident rates, casualty costs, and personnel and equipment delay costs for selecting at-grade railroad crossing elimination projects; or with prioritization rankings that use vertical clearance and roadway characteristics for selecting replacement or rehabilitation of railroad underpass projects.</p> <p><u>BMIP</u> Projects are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of the state's bridge assets. For projects that are selected, all bridge elements will meet a predetermined condition threshold after rehabilitation.</p> | <p><u>Highway Bridge Program</u> Federal 90% / State 10%; or Federal 80% / State 20%; or Federal 80% / State 10% / Local 10%; or State 100% (Requires CFO approval)</p> <p>This program provides funding for the replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p><u>Railroad Grade Separation</u> Federal 80% / State 20%</p> <p>This program provides funding for the elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|--|--|--|---|
| <p>7</p> <p>Metropolitan Mobility and Rehabilitation Projects</p> | <ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Allocation based on projected federal funding levels. • Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. • Projects selected and ranked by MPOs in consultation with TxDOT. | <p>Federal funding distributed to MPOs with an urbanized area population of 200,000 or greater (TMAs).</p> | <p>Federal 80% / Local 20%; or Federal 80% / State 20%</p> <p>This category addresses transportation needs within metropolitan area boundaries of MPOs having urbanized area populations of 200,000 or greater. Projects selected by MPOs.</p> <p>Program authority can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|--|--|--|--|
| <p>8</p> <p>Safety Projects</p> <p>Highway Safety Improvement Program</p> <p>Safety Bond Program</p> <p>Systemic Widening Program</p> | <ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Projects selected and managed by the Traffic Operations Division (TRF) based on a prioritized list. TRF authorizes the letting of projects and monitors districts' ability to reach letting targets. • Districts coordinate development of project list with TRF. • TRF manages statewide allocation. • Districts score projects in consultation with TRF. | <p><u>Highway Safety Improvement Program</u> Safety improvement index.</p> <p>Roadway safety features for preventable severe crash types.</p> <p><u>Safety Bond Program</u> Safety improvement index, roadway safety characteristics, and anticipated time required to complete the candidate project.</p> <p><u>Systemic Widening Program</u> Roadway safety features for preventable severe crash types. Total Risk Factor Weight.</p> | <p><u>Highway Safety Improvement Program</u> Federal 90% / State 10%</p> <p>Safety-related projects on and off the state highway system. Projects are evaluated using 3 years of crash data and ranked by safety improvement index.</p> <p>High Risk Rural Road projects previously authorized remain in Category 8. Future High Risk Rural Roads projects will be managed under HSIP if required by special rule.</p> <p>Safe Routes to School projects previously authorized remain in Category 8. Future Safe Routes to School projects will be managed under Transportation Alternative Program guidelines in Category 9.</p> <p><u>Safety Bond Program</u> State 100%</p> <p>Allocations for the Safety Bond Program are approved by Texas Transportation Commission. Program is managed as an allocation program on a statewide basis. Projects evaluated, ranked, prioritized, and selected by TRF.</p> <p><u>Systemic Widening Program</u> State 100%</p> <p>Roadway widening projects on state highway system. Projects are evaluated using Total Risk Factor Weights.</p> <p>Projects evaluated, ranked, prioritized, and selected by TRF.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|--|---|-------------------------------------|--|
| <p>8</p> <p>Safety Projects</p> <p>Federal Railway-Highway Safety Program</p> | <ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Projects selected and managed by TRF based on prioritized list. TRF authorizes the letting and monitors districts' ability to reach letting targets. • Districts coordinate development of project lists with TRF. • TRF ranks projects in consultation with district. | <p>Railroad crossing index.</p> | <p>Federal 90% / State 10%</p> <p>Funding set aside from HSIP for safety improvements in order to reduce number of fatalities, injuries, and crashes at public grade crossings.</p> <p>Installation of automatic railroad warning devices at railroad crossings on and off state highway system. Selected from statewide inventory list, which is prioritized by index using a crash prediction formula (number of trains per day, train and highway speed, average daily traffic, number of tracks and traffic lanes, type of existing warning device, train-involved crashes within prior 5 years, etc.). Provide incentive payments to local governments for closing crossings. Improve signal preemption and coordination of train control signals. Improve passive warning devices to comply with federal guidelines.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|--|---|--|---|
| <p>9</p> <p>Transportation Alternatives Program</p> | <ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Federal program created by MAP-21. • Includes 50% distribution of funds based on population. • TMA MPOs receive direct TAP allocations. • TMA MPO TAP projects ranked and selected by the TMA MPOs in consultation with TxDOT. • In areas with populations less than 200,000, TAP program calls managed by PTN. • PTN ranks TAP projects from areas with populations less than 200,000. | <p>Federal program with 50% available for statewide flexible use and 50% distributed by population. MPOs with an urbanized area population of 200,000 or greater (TMAs) receive direct TAP allocations.</p> <ul style="list-style-type: none"> • TMA MPOs select projects through a competitive process in consultation with TxDOT. • Funds allocated to small urban areas and non-urban areas (i.e., areas with populations below 200,000) administered by PTN through competitive process. • TAP project eligibility will be determined by TxDOT and FHWA. • TxDOT staff makes recommendations to Texas Transportation Commission for TAP allocation to areas with a population less than 200,000. • The Texas Transportation Commission, by written order, will select projects for funding under a TxDOT-administered TAP call for projects. • Statewide TAP Flex projects shall be selected by the Texas Transportation Commission. | <p>Federal 80% / State 20%</p> <p>Federal 80% / Local 20%</p> <p>For a TxDOT-administered Call for Projects, the eligible TAP project activities defined in the Texas Administrative Code (TAC), Title 43, Subchapter F Rule §11.303.</p> <p>During a program call administered by the department, TAP funds may be awarded for any of the following activities:</p> <ul style="list-style-type: none"> • Construction of on- and off-road trail facilities for pedestrian and bicycle facilities, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. • Construction of infrastructure-related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. • Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users. • Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools. • A project that will require the acquisition of real property through exercise of eminent domain or condemnation is not eligible for participation in the TAP. • Whether proposed as an independent project or as an element of a larger transportation project, the project must be limited to a logical unit of work and be constructible as an independent project. <p>MPO TAP funding must be in accordance with federal TAP guidance and TAC, Title 43, Subchapter F, Rule §11.303.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|---|--|---|--|
| <p>10</p> <p>Supplemental Transportation Projects</p> <p>Texas Parks and Wildlife Department (TPWD)</p> | <ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • District ranks projects. | <p><u>TPWD</u> Locations selected and prioritized by TPWD.</p> | <p>State 100%</p> <p><u>TPWD</u> Construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. Subject to Memorandum of Agreement between TxDOT and TPWD.</p> |
| <p>10</p> <p>Supplemental Transportation Projects</p> <p>Green Ribbon Landscape Improvement Program</p> <p>Curb Ramp Program</p> <p>Miscellaneous Landscape Incentive Awards Program</p> | <ul style="list-style-type: none"> • Statewide allocation programs. • Projects selected and managed by the Design Division. • Projects in this category must have the concurrence and support of MPO having jurisdiction in particular area. • Design Division manages statewide allocations and ranks projects. | <p><u>Green Ribbon</u> Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties</p> <p><u>Curb Ramp</u> Projects are selected based on conditions of curb ramps or location of intersections without ramps.</p> <p><u>Landscape Incentive Awards</u> Funding is distributed to 10 locations based on results of Keep Texas Beautiful Awards Program.</p> | <p>State 100% (Requires CFO approval); or</p> <p>Federal 80% / State 20%</p> <p><u>Green Ribbon</u> Address new landscape development and establishment projects within districts that have air quality non-attainment or near non-attainment counties (projects to plant trees and shrubs to help mitigate the effects of air pollution).</p> <p><u>Curb Ramp</u> This program addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p><u>Landscape Incentive Awards</u> Program allows the department to negotiate and execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities or communities efforts in litter control, quality of life issues, and beautification programs and projects.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|---|---|--|---|
| <p>10</p> <p>Supplemental Transportation Projects</p> <p>Coordinated Border Infrastructure Program</p> <p>Supplemental Transportation Projects (Federal)</p> <p>Federal Lands Access Program</p> | <p><u>Coordinated Border Infrastructure</u></p> <ul style="list-style-type: none"> • Texas Transportation Commission allocation program by formula. • Not reauthorized under MAP-21. • Funding level is set based on projects identified by the districts and approved by FHWA. <ul style="list-style-type: none"> • Districts rank projects. • Projects in this category must have concurrence and support of the MPO having jurisdiction in the particular area. • Funds are allocated by FHWA. • New program under MAP-21. • Projects are submitted directly to FHWA. • Projects are selected by the Programming Decisions Committee. • TxDOT projects selected under the Federal Lands Access Program are managed by TPP. | <p><u>Coordinated Border Infrastructure</u></p> <p>Allocation formula</p> <ul style="list-style-type: none"> • 20% - Incoming commercial trucks • 30% - Incoming personal motor vehicles and buses • 25% - Weight of incoming cargo by commercial trucks • 25% - Number of land border ports of entry <p><u>Supplemental Transportation Projects (Federal)</u></p> <p>Not applicable.</p> <p><u>Federal Lands Access Program</u></p> <p>Projects applications are scored and ranked by the Programming Decision Committee (PDC). Members of the PDC include a representative from FHWA, a representative from TxDOT, and a member from a political subdivision of the state.</p> | <p>Federal 100%; or</p> <p>Federal 80% / Local 20%; or</p> <p>Federal 80% / State 20%</p> <p><u>Coordinated Border Infrastructure</u></p> <p>Projects selected in program to improve the safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p><u>Supplemental Transportation Projects (Federal)</u></p> <p>Federal discretionary and congressional high-priority projects.</p> <p><u>Federal Lands Access Program</u></p> <p>Federal 80% / State 20%</p> <p>Projects selected on Federal Lands Access Program transportation facilities that are located on or adjacent to or provide access to federal lands.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|---|---|--|--|
| <p>10</p> <p>Supplemental Transportation Projects</p> <p>Railroad Rehabilitation and Improvement Projects</p> <p>Railroad Grade Crossing Replanking Program</p> <p>Railroad Signal Maintenance Program</p> | <ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Projects selected and managed by TRF based on a prioritized list. • Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. • District ranks projects in consultation with TRF. • District updates project completion data in TRF crossing inventory database. | <p><u>Railroad Grade Crossing and Replanking Program</u> Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p><u>Railroad Signal Maintenance Program</u> Number of crossings and type of automatic devices present at each.</p> | <p>State 100%</p> <p><u>Railroad Grade Crossing and Replanking Program</u> Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad, and drainage) and benefit to cost per vehicle using the crossing.</p> <p><u>Railroad Signal Maintenance Program</u> Financial contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing.</p> |
| <p>11</p> <p>District Discretionary Projects</p> | <ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Projects selected and managed by the district. • Projects must have concurrence and support of the MPO having jurisdiction in the particular area. • District ranks projects. | <p>Minimum \$2.5 million allocation to each district per legislative mandate. If additional funds are distributed, the below formula is used:</p> <p>Allocation formula:</p> <ul style="list-style-type: none"> • 70% - On-system vehicle miles traveled • 20% - On-system lane miles • 10% - Annual truck vehicle miles traveled <p>The commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p>See NOTE at end of Appendix.</p> | <p>Federal 80% / State 20%; or</p> <p>Federal 80% / Local 20%; or</p> <p>State 100% (CFO approval)</p> <p>Projects selected at the district's discretion. Most projects should be on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> |

