

AGENDA

**Regional Transportation Council
Thursday, February 8, 2018
North Central Texas Council of Governments**

11:00 am Mobility 2045 Plan Workshop Including Technology Elements Related to Vehicle Occupancy Technology

**1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

1:00 – 1:05 1. Approval of January 11, 2018, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Rob Franke, RTC Chair
Item Summary: Approval of the January 11, 2018, 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. FY2018 and FY2019 Unified Planning Work Program Modifications
Presenter: Dan Kessler, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.
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 FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019. Amendments to this document are being proposed to reflect project updates and funding adjustments. The proposed amendments were presented to the public through the January 9, 10, and 16, 2018, public meetings and are also included as [Electronic Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. The Surface Transportation Technical Committee took action at its January meeting to recommend Regional Transportation Council approval of the modifications.

2.2. **Video Web Hosting Services and Equipment Upgrade in the Transportation Council Room**

Presenter: Sandy Wesch, NCTCOG

Item Summary: Staff is currently procuring a new contract for video web hosting services to continue live streaming of Regional Transportation Council (RTC) meetings. Additionally, staff is requesting RTC approval for \$50,000 in RTC Local funding to support the upgrade of video displays in the Transportation Council Room. Approval will also be sought to include this additional funding in the FY2018 and FY2019 Unified Planning Work Program, 2017-2020 Transportation Improvement Program, and other administrative/planning documents as necessary.

Background: In 2016, the Texas Legislature adopted Senate Bill 1237, which requires a metropolitan planning organization that serves one or more counties with a population of 350,000 or more to broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the videos must be archived and made available through a web site. The North Central Texas Council of Governments' (NCTCOG) current contract for this service expires in April 2018. Staff is procuring a new contract for these services. Additionally, NCTCOG staff recommends the replacement of the front projector and screen in the Transportation Council Room and the addition of two monitors at the back of the room. Funding currently exists for the web hosting services, but additional funding is needed to purchase the upgraded equipment.

1:05 – 1:20

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

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Eco-Logical Recognition
2. Regional Transportation Council (RTC) Member Representation at Events
 - January 25, 2018, Texas Transportation Commission Meeting (RTC Chair Rob Franke, RTC Vice Chair Gary Fickes, Clay Lewis Jenkins, Jungus Jordan, Lee M. Kleinman, B. Adam McGough, Mike Taylor, Oscar Ward, and Kathryn Wilemon)
3. Communication Method for RTC Items/Presentations
4. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.1](#))
5. Dallas-Fort Worth Clean Cities Events ([Electronic Item 3.2](#))
6. Dallas-Fort Worth Clean Cities Annual Survey Due February 15 ([Electronic Item 3.3](#))
7. Clean Construction Contract Language Incorporated into the North Central Texas Council of Governments Public Works Construction Standards ([Electronic Item 3.4](#))

8. 2017 Transportation Development Credits Annual Report ([Electronic Item 3.5](#))
9. East/West Equity Update ([Electronic Item 3.6](#))
10. January Public Meeting Minutes ([Electronic Item 3.7](#))
11. February Public Meeting Notice ([Electronic Item 3.8](#))
12. Testimony at the High-Speed Rail Public Hearing ([Electronic Item 3.9](#))
13. Senior Staffing Changes
14. Status Report on the Margaret McDermott Bridge
15. Recent Transportation Events
16. Public Comments Report ([Electronic Item 3.10](#))
17. Recent Correspondence ([Electronic Item 3.11](#))
18. Recent News Articles ([Electronic Item 3.12](#))
19. Recent Press Releases ([Electronic Item 3.13](#))
20. Transportation Partners Progress Reports

1:20 – 1:30

4. **Blue-Green-Grey Awards**

Action Possible Action Information Minutes: 10

Presenter: Emily Beckham, NCTCOG

Item Summary: Staff will provide information regarding the Blue-Green-Grey Application for New Ideas funding opportunity, proposals received, and evaluation process. A recommendation of projects to select for funding will also be provided and Regional Transportation Council action requested.

Background: The North Central Texas Council of Governments (NCTCOG) issued the Blue-Green-Grey funding opportunity on October 4, 2017. Applications were due on November 3, 2017. Eligible projects were to be in the 12-county Metropolitan Planning Area and address innovative outcomes focused on three elements – Blue (water), Green (environment), and Grey (transportation infrastructure). Eligible applicants could include teams of individuals, private firms, and governmental agencies and could receive a maximum award of \$50,000. NCTCOG will seek approval to proceed with awards for implementation of projects awarded through the 2017-2018 Blue-Green-Grey Application for New Ideas. [Electronic Item 4.1](#) provides additional information on application scoring. [Electronic Item 4.2](#) reflects NCTCOG staff recommendations.