| Category | Programming | Ranking Index or Allocation Formula | Funding and Project Scope/Description |
|---|--|---|--|
| <p>12</p> <p>Strategic Priority Projects</p> <p>CMAQ and STP-MM Reconciliation</p> | <ul style="list-style-type: none"> Project-specific selection by Texas Transportation Commission for strategic priority. Allocation of funds for CAT 12 CMAQ and STP-MM reconciliation. District ranks projects in consultation with MPOs for allocation. Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. | <p><u>Strategic Priority</u> Selected by Texas Transportation Commission.</p> <p><u>CAT 12 CMAQ and STP-MM Reconciliation</u> Allocations provided to MPOs. Projects selected and ranked by the MPO in consultation with TxDOT. All changes and selections to these projects are approved by Texas Transportation Commission.</p> | <p>Federal 80% / State 20%; or</p> <p>Federal 80% / Local 20%; or</p> <p>State 100% (CFO approval)</p> <p>Texas Transportation Commission selects projects to:</p> <ul style="list-style-type: none"> Promote economic opportunity; Increase efficiency on military deployment routes or to retain military assets in response to the Federal Military Base Realignment and Closure Report; and Maintain the ability to respond to both man-made and natural emergencies. |

NOTE: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

HB 20/DEVELOPMENT OF 10-YEAR PLAN

November 12, 2015

Regional Transportation Council

Summary of MPO Elements

MPOs to Develop 10-year Plan for the Use of Funding Allocated to the Region

- **TxDOT to assist MPOs, provide information**
- **First four years of the plan developed to meet TIP/STIP requirements**
- **TxDOT district to develop plan for areas outside an MPO with input from city and county officials**

MPOs Develop Project Recommendation Criteria, Must Consider:

- **Improvements to congestion and safety**
- **Economic development**
- **Available funding**
- **Effects on environment, air quality**
- **Socioeconomic effects**
- **Other appropriate factors**

Goals of MPO 10-Year Plan



Bridge Gap Between Transportation Improvement Program (4 Years) and Metropolitan Transportation Plan (20+ Years)

Provide Transparent Information on Staging of the MTP

Aligns with TxDOT's 10-Year Unified Transportation Program

NCTCOG Implementation

Working with MPOs Across Texas to Develop Standards

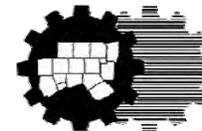
Use Existing Work to Stage the MTP
Mobility 2040 Conformity Networks

- 2017
- 2027 → 10-Year Plan
- 2037
- 2040

EPA'S NEW OZONE NATIONAL AMBIENT AIR QUALITY STANDARD (70 PPB) AND END OF SEASON UPDATE

Regional Transportation Council

**Chris Klaus, Senior Program Manager
November 12, 2015**



**North Central Texas
Council of Governments**

EPA'S NEW 2015 OZONE STANDARD

2015 8-Hour Ozone Draft Timeline

Standard: 70 ppb

Final Rule Issued – October 1, 2015

EPA Expects to Designate Nonattainment Areas – October 1, 2017

Effective Date of Designations – Early 2018

Conformity Determinations for Newly Designated Counties – Early 2019

Anticipated SIP Due – Early 2021

Classification Attainment Years, Based on Effective Date:

- Marginal: 3 Years from Effective Date (2021)**
- Moderate: 6 Years from Effective Date (2024)**
- Serious: 9 Years from Effective Date (2027)**
- Severe 1: 15 Years from Effective Date (2033)**
- Severe 2: 17 Years from Effective Date (2035)**
- Extreme: 20 Years from Effective Date (2038)**

EPA'S NEW 2015 OZONE STANDARD

Ozone Season Extended

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

Effective January 1, 2017

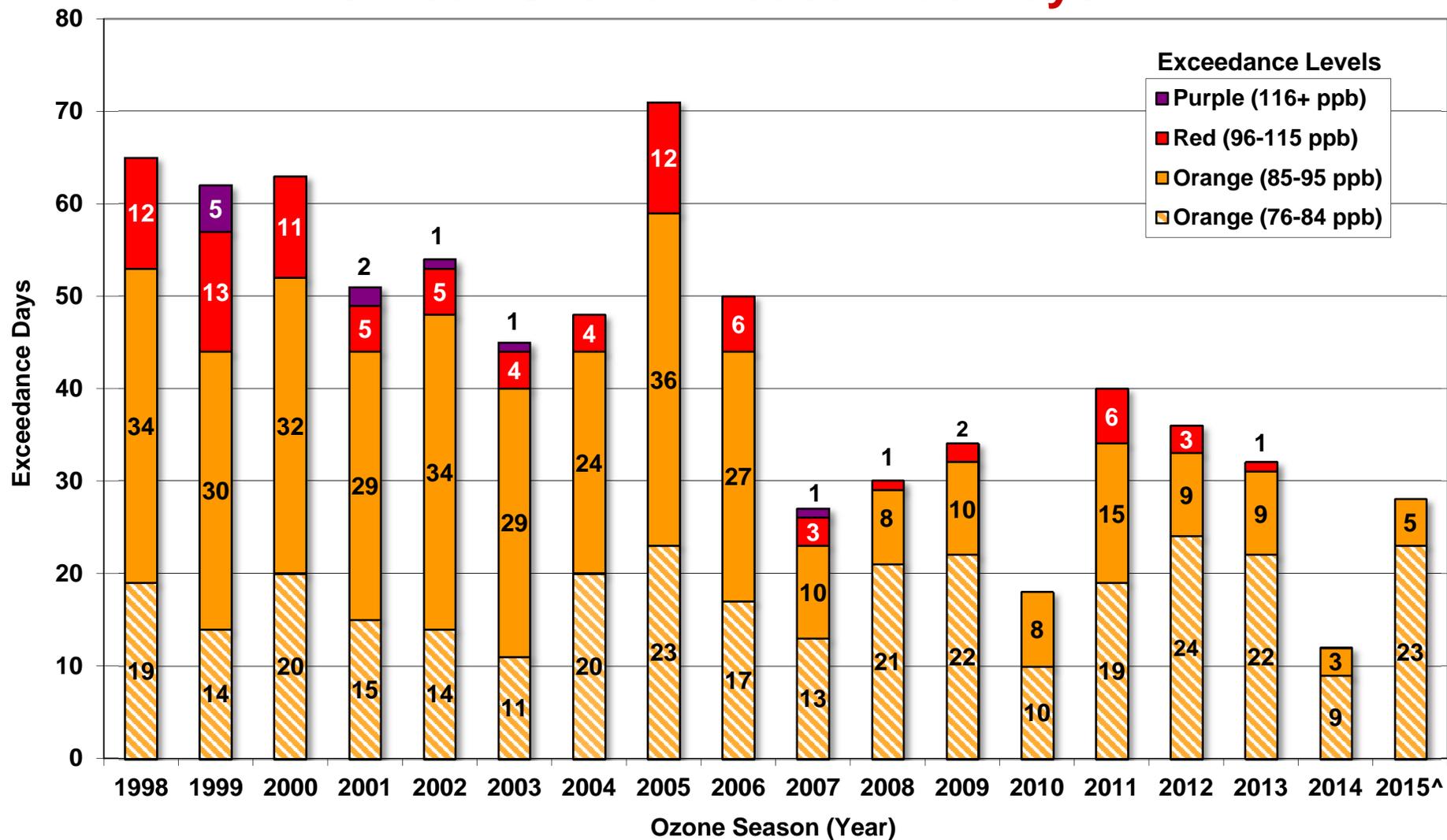
RTC Previously Provided Comments Encouraging EPA to Not Implement Extended Ozone Season in the Dallas-Fort Worth Nonattainment Region from the End of October Through the End of November.

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

SIP Baseline to be Developed for 2015 Ozone Standard Set at 2012

END OF OZONE SEASON UPDATE

8-Hour Ozone Exceedance Days



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

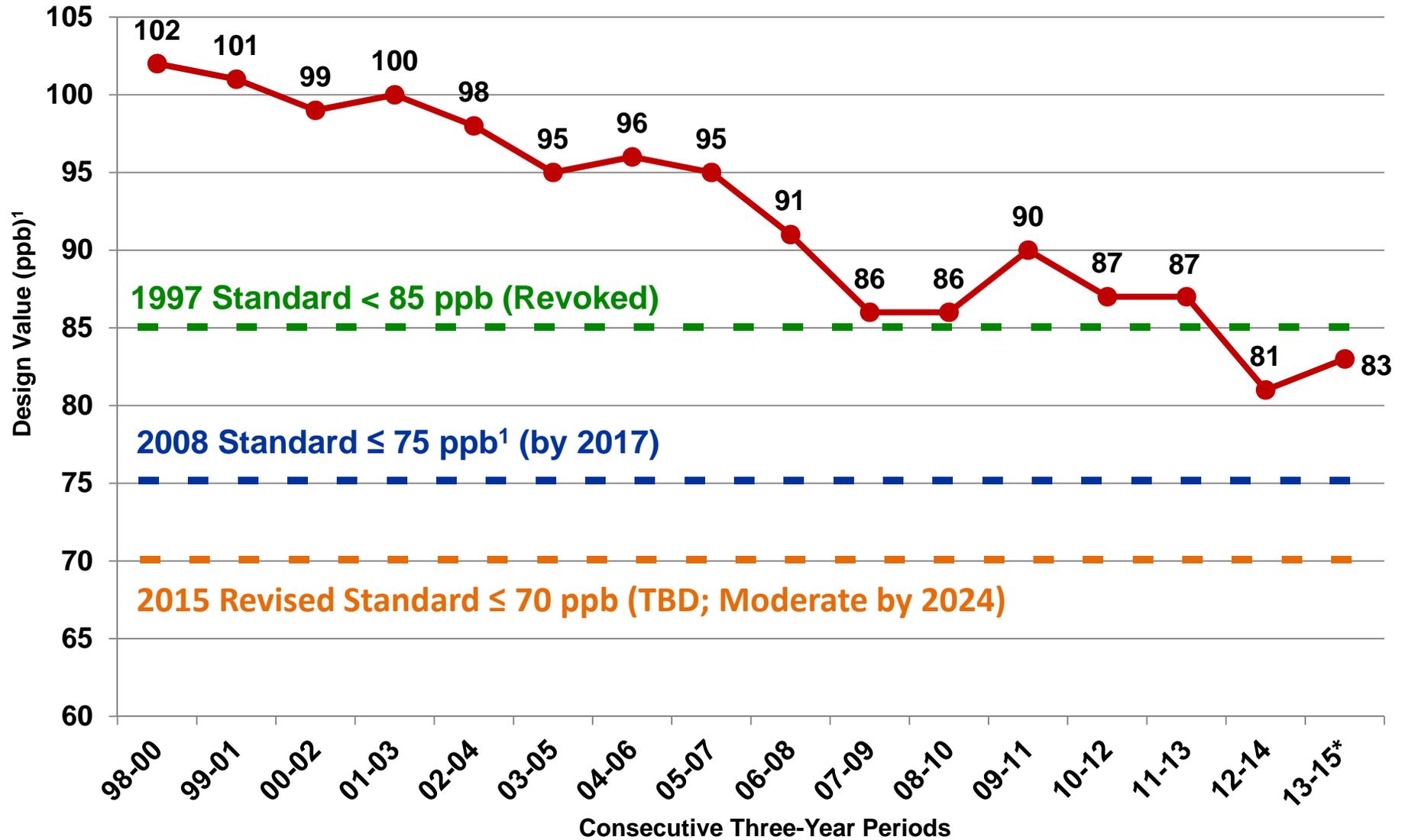
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 84 ppb standard. (AQI level orange = 76-95 ppb)

^Current as of 11/1/2015. Data not certified by TCEQ.

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

END OF OZONE SEASON UPDATE

8-Hour Ozone Historical Trends

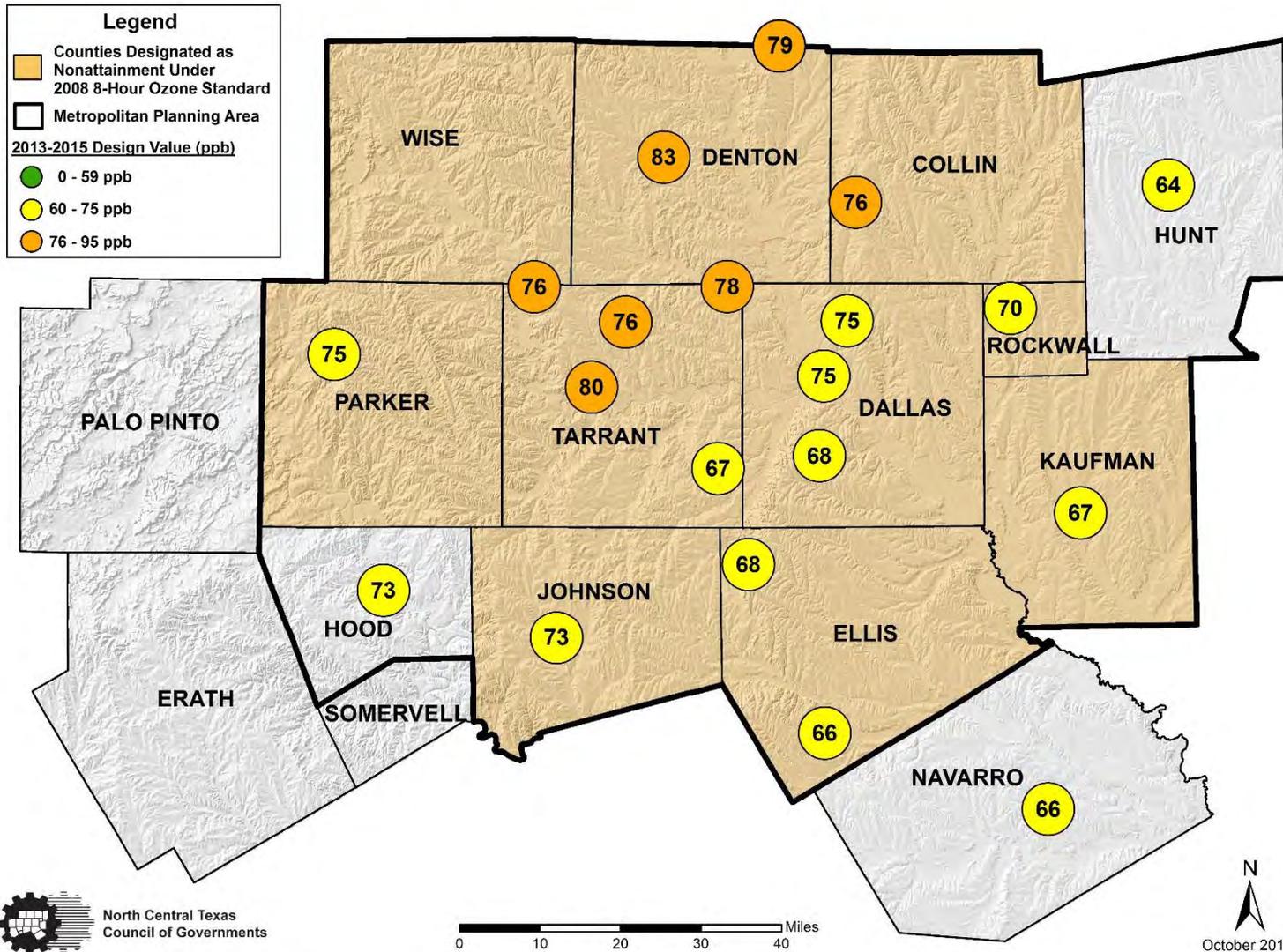


¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

*Current as of 11/1/2015. Data not certified by TCEQ.