1:30 – 1:40

5. **Follow Up to the Texas Transportation Commission Meeting**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of the January 25, 2018, Texas Transportation Commission meeting. In addition, staff will seek additional financial commitment on IH 635 East Phase 3 in order for the Texas Transportation Commission to advance the procurement of the design-build contract.

Background: Funding for IH 635 East and "Big Projects" in the State of Texas have been discussed regularly over the past several months. Regional Transportation Council members and staff attended the January 25, 2018, Texas Transportation Commission meeting to present the importance of the

IH 635 East project proceeding to procurement. [Electronic Item 5](#) contains a summary and proposed action on IH 635 East Phase 3.

- 1:40 – 1:55** 6. **Mobility 2045 Update and Follow Up to Workshop**
 Action Possible Action Information Minutes: 15
Presenter: Kevin Feldt, NCTCOG
Item Summary: Work continues on the region’s next long-range transportation plan, Mobility 2045. Staff will present an overview of the progress to date, including special initiatives. In addition, staff will present information regarding:
 • Regional Transportation Council workshop summary
 • Schedule for completion
Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts. Development will continue over the next several months. The Regional Transportation Council is expected to take action on Mobility 2045 in June 2018. Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives.
- 1:55 – 2:05** 7. **2017-2018 CMAQ/STBG Funding Program: Sustainable Development Phase 4**
 Action Possible Action Information Minutes: 10
Presenter: Adam Beckom, NCTCOG
Item Summary: Staff will brief the Council on the proposed projects to be funded under the Sustainable Development Phase 4 Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.
Background: In April 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has received requests from local agencies that have projects containing Texas Department of Transportation (TxDOT) Turnback, transit-oriented development (TOD), and/or other context-sensitive elements proposed for funding through the Sustainable Development Phase 4 Program. Details on the projects that staff is recommending to fund can be found in [Electronic Item 7](#).
- 2:05 – 2:15** 8. **High-Occupancy Vehicle Subsidy/Technology Update**
 Action Possible Action Information Minutes: 10
Presenter: Dan Lamers, NCTCOG
Item Summary: Staff will brief the Regional Transportation Council (RTC) on the managed lane performance report and the status of the automated auto occupancy verification initiative for managed lanes.
Background: As part of the adoption of the Tolloed Managed Lane and High-Occupancy Vehicle (HOV)/Express Managed Lane policies,

the RTC requires regular reports provided by the Texas Department of Transportation (TxDOT) regarding performance of the managed lane facilities and the North Texas Tollway Authority regarding customer service demands. The RTC's Tolerated Managed Lane Policy provides for a 50 percent peak period HOV discount, paid for with Regional Toll Revenue dollars. Currently, HOV users wishing to receive the discount must register their trip as an HOV trip in advance of taking that trip. Staff will brief the RTC on the discussion regarding a new technology based process for HOV verification that was discussed at the earlier RTC workshop. The new technology is being considered within the region and eventually statewide.

2:15 – 2:25

9. **Access North Texas**

Action Possible Action Information Minutes: 10
Presenter: Sarah Chadderdon, NCTCOG

Item Summary: Staff will provide information on an update to Access North Texas. Since August 2016, staff has coordinated with a wide range of stakeholders, transit customers, and the public to document the transportation needs of older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges. Access North Texas outlines strategies to address these needs and serves as a guide for agencies that will implement these strategies to improve access to work, medical appointments, education, and the community. RTC's action at the January 11, 2018, meeting approving \$1 million for equitable, affordable transit fares will allow early implementation of one of the plan's strategies. Public meetings are scheduled in February. More information, as well as the draft plan, is available in [Electronic Item 9](#).

Background: Access North Texas is the public transportation coordination plan for North Central Texas and was last updated in 2013. The Fixing America's Surface Transportation (FAST) Act requires that this plan be developed and Chapter 461 of the Texas Transportation Code requires coordination among public transportation providers. The North Central Texas Council of Governments is the lead agency in developing this plan for the 16-county region. The plan identifies the transportation needs of older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges and focuses on strategies to address these needs over the next four years. Projects funded through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program must be included in this plan.

2:25 – 2:35 10.

Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will present, for information, the recommended projects to be funded under the Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects.

Background: Approximately \$2 million and \$2.9 million, respectively, is anticipated to be available to fund Regional Traffic Signal Retiming Program and Minor Improvement Program projects within the 10-county air quality nonattainment area. North Central Texas Council of Governments staff evaluated the eligibility, and scored and ranked projects submitted for funding. [Electronic Item 10.1](#) and [Electronic Item 10.2](#) provide a summary of the recommended projects and the funding amount.

11. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 11.1](#))
- STTC Attendance and Minutes ([Electronic Item 11.2](#))
- Local Motion ([Electronic Item 11.3](#))

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

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

14. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, March 8, 2018, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL**

The Regional Transportation Council (RTC) met on Thursday, January 11, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Tennell Atkins, Sara Bagheri, Sue S. Bauman, Carol Bush, Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Taylor Armstrong (representing Lee M. Kleinman), Harry LaRosiliere, David Magness, Scott Mahaffey, B. Adam McGough, Steve Mitchell, Cary Moon, Stan Pickett, Mark Riley, Kelly Selman, Will Sowell, Mike Taylor, Eric Hogue (representing Stephen Terrell), Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Oscar Ward, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, David S. Arbukle, Greg Baker, Melissa Baker, Tom Bamonte, Berrien Barks, Carli Baylor, George Behmanesh, Natalie Bettger, Alberta Blair, David Boski, Bob Brown, Ron Brown, Brian Byrd, David Cain, Marrk Callier, Jack Carr, Angie Carson, Sara Chadderdon, Maribel P. Chavez, Jim Cline, John Cordary, Hal Cranor, Brian Crooks, Mike Curtis, Clarence Daugherty, Shelley Davis, Inga Dedow, Kim Diederich, Chris Dyser, Chad Edwards, Traci Enna, Kevin Feldt, Rhiannon Friedman, Keineth Fuller, Mike Galizio, Matt Gauntt, Bob Golden, Christie Gotti, Jim Griffin, Clifton Hall, Scott Hall, Jena Harson, Tony Hartzel, Beckie Hayes, Victor Henderson, Rebekah Hernandez, Philip Hiatthaigh, Robert Hinkle, Ronisha Hodge, Jodi Hodges, Matthew Holzapfel, Ivan Hughes, Terry Hughes, Yanesh Jarmarwala, Tom Johnson, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Erik Kreiner, Rick L'Amie, April Leger, Ray Leszcency, Travis Liska, Ramiro Lopez, Paul Luedtke, Barbara C. Maley, Norman Marquart, Kate Marshall, Allysha Mason, Michael Medina, Keith Melton, Cliff Miller, Cesar Molina, Amy Moore, Michael Morris, Gina Nash, Ron Natinsky, Mark Nelson, Markus Neubauer, John Nguyen, Mickey Nowell, Jeff Owings, Chris Paris, Jamie Patel, Greg Peters, Johan Petterson, Scott Polikov, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout Johnson, Bill Riley, Christina Roach, Gary Roden, Tito Rodriguez, Moosa Saghian, Steve Salin, Bryan Sherrieb, Walter Shumac, Randy Skinner, Jerry Smiley, David L. Smith, Joe Smolinski, Imelda Speck, Tom Stallings, Shannon Stevenson, Dean Stuller, Gerald Sturdivant, Vic Suhm, Don Szczesny, Lyndia Thomas, Jonathan Toffer, Francisco Torres, Lauren Trimble, Gregory Van Nieuwenhuize, Dan Vedral, Mitzi Ward, Karla Weaver, Sandy Wesch, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Sarah Wraight, and Ed Wueste.

1. **Approval of December 14, 2017, Minutes:** The minutes of the December 14, 2017, meeting were approved as submitted in Reference Item 1. Mike Cantrell (M); Mike Taylor (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of February 2018 revisions to the 2017-2020 Transportation Improvement Program (TIP), provided in Electronic Item 2.1, was requested. The modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to approve the item on the Consent Agenda. Gary Fickes (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris noted that Barbara Maley, Federal Highway Administration (FHWA), and Ronisha Hodge, Federal Transit Administration (FTA), would be presenting the findings of the Metropolitan Planning Organization (MPO) Federal Certification Review for the Dallas-Fort Worth-Arlington, Lewisville-Denton, and McKinney urbanized areas. He also noted that members would begin to see more electronic items provided as part of the Regional Transportation Council (RTC) meeting mail out material. Any members with concerns were encouraged to contact staff. In addition, RTC member attendance at the January 25 Texas Transportation Commission meeting was discussed. The draft Environmental Impact Statement on high-speed rail from Dallas to Houston was noted. Public hearings in the region are scheduled in Dallas County on January 29 and in Ellis County on January 30. In addition, efforts are continuing for high-speed rail from Fort Worth to Dallas and Fort Worth to Laredo. Mr. Morris noted that staff will submit an application to the FHWA Resilience and Durability to Extreme Weather Pilot Program. Details were provided in Electronic Item 3.1. Air quality funding opportunities for vehicles were provided in Electronic Item 3.2, and Dallas-Fort Worth Clean Cities events were highlighted in Electronic Item 3.3. An Alternative Fuel Corridor update was provided in Electronic Item 3.4. Details regarding a Volkswagen Settlement Workshop in Austin on January 17 were provided in Electronic Item 3.5. Mr. Morris noted the United States Environmental Protection Agency has proposed the existing 10-county air quality nonattainment area for the revised 2015 National Ambient Air Quality Standards for Ozone. A copy of the correspondence was provided in Electronic Item 3.6. December public meeting minutes were provided in Electronic Item 3.7. The January public meeting notice was provided in Electronic Item 3.8, and the public comments report was provided in Electronic Item 3.9. Recent correspondence was provided in Electronic Item 3.10, recent news articles in Electronic Item 3.11, and recent press releases in Electronic Item 3.12. Transportation partner progress reports were distributed at the meeting. Mike Taylor noted many times there are items presented at the meetings that RTC members have not seen. He indicated that he would like for those items to be automatically sent to members immediately after the meeting. Mr. Morris noted staff's intent is to provide many of the presentations as part of the meeting mail out material. Moving forward, presentations will be provided to members either the morning before the meeting or directly following the meeting.

4. **Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney Metropolitan Planning Organization Federal Certification Review:** Ronisha Hodge, Federal Transit Administration (FTA), Region VI presented an overview of the Dallas-Fort Worth-Arlington, Lewisville-Denton, and McKinney Transportation Management Area (TMA) Planning Certification Review. Federal regulations require that the Federal Highway Administration (FHWA) and FTA jointly certify the metropolitan transportation planning process and TMAs. In general, the review consists of a site visit, review of planning products prior to and during the site visit, public input, and preparation of the Certification Review report that summarizes the review and offers findings. Formal checkpoints were highlighted and include review of the Unified Planning Work Program, Metropolitan Transportation Plan, Statewide Transportation Improvement Program, and air quality conformity determinations. Less formal contacts include meetings, WebEx, conference calls, emails, and others. The review focuses on compliance with federal regulations. In addition, challenges, successes, and experiences are considered. Input is also solicited from the Texas Department of Transportation and transit operators. FHWA and FTA reviewers jointly prepare certification reports to document the results of the review process. The findings of the Certification Review report are based upon cumulative findings of the entire review effort expressed as commendations, recommendations, and findings. During the June 13-15, 2017, review, FHWA and FTA staffs conducted a site visit and received elected official input. Public

comments were then solicited. In summary, Ms. Hodge noted that based upon the 2017 review, FHWA and FTA have determined the 3-C metropolitan transportation planning process satisfies the provisions of the federal regulations (23 USC 134 and 49 USC 1607) and certifies the Dallas-Fort Worth metropolitan transportation planning process.

Barbara Maley, FHWA, Texas Division provided information regarding the specific actions of the Certification Review report. No corrective actions that the Metropolitan Planning Organization must take to comply with federal regulations were found. Recommendations that warrant attention were found for ten items and were related to the list of obligated projects, freight, and transportation safety. A total of 24 commendations were found covering a variety of topics including civil rights, Title VI, environmental mitigation, non-motorized planning, congestion management, and others. Finally, two observations were found related to consultation/coordination and travel demand forecasting. Correspondence documenting the overall findings of the Certification Review was provided in Electronic Item 4.1. A copy of the final 2017 Federal Certification Review report was provided in Electronic Item 4.2. Ms. Maley thanked North Central Texas Council of Governments staff and Regional Transportation Council members for their efforts during the review process.

5. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges:** Adam Beckom presented final recommendations for projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of other programs in this effort were highlighted. The goal of the Federal/Local Funding Exchanges Program is to increase regional revenues through the exchange of federal funds and local funding. The effort establishes Phase 3 of the Regional Transportation Council (RTC)/Local Program. Proposed projects were evaluated based on the federal/local exchange, as well as the RTC goals to increase capacity of the transportation system, improve safety, reduce emissions, and add modes of travel. Projects were also evaluated based on the amount of local funds to be collected over time and the timeframe in which local funds would be received. Four projects were recommended for funding: 1) Glade Road in partnership with the Dallas Fort Worth International Airport; \$5.08 million federal in exchange for \$5.08 million local, 2) the Trinity Railway Express (TRE) Local Swap; \$3.4 million federal in exchange for \$1.68 million local over three years (approximately \$560,000 annually), 3) FM 148 in partnership with the City of Terrell; \$8.6 million federal in exchange for \$6.67 million local over 15 years through Terrell's pass-through finance agreement with the Texas Department of Transportation, and 4) Broadway Avenue in Haltom City; \$5.9 million federal in exchange for \$5.9 million local over ten years. Proposed funding totals approximately \$23 million in federal funds in exchange for approximately \$19 million in local funds to the region. Details on the funding exchanges were provided in Reference Item 5.1 and for the overall funding program in Electronic Item 5.2. Mr. Beckom noted that staff proposed to use Transportation Development Credits in lieu of a local match, where possible, in order to maximize the amount of local funds to the region. Funds will not be added to the Transportation Improvement Program until an agreement is executed with agencies. The schedule for this effort was reviewed. As the fiduciary agent to receive funds, the North Central Texas Council of Governments Executive Board will be asked to approve projects at its January 25 meeting. A motion was made to approve the proposed list of funding exchanges and projects to fund through the 2017-2018 CMAQ/STBG Federal/Local Funding Exchanges Program in Reference Item 5.1. Action also included approval for staff to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Mike Taylor (M); Kathryn Wilemon (S). The motion passed unanimously.