END OF OZONE SEASON UPDATE

2008 8-Hour Ozone Standard Design Values



*Current as of 11/1/2015. Data not certified by TCEQ. Colors represent Air Quality Index breakpoints

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

REFERENCES

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Air Quality Policy and Regulations: www.nctcog.org/trans/air/policy/
NCTCOG Ozone Updates: www.nctcog.org/ozone

Regional Transportation Council Attendance Roster
November 2014 - October 2015

| RTC MEMBER | Entity | 11/13/14 | 12/11/14 | 1/8/15 | 2/12/15 | 3/12/15 | 4/9/15 | 5/14/15 | 6/11/15 | 7/9/15 | 8/13/15 | 9/10/15 | 10/8/15 |
|---------------------------|----------------|-----------------|-----------------|---------------|----------------|----------------|---------------|----------------|----------------|---------------|----------------|----------------|----------------|
| Monica R. Alonzo (07/15) | Dallas | -- | -- | -- | -- | -- | -- | -- | -- | P | P | P | P |
| Bruce Arfsten (08/15) | Addison | -- | -- | -- | -- | -- | -- | -- | -- | -- | P | P | E(R) |
| Douglas Athas (06/13) | Garland | P | P | P | P | P | P | P | E | P | P | P | P |
| Brian Barth (09/13) | TxDOT, FW | P | P | P | P | P | E(R) | P | P | P | P | E(R) | P |
| Carol Bush (01/15) | Ellis Cnty | -- | -- | P | P | E(R) | P | P | E | P | P | E | P |
| Mike Cantrell (1/07) | Dallas Cnty | P | P | P | P | A | P | P | P | P | A(R) | P | P |
| Rudy Durham (7/07) | Lewisville | P | P | P | P | P | P | P | P | P | P | P | P |
| Andy Eads (1/09) | Denton Cnty | P | P | P | P | P | P | P | P | E | P | P | P |
| Charles Emery (4/04) | DCTA | P | P | P | P | P | P | P | P | P | P | P | P |
| Mark Enoch (12/06) | DART | P | P | P | P | P | P | P | P | A | P | E(R) | E(R) |
| Gary Fickes (12/10) | Tarrant Cnty | A | P | P | P | P | P | E(R) | P | E | P | E(R) | A |
| Robert Franke (1/08) | Cedar Hill | P | P | P | E | P | E | P | P | P | P | E(R) | P |
| Sandy Greyson (11/11) | Dallas | P | P | P | P | E | P | P | P | E | P | P | P |
| Mojoy Haddad (10/14) | NTTA | A | A | P | P | P | P | A | P | A | P | P | P |
| Roger Harmon (1/02) | Johnson Cnty | P | P | P | E(R) | E(R) | P | P | E(R) | E | P | P | E |
| Clay Jenkins (04/11) | Dallas Cnty | P | P | P | P | A | P | P | P | E | P | P | P |
| Ron Jensen (06/13) | Grand Prairie | P | P | P | P | A(R) | P | P | P | P | A(R) | P | P |
| Jungus Jordan (4/07) | Fort Worth | P | P | P | P | P | P | P | P | E | P | P | P |
| Lee Kleinman (09/13) | Dallas | A | P | E | E | E | E | P | P | E | P | P | P |
| Stephen Lindsey (10/11) | Mansfield | P | P | P | P | P | P | E | P | P | P | P | P |
| Brian Loughmiller (04/15) | McKinney | -- | -- | -- | -- | -- | P | P | A | A | A(R) | P | A(R) |
| David Magness (06/13) | Rockwall Cnty | E(R) | E | P | P | A | P | P | P | P | P | P | A |
| Scott Mahaffey (03/13) | FWTA | P | P | P | P | P | P | P | P | E(R) | P | P | P |
| Matthew Marchant (07/08) | Carrollton | P | P | P | P | A | P | P | P | P | A | P | P |
| Maher Maso (10/08) | Frisco | E(R) | E(R) | P | P | A | E | E(R) | E(R) | P | P | E(R) | P |
| Cary Moon (06/15) | Fort Worth | -- | -- | -- | -- | -- | -- | -- | A | P | E | P | P |
| Stan Pickett (06/15) | Mesquite | -- | -- | -- | -- | -- | -- | -- | P | P | P | P | E(R) |
| Mark Riley (1/09) | Parker Cnty | P | P | P | P | P | P | P | P | P | P | P | P |
| Kevin Roden (6/14) | Denton | P | A | P | P | A | P | P | P | P | P | P | P |
| Amir Rupani (11/14) | Dallas | P | P | A | P | P | P | P | P | P | P | P | P |
| Kelly Selman (02/15) | TxDOT, Dallas | -- | -- | -- | P | P | E(R) | P | P | P | P | P | P |
| Lissa Smith (6/12) | Plano | P | P | P | P | P | E | P | P | P | P | P | P |
| Mike Taylor (7/14) | Colleyville | P | P | P | P | P | P | P | P | P | P | P | P |
| Stephen Terrell (6/14) | Allen | E(R) | P | P | P | P | P | E(R) | P | P | P | E | P |
| Oscar Trevino (6/02) | Nrth Rch Hills | P | P | P | P | A | P | E(R) | P | E(R) | P | P | P |
| William Velasco (11/11) | Dallas | E | A | P | E | P | P | E | A | P | P | E | E |
| Oscar Ward (6/14) | Irving | P | P | P | P | P | P | P | P | P | P | P | P |

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
November 2014 - October 2015**

| RTC MEMBER | Entity | 11/13/14 | 12/11/14 | 1/8/15 | 2/12/15 | 3/12/15 | 4/9/15 | 5/14/15 | 6/11/15 | 7/9/15 | 8/13/15 | 9/10/15 | 10/8/15 |
|---------------------------|---------------|-----------------|-----------------|---------------|----------------|----------------|---------------|----------------|----------------|---------------|----------------|----------------|----------------|
| Bernice Washington (4/09) | DFW Airport | P | E | P | P | E(R) | P | P | E(R) | P | P | P | P |
| Duncan Webb (6/11) | Collin Cnty | P | P | P | P | P | P | P | E(R) | P | P | P | E(R) |
| B. Glen Whitley (2/97) | Tarrant Cnty | E | P | P | P | P | E | P | P | E | P | E | P |
| Kathryn Wilemon (6/03) | Arlington | P | P | P | P | P | P | P | P | P | P | P | P |
| Jeff Williams (10/15) | Arlington | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | P |
| Erik Wilson (07/15) | Dallas | -- | -- | -- | -- | -- | -- | -- | -- | P | P | P | P |
| Zim Zimmerman (9/12) | Fort Worth | P | P | P | P | P | P | P | P | E(R) | A(R) | P | A(R) |

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
August 2014-September 2015

| STTC MEMBERS | Entity | 8/22/14 | 9/26/14 | 10/24/14 | 12/5/14 | 1/23/15 | 3/27/15 | 4/24/15 | 5/22/15 | 6/26/15 | 7/24/15 | 8/28/15 | 9/25/15 |
|--------------------|--------------------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Antoinette Bacchus | Dallas Cnty | A | A | A | A | A | A | P | P | A | P | P | P |
| Bryan Beck | Fort Worth | P | P | A | A | P | A | P | A | P | A | P | P |
| Marc Bentley | Farmers Branch | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | A |
| Kristina Brevard | DCTA | -- | -- | -- | -- | P | P | P | P | P | P | P | P |
| Keith Brooks | Arlington | P | P | A | P | P | P | P | P | P | P | P | P |
| John Brunk | Dallas | P | P | P | P | A | P | P | P | A | P | A | P |
| Mohammed Bur | TxDOT, Dallas | -- | -- | P | P | P | P | P | A | P | P | P | A |
| Chris Burkett | Mansfield | R | P | R | P | P | R | R | R | P | P | P | R |
| Loyl Bussell | TxDOT, FW | P | P | P | P | P | P | P | P | P | P | P | P |
| Jack Carr | Plano | P | P | P | P | P | A | P | P | A | P | P | P |
| Dave Carter | Richardson | P | A | P | P | A | P | P | P | P | P | P | P |
| John Cordary, Jr. | TxDOT, FW | -- | -- | -- | -- | -- | P | P | P | P | P | P | P |
| Hal Cranor | Eules | P | A | P | P | P | P | R | P | P | P | P | P |
| Clarence Daugherty | Collin County | -- | A | P | P | P | P | A | P | A | R | P | P |
| Chad Davis | Wise Cnty | A | P | P | A | A | P | P | P | P | P | P | P |
| Greg Dickens | Hurst | P | R | R | R | R | P | A | A | R | R | R | R |
| Sherrelle Diggs | Rowlett | P | A | A | A | P | A | P | P | P | P | A | A |
| David Disheroon | Johnson County | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | P |
| Massoud Ebrahim | Greenville | A | P | A | R | P | A | A | P | P | P | P | R |
| Chad Edwards | DART | -- | P | P | P | P | P | P | P | P | P | P | A |
| Claud Elsom | Rockwall Cnty | A | P | A | P | P | P | P | P | P | A | P | P |
| Keith Fisher | Keller | P | P | P | R | P | P | P | P | A | R | P | R |
| Eric Fladager | Fort Worth | P | A | A | P | P | P | P | P | P | P | A | P |
| Chris Flanigan | City of Allen | R | P | R | P | P | A | R | P | P | P | P | P |
| Gary Graham | McKinney | R | P | R | R | R | P | R | P | A | P | P | P |
| Tom Hammons | City of Carrollton | A | A | A | A | A | A | P | A | P | A | A | A |
| Michael Hasler | Duncanville | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | A | P |
| Curvie Hawkins | FWTA | P | P | P | A | A | A | P | P | P | A | P | P |
| Chris Holsted | Wylie | A | P | P | P | P | A | P | A | P | A | P | A |
| Thomas Hoover | Bedford | A | P | A | A | A | P | A | A | P | P | R | P |
| Matthew Hotelling | Flower Mound | A | A | P | P | P | P | P | P | P | P | P | P |
| Kirk Houser | City of Dallas | P | A | P | P | P | P | A | A | P | P | P | P |
| Terry Hughes | Parker County | P | P | P | P | P | P | P | P | P | P | P | P |
| Jeremy Hutt | Colleyville | P | P | R | P | P | P | R | P | P | P | A | P |
| Paul Iwuchukwu | Arlington | P | P | P | P | P | P | P | P | A | P | P | P |
| Joseph Jackson | Ellis County | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | P | P |
| Tim James | Mesquite | P | A | P | P | A | P | P | P | A | P | A | A |
| David Jodray | Fort Worth | P | P | P | P | P | P | P | P | P | P | P | P |
| Kelly Johnson | NTTA | A | A | P | A | A | A | A | A | A | A | A | P |
| Tom Johnson | DeSoto | P | A | P | A | P | P | P | A | A | P | P | P |
| Sholeh Karimi | Grand Prairie | P | P | P | P | P | P | P | P | P | P | P | A |

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster

August 2014-September 2015

| STTC MEMBERS | Entity | 8/22/14 | 9/26/14 | 10/24/14 | 12/5/14 | 1/23/15 | 3/27/15 | 4/24/15 | 5/22/15 | 6/26/15 | 7/24/15 | 8/28/15 | 9/25/15 |
|--------------------------|----------------------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Chiamin Korngiebel | Dallas | P | A | P | A | P | P | A | A | P | A | A | P |
| Richard Larkins | Grapevine | -- | -- | -- | -- | -- | P | A | P | P | P | A | A |
| Paul Luedtke | Garland | P | A | P | A | P | A | A | P | P | P | A | P |
| Stanford Lynch | Hunt Cnty | R | P | P | A | P | R | R | A | P | P | P | P |
| Rick Mackey | TxDOT Paris | P | P | P | P | P | P | A | P | P | P | P | P |
| Srini Mandayam | Mesquite | P | P | P | P | P | P | A | R | P | P | P | R |
| Geroge Marshall | Coppell | P | A | A | P | P | R | R | P | P | P | P | A |
| Clyde Melick | Waxahachie | P | P | P | P | P | P | P | P | P | R | R | P |
| Laura Melton | Burleson | A | A | A | A | A | A | A | A | A | A | A | A |
| Brian Moen | Frisco | A | A | A | A | A | A | P | A | A | P | A | A |
| Cesar Molina, Jr. | Carrollton | P | P | P | P | P | A | A | P | A | P | P | A |
| Lloyd Neal | Plano | A | A | P | P | P | A | P | P | A | A | P | P |
| Mark Nelson | Denton | P | P | P | P | P | P | P | A | P | P | P | R |
| Jim O'Connor | Irving | P | P | P | P | P | P | P | P | A | P | P | P |
| Kevin Overton | Dallas | -- | -- | A | P | A | P | P | P | A | P | P | P |
| Dipak Patel | Lancaster | P | P | P | P | P | P | P | P | P | P | A | P |
| Todd Plesko | DART | P | P | A | P | P | P | P | P | A | P | P | A |
| John Polster | Denton Cnty | P | P | P | P | P | P | P | A | P | P | P | P |
| Lisa Pyles | Town of Addison | A | A | A | A | A | A | P | P | P | A | P | A |
| William Riley | Tarrant Cnty | P | P | P | P | P | P | A | P | A | P | P | P |
| Greg Royster | DFW Int. Airport | A | A | P | P | P | P | P | P | A | P | A | P |
| Moosa Saghian | Kaufman County | -- | -- | -- | -- | -- | -- | -- | P | P | P | P | A |
| David Salmon | Lewisville | P | R | P | P | R | P | R | A | P | P | P | P |
| Elias Sassoon | Cedar Hill | A | R | P | P | P | P | P | R | P | P | R | P |
| Gordon Scruggs | The Colony | P | P | A | P | R | P | P | P | P | P | P | P |
| Lori Shelton | NTTA | P | P | P | P | P | P | P | P | P | P | P | P |
| Walter Shumac, III | Grand Prairie | -- | -- | -- | -- | P | A | P | P | A | P | P | P |
| Randy Skinner | Tarrant Cnty | P | P | P | P | P | A | P | A | P | A | P | P |
| Angela Smith | FWTA | -- | -- | -- | -- | -- | -- | -- | -- | -- | P | P | A |
| Caleb Thornhill | Plano | P | P | P | A | P | P | A | P | P | A | P | P |
| Mark Titus | Richardson | P | P | P | P | P | P | P | P | P | P | P | P |
| Jonathan Toffer | Dallas Cnty | A | A | A | A | P | P | A | A | P | A | A | A |
| Timothy Tumulty | Rockwall | P | A | A | R | P | P | A | P | A | P | P | A |
| Gregory Van Nieuwenhuize | Haltom City | P | P | P | P | P | P | P | P | P | P | P | P |
| Daniel Vedral | Irving | A | P | P | P | P | A | P | A | P | P | A | A |
| Caroline Waggoner | North Richland Hills | -- | A | P | P | P | P | P | P | P | P | R | P |
| Jared White | Dallas | P | A | P | P | P | P | P | P | A | P | P | P |
| Bill Wimberley | Hood County | P | P | P | P | P | P | R | P | A | P | P | P |
| Alicia Winkelblech | Arlington | P | P | A | P | P | R | R | P | P | A | P | P |
| Mykol Woodruff | TxDOT, Dallas | -- | -- | -- | -- | -- | P | P | P | P | A | P | P |
| Jamie Zech | TCEQ | -- | -- | -- | -- | -- | -- | -- | -- | -- | A | A | A |

P =Present A= Absent

R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE September 25, 2015

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 25, 2015, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Kristina Brevard, Keith Brooks, John Brunk, David Boski (representing Chris Burkett), Loyl Bussell, Jack Carr, Dave Carter, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad David, Jim Juneau (representing Greg Dickens), David Disheroon, Alan Hendrix (representing Massoud Ebrahim), Claud Elsom, Chad Bartee (representing Keith Fisher), Eric Fladager, Chris Flanigan, Gary Graham, Michael Hassler, Curvie Hawkins, Thomas Hoover, Matthew Hotelling, Kirk Houser, Jeremy Hutt, Paul Iwuchukwu, Joseph Jackson, David Jodray, Kelly Johnson, Tom Johnson, Chiamin Korngiebel, Paul Luedtke, Stanford Lynch, Ricky Mackey, Yang Jin (representing Srin Mandayam), Clyde Melick, Laura Melton, Lloyd Neal, Julie Anderson (representing Mark Nelson), Jim O'Connor, Kevin Overton, Dipak Patel, John Polster, William Riley, Greg Royster, David Salmon, Elias Sassoon, Gordon Scruggs, Lori Shelton, Walter Shumac III, Randy Skinner, Caleb Thornhill, Mark Titus, Gregory Van Nieuwenhuize, Caroling Waggoner, Jared White, Bill Wimberley, Alicia Winkelblech, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Adam Beckom, Ken Bunkley, Robert Caskey, Courtney Coates, Jory Dille, Jill Hall, Tommy Henderson, Rebekah Hernandez, Yagnesh Jamarwala, Dan Kessler, Ken Kirkpatrick, April Leger, Rachel Linnewiel, Sonny Loper, Jody Loza, Patrick Mandapaka, Chad McKeown, Michael Morris, Michael Overton, Milton Richter, Jahnae Stout, Jignesh Thakker, Sandy Wesch, and Amanda Wilson.