6. **Equitable Transit Access:** Michael Morris presented a proposal to work with transportation authorities, local governments, Workforce Development boards, and social service organizations to provide transit accessibility to people in need. Several organizations and Regional Transportation Council (RTC) members have requested that the RTC consider developing a program to provide equitable access to the transit system for those experiencing financial hardships. Mr. Morris noted that the North Central Texas Council of Governments is the lead agency in developing Access North Texas for the 16-county region. This plan outlines strategies to address needs and serves as a guide for agencies that will implement these strategies to improve access to work, medical appointments, education, and the community. Staff proposed approval of \$1 million as an incentive for entities to create a partnership to develop sustainable, long-term revenue to provide access to work, job training, and other related activities. The goal would be for public and private-sector entities to provide matching funds and design the program. The source of funds is yet to be determined and additional details will be brought back to the Council for approval. A motion was made to approve \$1 million to initiate a partnership with transportation authorities, local governments, social service agencies, and others to provide financial assistance to improve access to transit for work, medical appointments, educations, and other needs. Clay Lewis Jenkins (M); Ann Zadeh (S). The motion passed unanimously.
7. **General Motors:** Michael Morris presented a proposed process to engage public and private-sector parties to advance a test track for next generation people mover systems. The Regional Transportation Council (RTC) will be asked to reaffirm its position on the test track, which could potentially be used for the next generation people mover system technology. Negotiations have begun and a partnership has been established with the City of Arlington. Commissioner Victor Vandergriff, Texas Transportation Commission, has been asked to determine the Texas Department of Transportation's (TxDOT) interest in the project. An aerial image of the General Motors (GM) facility in Arlington was shown. This GM assembly plant is the only facility that does not have the ability for its vehicles to be loaded directly onto rail. A test track for people mover technology at the GM facility is desirable because it could later be used by GM to move its vehicles directly to rail. In initial meetings with GM, an autonomous vehicle option was discussed. In addition, a new warehouse facility being constructed at the location of the previous Six Flags Mall will house parts that will be delivered to the GM assembly plant. People mover technology may be an option to also deliver the parts to the GM facility. A conceptual design has been developed to minimize the impact on Union Pacific Railroad and TxDOT. Reaffirming the RTC's position on the test track will allow staff to move forward with the development of a financial partnership among GM, TxDOT, local governments, the Governor's office, and the RTC. A motion was made to reaffirm the Regional Transportation Council's support for a preliminary partnership to advance test track options near the General Motors facility for the next generation of people mover systems. Mike Cantrell (M); Mike Taylor (S). The motion passed unanimously.
8. **Early Successes in Implementing the Collin County Action Plan:** Michael Morris presented the latest efforts to implement the Collin County Action Plan. Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) staffs were asked to work as an integrated team to advance transportation in Collin County. The original roadway action plan for Collin County was highlighted. TxDOT staff is focused on US 75 and US 380. NCTCOG staff is focused on north/south projects and the Collin County Outer Loop. The NCTCOG Executive Board recently approved the next phase of environmental work on the Collin County Outer Loop in the area between the proposed Dallas North Tollway extension and US 75. Meetings with congressional staff to advance legislation to implement technology lanes on US 75 have been held. The proposed Lake Corridor Freeway alignment will be removed from the action plan because there is not

consensus. Staff will continue planning efforts on this alignment and other north/south alignments in the eastern portion of Collin County through the Mobility Plan. Mr. Morris highlighted the Merritt Road/Woodbridge Parkway project from SH 190/President George Bush Turnpike to Parker Road/FM 2514. The effort is to eliminate an offset intersection at a thoroughfare street called Sachse Road from which there were three fatalities last year. Staff has worked in partnership with Dallas County, Collin County, the City of Sachse, and the Texas Department of Transportation. Instead of the City of Sachse proceeding with an interim solution, staff proposed to develop a partnership to build the appropriate project. Approximately \$20 million is needed for improvements to upgrade the Merritt Road section of the project to a four-lane, divided roadway in order to avoid a throw away project and as a commitment to the City. This initial commitment will allow staff to develop a cost/revenue matrix, with the details brought back for approval through the Transportation Improvement Program. A motion was made to approve approximately \$20 million for a funding partnership among Dallas County, Collin County, the City of Sacshe, the Texas Department of Transportation, and the Regional Transportation Council for improvements to Merritt Road/Woodbridge Parkway project from SH 190/President George Bush Turnpike to Parker Road/FM 2514. Duncan Webb (M); Mike Cantrell (S). The motion passed unanimously.

9. **"Big Projects:" IH 635 East Update, IH 35W 3C Update, and Communication Program with the Texas Legislature:** Michael Morris provided an update on IH 635 East, IH 35W 3C, and "Big Projects" in the State of Texas. Regarding IH 35W 3C, the Texas Department of Transportation (TxDOT) is in negotiations with the private-sector developer through an existing contract. Previously, it was believed the project was ready to proceed, so the Regional Transportation Council (RTC) moved \$150 million off of the IH 35W 3C project onto IH 820. To change course at this time, a considerable amount of money would need to be un-funded in order to proceed with a different approach for the project. The private-sector concessionaire has already bid on the project. There is a \$10 million cost for associated paperwork/project development costs. TxDOT has offered to pay \$5 million of these costs, and North Central Texas Council of Governments (NCTCOG) staff proposed that the RTC pay the other \$5 million as a contingency. The funds may not be needed, but staff believes this would send a positive statement by the RTC that it would like to see IH 35W 3C tolled managed lanes advance as originally conceived. Next, Mr. Morris provided an overview of the latest efforts related to IH 635 East. He noted correspondence to the Lieutenant Governor, Texas Transportation Commission, and legislative delegation transmitted as follow up to the December 2017 RTC meeting, provided in Electronic Item 9. In addition, a news article in Houston has been written in support of tolled managed lanes and will be provided to members by email following the meeting. NCTCOG staff has been working with TxDOT to have the IH 635 East project placed on the January 25, 2018, Texas Transportation Commission (TTC) meeting agenda. Members were encouraged to attend. He discussed a request from the December RTC meeting to produce a simulation of "no tolls" in the region to demonstrate the negative impact to the transportation system and presented the results. Vehicle-hours of travel, average speed, vehicle-hours spent in delay, and the annual cost of congestion were compared for Mobility 2040 and Mobility 2040 without tolled facilities. As expected, the magnitude of impact to the transportation system without tolled facilities is significant. Vehicle-hours traveled would increase 79 percent, average speed would decrease 44 percent, vehicle-hours of delay would increase 206 percent, and the cost of congestion would increase 206 percent annually. The scenario presented includes the removal of toll roads and tolled managed lanes. In addition, Mr. Morris presented a graphic developed using navigational data to compare the population and congestion levels of the Dallas-Fort Worth region to Austin, Houston, and San Antonio. A staff memo regarding this data will be provided to members following the meeting. Despite an increase in population of over 600,000, the Dallas-Fort Worth region is not experiencing

an increase in delays. The other regions have experienced increases in delays, despite where or not their populations are growing. This data, along with the "no toll" scenario shows the significant increases in mobility as a result of using tolled components. Mr. Morris requested that interested RTC members attend the January 25 TTC meeting in support of the IH 635 East project proceeding to procurement and proposed that RTC approve a \$5 million contingency to help the IH 35W 3C project proceed. Douglas Athas asked staff to provide members with speed thermal maps of IH 635 using current conditions, including sections in Mesquite, Garland, and Dallas. Mr. Athas also requested data on the current usage of IH 635 managed lanes. Adam McGough requested that staff provide crash and fatality data for the entire IH 635 project. David L. Cook requested additional detail on the \$10 million needed for paperwork on IH 35W 3C. Mr. Morris discussed TxDOT negotiations with the private-sector concessionaire. TxDOT incurs costs (e.g. reviewing and evaluating private-sector assumptions and financing methods) as part of developing the project with the private sector. The private sector must post a security of \$10 million to cover these costs in the event that financial close does not occur due to factors which only the private sector controls. The funds being requested of the RTC would be used to cover TxDOT costs in the event that financial close does not occur for reasons outside the private sector's control. Mr. Morris noted that staff will gather all of the requests made by members and provide the information to RTC members by email. Members interested in attending the January 25 TTC meeting were asked to contact staff. A motion was made to approve \$5 million in contingency funds for the IH 35W 3C project to proceed to construction. Jungus Jordan (M); Oscar Ward (S). The motion passed unanimously.