1. **Approval of August 28, 2015, Minutes:** The minutes of the August 28, 2015, meeting were approved as submitted in Reference Item 1. Stanford Lynch (M); Kristina Brevard (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** Clarence Daugherty asked for clarification regarding the local contribution for the Dallas North Tollway from SH 428 to the Collin County line. Ken Bunkley noted that the local contribution will be supplied by Denton County. The comment field on page 24 of Reference Item 2.1 includes notes that Denton County will supply the local contribution. In addition, the comments will be included in the Statewide Transportation Improvement Program (TIP) listing. A motion was made to recommend Regional Transportation Council approval of the Transportation Improvement Program modifications in Reference Item 2.1.

Clarence Daugherty (M); John Polster (S). The motion passed unanimously.

3. **Proposition 1 – Phase 2 (FY2016 and FY2017):** Adam Beckom presented Proposition 1 – Phase 2 project listings. In November 2014, voters approved Proposition 1 which provided \$1.74 billion to the State Highway Fund. The Dallas-Fort Worth region received approximately \$367 million in year one and project selections were finalized in February 2015. In July 2015, the Texas Department of Transportation (TxDOT) announced the draft

allocation of an additional \$532 million for FY2016 and FY2017. He noted that the six guiding principles and the statewide program rules from the Phase 1 effort were proposed to remain in effect. The project selection focus areas are also proposed to be maintained, including that projects must be environmentally cleared in time to let in FY2016 and FY2017, must be consistent with the Mobility Plan, maintain sensitivity to existing projects with funding shortfalls, and have continued focus on capacity. Equitable distribution by county across the four-year period, as well as regional east/west equity will also be maintained. Approximately \$268 million is anticipated for FY2016 and approximately \$263 million in FY2017. Staff is monitoring the Unified Transportation Program and anticipate a revision to the FY2016 allocation due to lower than expected FY2015 revenues. Final approval is anticipated by TxDOT in November 2015. Mr. Beckom highlighted maps showing the geographic distribution of proposed projects. FY2018 and FY2019 projects are included for planning purposes and staff will continue to work with TxDOT to refine these projects. In addition, he noted that staff anticipates that there will be changes between the projects listed in Reference Item 3 and the finalized list of projects that will be presented to the Regional Transportation Council (RTC) for consideration. Staff proposed the following changes: 1) implement a Dallas/Dallas County partnership on IH 635 at Skillman Audelia to finalize the Metropolitan Planning Organization Revolver Fund, 2) change funding on the SH 114/Texas Plaza Bridge project to Category 2/Metro Corridor funds and move the Proposition 1 funds to the IH 20 frontage roads project from Carrier Parkway to FM 1382, 3) identify an alternative funding source for the IH 35E at State Loop 288 project (may not be Proposition 1 eligible), 4) resolve possible receipt of cost savings on Proposition 1 projects in Ellis and Navarro Counties by using all Category 12/Strategic Priority funds first, and 5) replace the maintenance place holder in Rockwall County for the FM 550 maintenance project. Staff will continue to seek Regional Toll Revenue/Proposition 1 partnerships with Dallas and Collin Counties similar to the partnership with Denton County. In addition, potential Proposition 7 funds are being considered for utilization on some projects, especially in FY2018 and FY2019. As noted, staff will continue to refine FY2018 and FY2019 projects in preparation for future Proposition 1 allocations. A motion was made to recommend RTC approval of the FY2016 and FY2017 Proposition 1 projects in Reference Item 3, amend the 2015-2018 Transportation Improvement Program (TIP)/Statewide TIP (STIP) and or upcoming 2017-2020 TIP/STIP to incorporate these projects and funding changes. John Polster (M); Elias Sassoon (S). The motion passed unanimously.

4. **Mobility 2040:** Chad McKeown presented the latest efforts regarding the development of Mobility 2040. Maps containing roadway projects submitted for consideration were presented. These maps, presented last month, have been updated to reflect input and feedback from entities. They include partner agency submittals and other corridors for review. Gray corridors indicate roadway recommendations in the current Plan that will be reviewed for possible inclusion in Mobility 2040. Corridors in red are new corridors being evaluated for inclusion. Project prioritization methodology was reviewed, which is based on a data-driven approach using categories based on Moving Ahead for Progress in the 21st Century (MAP-21) goals, including performance measures, source, and calculations used to develop the measures. He noted that the graphic presented is available online. Based on MAP-21 goals, a series of six maps based on the performance measures were presented. Highest ranking corridors were indicated in red, medium in yellow, and lowest rankings in green. Dark gray corridors are either under construction, have recently been completed, or otherwise have a previous commitment for improvement. Maps include performance measures for congestion reduction, system reliability, safety, infrastructure conditions, freight movement and economic vitality, and environmental sustainability. The performance

measures are currently being shown individually and staff will be working to combine and weight these into an overall scoring and prioritization based on feedback received. Corridor ranking tables have been developed and will be available to members for their review. Comments were requested by October 9 so that staff can move forward with next steps. Staff will begin preliminary project categorization and the initial project prioritization process, followed by assessing financial constraint impacts, project staging, and recommendations. He noted that the maps presented only apply to major roadway corridors. Transit is advancing and meetings are being held to determine if rail lines in the previous Plan can continue into Mobility 2040. More details will be provided to members in early fall. Mr. McKeown also reviewed the financial elements of the plan. Over the past two State legislative sessions, lawmakers have provided opportunities for new funding, some of which are pending voter approval. These funds are almost exclusively for roadway projects. Taking this into account, along with Regional Transportation Council input regarding the inclusion of potential enhanced revenue, financial scenarios have been revised. Mobility 2040 baseline revenue includes approximately \$110 billion in revenue. When enhanced revenue is included, the expected range is between \$110-120 billion dependent on the amount of toll roads and managed lanes included in recommendations. If Proposition 7 is not approved, totals will be revised. Mr. McKeown discussed a recent Mobility 2040 survey that has closed. Approximately 2,500 responses were received. Over 80 percent responded that they would consider options besides driving alone if it were convenient. Nearly 90 percent believe congestion is a top challenge facing North Texas. Responses related to transportation issues were split evenly among choices and are indicative of the diverse needs of the region. A new survey is now available through October 30 at www.nctcog.org/survey2040. Staff anticipates presenting preliminary Mobility 2040 recommendations in the fall, final recommendations in early 2016, with approval requested in March 2016. Members will be provided a copy of the presentation and corridor ranking tables by e-mail for their review and comment. John Polster asked about the Travel Demand Management policy presented last month as part of Mobility 2040. Mr. McKeown noted that this policy will be presented separately, along with other proposed policies.

5. **Managed Lane Auto-Occupancy Verification Procurement:** Ken Kirkpatrick briefed the Regional Transportation Council (RTC) on the status of the joint Texas Department of Transportation (TxDOT)/RTC auto-occupancy verification procurement for managed lane corridors. The RTC's Tolloed Managed Lane Policies provide for a 50 percent discount to high-occupancy vehicle (HOV) users during the peak period, currently for 2+ users. The policy is enforced manually through technology support, with the users being required to declare eligibility prior to using the managed lane. Officers then manually enforce the 2+ requirement. The RTC policy provides that more advanced technology verification be phased in over time, when available. RTC and TxDOT staff have been working to procure a technology solution to provide automated vehicle occupancy verification in order to provide an option for the HOV discount that is seamless to the user. A Request for Proposals was issued in May 2015. Proposals are being evaluated, and two RTC staff representatives are part of the review team. TxDOT is anticipated to make an award in early fall and subsequent reports will be provided to the Committee. Clarence Daugherty discussed feasible options. Mr. Kirkpatrick noted that TxDOT and North Central Texas Council of Governments staffs believed that technology was at a point that a procurement was feasible. John Polster discussed the reason for the technology, as an interim solution, since the subsidy may not be utilized in the future and also discussed the cost of the technology. Mr. Kirkpatrick noted that the procurement was initiated due to the manual cost of verification. If the region were to reach nonattainment in the future, it would not be necessary. In addition, he noted that enough data is not yet available to determine the cost benefit of the technology. RTC staff

will be briefed by TxDOT prior to the award so that issues related to the cost of the technology, cost of the subsidy, and related issues can be assessed.