10. **Mobility 2045 Update:** Kevin Feldt provided an update on efforts as work continues on the region's next long-range transportation plan, Mobility 2045. Mobility 2045 goals are consistent with the goals of Mobility 2040 and center around mobility, quality of life, system sustainability, and implementation. Proposed policy additions for Mobility 2045 were highlighted. Related to freight, proposed efforts include encouraging regional railroads to participate in regional planning. Proposed technology policies include supporting open data best practices, automated vehicle deployment, encouraging multi-occupancy ride sharing, and supporting transportation communications network development such as 5G. Another proposed policy addition is supporting the ability to modify the Mobility Plan for emergency operation improvements such as technology lanes, access ramps, and auxiliary lanes. In addition, supporting implementation of managed toll lanes within a tolled managed lane policy area is proposed. Proposed policy revisions were also highlighted and include updating the Cotton Belt policy to reflect the 2045 horizon year and reviewing roadway resiliency and maintenance through asset optimization. The Metropolitan Transportation Plan Policy Bundle will also be updated and a workshop is scheduled for 9 am on January 26 to discuss projects for the upcoming April 6 submittal deadline. Mobility 2040 programs that will remain in Mobility 2045 include air quality, transportation system management, transit, and transportation system safety. Mr. Feldt reviewed the requirements of the Mobility 2045 financial plan. The Plan must be financially constrained, use all "reasonably expected" sources, be developed using year of expenditure dollars, and balance priorities with available revenues. Traditional revenue, facility revenue, and local revenue constitute the regional transportation revenues used in the financial plan. In development of the financial forecast, staff calculates anticipated revenues, compiles cost of the projects and programs, and allocates the revenues to the expenditures. Mobility 2040 identified approximately \$119 billion in revenue. Draft estimates for Mobility 2045 identify \$125-\$140 billion in revenue. The schedule for this effort was reviewed, with final Regional Transportation Council approval anticipated in June 2018. Mr. Feldt noted staff will be working to finalize the financial forecast and recommendations. An RTC Mobility 2045 Plan Workshop is scheduled for February 8. Sandy Greyson asked if North Central Texas Council

of Governments staff would be including target percentages for mode share of active transportation modes such as transit, bicycling, and walking with five year splits for measuring the progress/efficacy of the transportation initiatives and infrastructure for which the region is investing. Mr. Feldt noted the draft Mobility 2045 document does not include this request, but staff would be open to reviewing options to include the information. Mr. Morris noted metering at five-year intervals may not provide an accurate measurement since various modes of travel are implemented in many different timeframes within the Mobility Plan. He suggested that staff review her request and potentially address the request through a policy in Mobility 2045. Mr. Feldt added the Mobility Plan contains a chapter on performance measures and monitoring, which would be an appropriate place for such a policy. Ms. Greyson noted she would work with staff regarding her request. Douglas Athas noted proposed policies related to autonomous vehicles and 5G technology. He noted there are 5G efforts not tied to autonomous vehicles and asked if the policy would also address 5G as it relates to car-to-car communication. Tom Bamonte discussed multiple efforts and initiatives regarding car-to-car, car-to-infrastructure, and driver-to-internet communication. He noted the intent of the proposed technology policy is to make sure the region's roadways have sufficient coverage so vehicles can operate effectively, as well as potentially provide for implementation of next generation wireless communications to disadvantaged communities and bridging the rural/urban divide. Mr. Morris added staff is working with the Texas Department of Transportation to potentially implement both technologies in the IH 30 corridor through a pilot test. The policy proposed for Mobility 2045 is necessary to proceed.

11. **Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Survey:** Chris Klaus presented information on the Dallas-Fort Worth Clean Cities (DFWCC) recognition program for 2016 activities. The North Central Texas Council of Governments is the host organization for DFWCC. Clean Cities coalitions are required to complete annual reporting. The DFWCC recognizes fleets who demonstrate excellence in their fleet reporting. Fleets who earned gold, silver, or bronze designation based on their 2016 reports were recognized in December 2017. A total of 19 fleets received recognition and were noted in Electronic Item 11. Mr. Klaus noted that annual reporting and adoption of the Clean Fleet Policy are requirements for clean vehicle funding, as well as the DFW Clean Cities Recognition Program. In addition, annual reporting and adoption of the policy are components of the Metropolitan Transportation Plan Policy Bundle. Staff is preparing to collect fleet reports describing 2017 activities. The Department of Energy has a goal to save 2.5 billion gallons of petroleum per year by 2020. Supporting that goal, the DFWCC has a goal to demonstrate a 15 percent increase in petroleum reductions each year. Fleet reports for 2017 activities are due by February 15. Entities that need assistance were encouraged to contact staff. Components and policy goals for the annual report were highlighted. In addition, Mr. Klaus noted that DFWCC efforts address each of the air quality emphasis areas. Details were provided in Electronic Item 11.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion was provided in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, February 8, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 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: February 1, 2018

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2018 and FY2019 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 related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019.