6. **DFW Connector Pilot Study Update:** Ken Kirkpatrick provided an update on the status of the DFW Connector Pilot Program related to pay-by-mail surcharges. He noted that approximately two years ago, the Texas Department of Transportation asked the Regional Transportation Council (RTC) to set aside \$2-4 million per year to cover the pay-by-mail collection risk in the IH 35W corridor. RTC elected to approve a pilot program to test the impact of additional surcharges on the pay-by-mail users and whether the additional charges would be sufficient to cover the collection risk of pay-by-mail users, which is more costly and of which there is only a 70 percent collection rate. The pay-by-mail surcharges would periodically increase at 90 days and 180 days to see if there was an impact causing users to purchase toll tags. Results from the pilot study would then be applied to the IH 35W corridor. In July 2014, the collection of tolls began on the corridor. In October 2014, pay-by-mail surcharges increased to 75 percent and then to 90 percent in January 2015. Staff has reviewed the pilot data, and the percentages of pay-by-mail transportations were highlighted. Mr. Kirkpatrick noted that transactions totaled approximately 37 percent in July 2014 and have dropped to approximately 30 percent as of July 2015. Overall transactions have increased from 120,000 to 170,000. The question is whether the decrease in pay-by-mail transactions is due to the increase in surcharges or other factors. He noted that preliminary results were positive and that the pilot will continue. Staff would like to review the communication to users, currently through dynamic message signs in the corridor, and look at options used by the North Texas Tollway Authority. Staff will continue to provide updates to the Committee.
7. **High-Occupancy Vehicle Subsidy Report:** Berrien Barks provided the quarterly report for the Regional Transportation Council (RTC) high-occupancy vehicle (HOV) subsidy. The current RTC managed lane policy allows for HOV 2+ users that pre declare to travel on the toll managed lanes for a 50 percent discount during the peak periods. The RTC is responsible for paying for the subsidy on two of regional managed lane corridors, NTE and LBJ Express. The DFW Connector is owned by TxDOT, who is responsible for the subsidy on that corridor. As of July 2015, the HOV 2+ subsidy is approximately \$200,000 and is the portion being paid by the RTC. He noted that the vanpool toll subsidy has been added to the quarterly report and allows for RTC-sponsored vanpool users to be reimbursed for tolls. From October 2014-July 2015 the subsidy totaled approximately \$400 and is paid out of Regional Vanpool Program funds. Based on this information, staff believes the RTC HOV policy can remain at 2+ until June 2016 or earlier based on future reports. The North Texas Tollway Authority has reported no impact to its customer service needs and there have been no incidence where speeds dropped below 35 mph. A breakdown of cost by facility was provided and it was noted that staff will continue to provide quarterly updates on the HOV subsidy.
8. **Update on Southern Gateway, IH 635E, US 75, and Texas Department of Transportation Dallas CityMAP Initiative:** Michael Morris discussed upcoming focus on projects in the eastern subregion. If in fact Proposition 7 is approved by voters, there will be additional funding for transportation. The region will be challenged with prioritizing efforts for the short and long term, including ensuring that projects are correctly listed in Mobility 2040. The IH 345 project let approximately \$130 million under budget, leaving revenues that may potentially be available in the east. With regard to Dallas CityMAP, this is a Texas Department of Transportation (TxDOT) initiative on the analysis of development opportunities around downtown Dallas. It is a strategic and long-term initiative that is not

ready for inclusion in the next Mobility Plan. In addition, he discussed possible options for US 75 in Collin County. Given that Collin County has several projects with potential tolled elements and that the county is not interested in US 75 having additional tolled elements, one option is to advance Proposition 1 and Proposition 7 (if approved by voters) in the county and to hold off on US 75 in the short term. This will give Collin County a better balance of tolled and non-tolled projects. Many conversations regarding US 75 will be needed in order to advance the project in the future. For IH 635E, two meetings were scheduled involving the communities. The balance between toll and non-tolled elements must be determined in order to include the appropriate listing in the Mobility Plan so the project has a chance of moving forward if Proposition 7 funding is approved by voters. The initial project, Southern Gateway, is the first priority and a staged constructed project. TxDOT is holding several meetings with cities along the corridor to develop the best path forward with or without tolls. Mr. Morris noted that transportation projects may advance quickly following Proposition 7 voter approval. Staff is working to ensure that projects are listed correctly so that projects do not unintentionally let out of schedule. In addition he discussed a project in San Antonio on which that region decided that it would not move forward as a toll road and where it was not discussed prior to the decision what projects would not move forward as a result of the decision. As proposals are made to move forward in the North Texas region, the appropriate balance between tolled and non-tolled will be an important discussion, as well as what components of the system in the region will not be implemented as a result of improved balance. John Polster discussed IH 35W. In the past, the project was removed from the Mobility Plan, but Denton County decided to continue with advanced planning on the project. He discussed potential managed-lane components and asked how the reevaluation of tolled facilities impacts planning. Mr. Morris discussed development of the next Plan, and the forecasting of available revenue. In the previous Plan, around \$40-50 billion of projects were removed. The goal is that Mobility 2040 will include some of those projects that were removed. RTC direction from the recent poll indicates that members want to stay firm on the tolling concept, but there is also clear direction through Proposition 1 and Proposition 7 for non-tolled facilities. In the short term, the pendulum swings toward non-tolled facilities. Obviously, this cannot be the permanent philosophy because the needed transportation system cannot be built with available funding. Mr. Morris discussed the value of the TxDOT tools versus the funding shortfall and potential revenues. The Legislature would likely need to raise another \$5 billion to eliminate the need for tolling in the future. The Committee and RTC must be prepared to make quick decisions with regard to the degree of tolling that will be included in Mobility 2040. Mr. Polster asked if the IH35W corridor's inclusion in Mobility 2040 will be dependent on whether or not Denton County decides to include managed lanes in the project. Mr. Morris noted the importance of working with NCTCOG staff to determine the best strategy to move forward with certain projects. Paul Luedtke discussed the tools effectively taken away by the Legislature, at least for new projects going forward. If the tools are not available, he asked if mega projects in the region would be able to be implemented, and if those projects were possible without tolled elements. Mr. Morris noted that the tools still exist, but may not be received as well as in the past. Tolled facilities are likely only appropriate in mega regions, and most mega regions will likely never be able to fund the needs of their regions without some ability to leverage revenues. The question is how the region communicates to the Legislature respect and appreciation for the funds received, but also stresses the responsibility the region has to plan for 10.7 million in population in the future. Clarence Daugherty asked the result of citizens rejecting tolling and whether a project could be built over a long period of time if that were the only option. Mr. Morris noted that funds would have to accumulate over time while the project cost increased 10-15 percent. In addition, the region would have to be focused

on funding one project during that time. For this reason, it is important that the region is aware of what projects will not be built if a decision is made not to toll certain projects.

9. **Transportation Investment Generating Economic Recovery School Siting Program:**

Patrick Mandapaka presented information regarding the Community Schools and Transportation Program that will be launched this fall as follow up to a Transportation Investment Generating Economic Recovery (TIGER) planning grant received in 2014. A total of 111 independent schools districts (ISDs) fall within the metropolitan planning area. Many cities have multiple ISDs within their boundaries, and ISDs are often operating in multiple cities which creates the need for coordination. This includes approximately 2,000 public schools and 200 charter schools. With a region predicted to reach 10.7 million by 2040, there will be significant impacts on the regional transportation system and its relationship with ISDs. In 2010, North Central Texas Council of Governments (NCTCOG) staff held a regional kickoff meeting to discuss school siting issues and the benefit of collaboration with ISDs and the Regional Transportation Council (RTC). In addition, the City of McKinney/McKinney ISD and the City of Denton/Denton ISD held workshops and meetings. In 2013, RTC adopted a policy on school coordination and another meeting of elected officials, school board presidents, and superintendents was held. It was determined that there was significant interest in continuing the conversation. In 2014, the TIGER grant was received. Mr. Mandapaka noted that the RTC policy addresses four areas: active transportation, outreach and engagement, school siting, and air quality. Related initiatives for each were highlighted. In addition, there are four major tasks addressed by the TIGER grant. Interagency coordination will encourage coordination between ISDs/local governments/transportation agencies through the creation of a regional working group of technicians, coordinate planning, and removing policy barriers to the development of sustainable schools. School siting efforts will include review of state and national policies related to school siting and landbanking, best practices, and coordination regarding demographic projects. Transportation safety will include safety audits, recommendations for pedestrian and bicycle safety, and bilingual education programs. Multitmodal transportation efforts will include coordination discussions between transit agencies and schools related to bus routes, schedules, and alternate transportation connections. He noted that an RTC workshop was scheduled for 10:30 am on October 8, 2015, prior to the next RTC meeting. ISDs and school board presidents have been invited. As next steps, staff would like to develop a process for ongoing meetings/conversations between municipal and ISD elected officials. Over the next few months, staff also plans to develop a technical regional working group, continue researching school siting issues, and work with communities to develop pilot planning projects. There will be multiple opportunities to share information and participate in the planning process. He noted that information regarding the two-year program will be available at www.nctcog.org/schools.

10. **Fast Facts:** Rebekah Hernandez discussed the November 3 constitutional amendment election for Proposition 7. At its September 10 meeting, the Regional Transportation Council (RTC) approved a position statement supporting Proposition 7. If approved by voters, Proposition 7 would dedicate a portion of the state sales tax revenue and motor vehicle sales tax revenue to the State Highway Fund for non-tolled projects. A copy of the position statement was provided in Electronic Item 10.1.

Sandy Wesch discussed two training opportunities in the North Central Texas area. Details on the Designing Pedestrian Facilities for Accessibility training were provided as a handout at the meeting.

Jahnae Stout noted that September public meeting minutes were provided in Electronic Item 10.2. Topics included Proposition 1, the long-range transportation plan, and public transportation programs of projects. Staff is continuing to gather details for the October public meetings and information will be provided to members by e-mail when finalized.

Rachel Linnewiel discussed current air quality funding opportunities for vehicles. She noted that applications for the Clean Fleets North Texas 2015 Call for Projects would be accepted until October 23, 2015. She also highlighted two Texas Emission Reduction Program opportunities, and noted that the AirCheckTexas program was currently accepting replacement assistance applications. Details were provided in Electronic Item 10.3.

Jody Loza provide an ozone season update. As of the meeting date, the region has experienced 28 exceedance days. She noted that this is more than double the amount of exceedance days experienced in the region by the same date last year. Details were provided in Electronic Item 10.4.

Michael Overton noted that current east/west equity distributions were provided in Electronic Item 10.5.1 and Electronic Item 10.5.2. The equity distribution is currently 29 percent in the west and 71 percent in the east.

Jory Dille noted that the SH 161 pilot project opened on September 14, 2015, and is expected to be fully operationally by the end of the year. The project includes peak period shoulder utilization and staged wreckers to clear incidents quickly. Details were provided in Electronic Item 10.6.

The current Local Motion was provided in Electronic Item 10.7 and transportation partner progress reports were provided in Electronic Item 10.8.

11. **Other Business (Old and New):** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 23, 2015, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.

local motion

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

November 2015 | nctcog.org/localmotion

News

Voters approve Prop. 7

Texas voters approved seven constitutional amendments November 3, including Proposition 7, a transportation-related measure that received 83 percent of the vote. The amendment will dedicate a portion of revenues from the state sales tax and the motor vehicle sales tax to the State Highway Fund to be used on non-tolled roadway projects or to repay transportation-related debt. For more information, visit SOS.Texas.gov

Meetings

November 4, 8:30 am
TRTC

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

November 12, 1 pm
Regional Transportation Council
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

December 4, 1:30 pm*
Surface Transportation
Technical Committee
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

* The November and December meetings are combined due to the holidays.

EPA lowers ozone limit to protect public health

The Environmental Protection Agency has approved a new ozone standard in an effort to better protect the health of residents in North Texas and across the nation.

The EPA published the final rule on October 26 lowering the design value, or the fourth-highest three-year average concentration of ozone pollution, from 75 parts per billion to 70 ppb. The new ozone standard is effective December 28.

According to the EPA website, the decision to lower the design value was made due to “extensive scientific evidence about ozone’s effects on public health and welfare.”

By October 1, 2017, the EPA is expected to determine how Dallas-Fort Worth will be classified and if the new standard will change the number of counties in the nonattainment area. Ten DFW counties are in moderate nonattainment for the 75 ppb ozone standard and have until 2017 to comply. Data suggests the nonattainment area could expand, but a final decision has not been made.

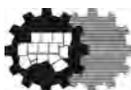
If the EPA gives the region a moderate designation, it will have six years to meet the new standard. A more stringent designation would allow the region more time to meet it.

The region’s air quality has shown improvement in recent years, with the design value steadily decreasing to the point that the old standard of 85 ppb was met in 2014. It has since been revoked.

NCTCOG maintains several programs to help contribute to the improvement, including AirCheckTexas Drive a Clean Machine and Air North Texas.

Enhancements to the capacity of the transportation system and the operation of the existing infrastructure are also important parts of the progress seen in air quality.

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



North Central Texas
Council of Governments

our region

Planning underway for high speed rail connection

As development for the region's next long-range transportation plan continues, options to connect residents to planned high speed rail service are emerging. The Texas Department of Transportation and North Central Texas Council of Governments are studying how to best provide regional access to this emerging technology, proposed for the Dallas-to-Houston and Oklahoma-to-South Texas corridors. The Regional Transportation Council supports a three-station concept with potential stops in Fort Worth, Arlington and Dallas. The planned line from Dallas-Fort Worth to Houston is on schedule to debut in 2021, and the Oklahoma-to-South Texas corridor is currently being studied.

What is being addressed in the environmental process?

- Ridership estimates
- Public opinion
- Cost estimates
- Environmental impacts
- Right-of-way needs
- Engineering
- Potential funding
- Station locations

Regional transportation leaders are looking at the third piece as more than a connection to high speed trains, but as the completion of a system that will allow residents seamless access to other nearby metropolitan areas via high speed rail. Two options are being examined: the Trinity Railway Express corridor and an alternative that would use portions of the areas surrounding the TRE and Interstate Highway 30, bringing high speed rail to Arlington.

Planners are moving forward with the environmental process, which includes the examination of many factors, such as ridership and cost estimates, potential right-of-way needs and impact on the environment and to the nation's economy.

The environmental impact statement, which will answer these questions and more, is expected to be finalized in 2017. Residents will have the opportunity to provide input during the planning for Mobility 2040, the region's multimodal blueprint for keeping transportation moving over the next 25 years. The new mobility plan will provide roadway, rail and bicycle-pedestrian recommendations, which present potential connections to high speed rail. Mobility 2040 could be approved by the Regional Transportation Council in early 2016.

NTTA expanding two major roadways to keep drivers moving

The North Texas Tollway Authority is keeping pace with the region's population growth by making improvements to two of its busiest roads. Projects on the Dallas North Tollway and the President George Bush Turnpike are designed to improve mobility, enhance services to customers and move the tollway system into the future.

Changes to the DNT will bring traffic relief in years to come with the addition of a fourth lane in each direction between the Sam Rayburn Tollway and Belt Line Road. The DNT improvements also include reconfiguring the direct-connector ramps on the north side of the DNT/PGBT interchange. *(Continued on Page 3)*

FROM PAGE 2

Bush Turnpike expansion could be complete by 2019

This will include improvements to the Park Boulevard exit from the Bush Turnpike. Access between Parker Road and Windhaven Parkway will be improved by modifying the ramp locations and adding new entrance ramps north of Windhaven.

In the first quarter of 2016, crews will also begin work on improvements south of the Bush Turnpike in Dallas and Addison. The DNT projects are scheduled for completion in early 2018.

Work is also underway to add a fourth lane in each direction of the Bush Turnpike. The new lanes will be built within the current median of the roadway between Interstate Highway 35E and State Highway 78. The project is being built in phases. The first phase, currently under construction, will add a lane between the DNT and US Highway 75; the second will continue the fourth lane from the DNT to IH 35E and from US 75 to SH 78. The entire 26-mile project is anticipated to be complete in 2019. For information about these projects, visit ProgressNTTA.org.

— Written by NTTA

public involvement

Program could boost school transportation

The Regional Transportation Council hosted a workshop October 8 with school superintendents and school board members to solicit policy-level input as it seeks to strengthen transportation coordination with the region's school systems. The meeting served as the kickoff for the Community Schools and Transportation Program, developed in 2014 with the help of a Transportation Investment Generating Economic Recovery (TIGER) grant. In encouraging collaboration and coordination among the region's school districts, local governments and transportation agencies, the program seeks to:

- Advance long-term planning for school siting
- Improve multimodal transportation options to schools
- Improve transportation safety near schools

NCTCOG will host the first technical, staff-level Regional Working Group meeting involving staff from cities and school districts December 9. This group will help guide the specific program activities and deliverables related to land use and transportation near schools. For more information, visit NCTCOG.org/schools.

Fact sheet: NCTCOG coordinates UAS effort

Traditional aircraft are increasingly being joined in the skies over North Texas by unmanned aircraft. NCTCOG is watching this development closely and coordinating with regional partners on standards for unmanned aircraft systems in the region. UAS technology has many useful applications from law enforcement to accident investigation to regional planning. NCTCOG developed a fact sheet to explain the technology and regional efforts. Read it at NCTCOG.org/factsheets.

resources

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partners

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DCTA.net

North Texas Tollway Authority
NTTA.org

**The Fort Worth
Transportation Authority**
The-T.com

**Texas Department
of Transportation**
TxDOT.gov

\$330 million

The projected cost of the 9.7-mile extension of State Highway 360 from south of Interstate Highway 20 to US Highway 287.

policymakers —

SH 360 extension moving forward

The extension of State Highway 360, for years considered one of the top transportation priorities for the region, is moving forward. Local and state leaders gathered in October for a ceremonial groundbreaking to mark the beginning of the 9.7-mile project that will extend the road southward through Arlington, Grand Prairie and Mansfield.

The \$330 million project will improve capacity for drivers with the addition of two toll lanes in each direction between Interstate Highway 20 and US Highway 287. Construction is expected to begin this month and be completed in late 2017.

It is the second major project announced this year for SH 360. In February, the Texas Transportation Commission approved funding for a new interchange at IH 30 and SH 360, in the plans since the 1980s. Proposition I, approved by voters in November 2014, will provide much of the funding for the interchange project.

On the Web: Drive360South.com

Watch RTC meetings live online

If you are unable to make it to the next RTC meeting, you can watch from your home, office or even on the go. NCTCOG began streaming the meetings at NCTCOG.org/video in September. After each meeting, a recording is made available on the website, where archived sessions can also be watched. Streaming began following the Legislature's approval of a bill this year requiring policy board meetings to be presented live online.

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.