Listed below, and in the following attachment, is the second set of proposed modifications to the FY2018 and FY2019 UPWP. Included in these amendments are project updates and funding adjustments. The proposed modifications were presented at the January 9, 10 and 16, 2018, public meetings. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting. At its meeting on January 26, 2018, the Surface Transportation Technical Committee took action to recommend Regional Transportation Council approval of the proposed modifications.

Transportation Planning Fund (TPF) Modifications

- 4.04 Performance-Based Planning and Coordination (program \$50,000 TPF to support continued staff coordination on performance-based planning activities to ensure federal and state initiatives are fully integrated into NCTCOG's planning process)
- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (update text to reflect the addition of thoroughfare planning assistance for the Cities of Lake Worth and White Settlement)

Other Funding Source Modifications

- 2.01 Travel Forecasting Support – Regional Travel Data Collection, Transit Travel Survey (add text to reflect work activities for the Fort Worth Transportation Authority on a comparison of automatic passenger counters [APCs] against observed passenger counts to validate the accuracy of the APC devices)

- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (move \$24,685 Department of Energy [DOE] funds from Subtask 3.04, add \$20,315 DOE funds, and add text to reflect movement of DFW Clean Cities Coalition work activities to Subtask 3.03 from Subtask 3.04)
- 3.04 Transportation and Air Quality Communications – Air Quality Public Education and Communication and Clean Cities Program (remove \$24,685 DOE funds and text referencing DFW Clean Cities Coalition work activities as a result of the movement to Subtask 3.03 noted above and update text in Air Quality Public Education and Communication to reflect a broader work scope focus beyond air quality initiatives)
- 3.06 Transit Operations – FTA Urban Funding Grant Administration (program \$1,108,720 Federal Transit Administration [FTA] 5307 and 5310 funds as a result of FY2018 budget adjustment due to the identification of actual dollars through executed grant agreement and Fiscal Year 2017 close out)
- 5.01 Regional Transportation Studies – North Texas Tollway Authority Feasibility Studies and Strategic Corridor Initiatives (per a request from the City of Dallas, update text to remove the Trinity Parkway from the lists of potential corridors to be studied)
- 5.01 Regional Transportation Studies – Harry Hines Boulevard Corridor Study from Loop 12 to Downtown Dallas (remove \$200,000 in local funding as match and replace with TDCs; update text to reflect use of TDCs)
- 5.01 Regional Transportation Studies – M-Line Extension Feasibility Study (remove \$200,000 in local funding as match and replace with TDCs; update text to reflect use of TDCs)

The following modifications have previously been approved by the Regional Transportation Council and/or NCTCOG Executive Board (e.g., via the Transportation Improvement Program) and are now being incorporated into the Unified Planning Work Program:

- 2.01 Travel Forecasting Support – Regional Travel Model (program \$5,000 Transportation Planning Funds [TPF] to reflect full authorized funding amount of \$50,000 in FY2018; work was not begun in FY2017 as originally anticipated on the University Partnership Program project regarding managed lanes in travel modeling)
- 2.02 Transportation Data Management – Data-Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area (carry over FY2017 funding balance of \$25,041 RTC Local funds into FY2018 to support the completion of the University Partnership Program project on Travel Modeling in an Era of Connected and Automated Transportation Systems: An Investigation in the Dallas-Fort Worth Area, Year II)

- 3.03 Air Quality Management and Operations – Technology Improvements (program \$2,090,742 Environmental Protection Agency [EPA] funds and \$5,050,099 local funds as match to reflect receipt of grant award under the Clean Diesel Funding Assistance Program for projects that replace older diesel vehicles and equipment with new, low-emissions vehicles or equipment)
- 3.03 Air Quality Management and Operations – Technology Improvements (program \$150,000 RTC Local to serve as a backstop for the development phase of the Clean Technologies Revolving Loan Program to fund emission-reduction strategies; funds to be repaid if local matching funds are collected)
- 3.03 Air Quality Management and Operations – Technology Improvements (in response to the Governor’s veto of AirCheckTexas funding, program \$1,000,000 Surface Transportation Block Grant Program [STBG] funds with Transportation Development Credits [TDCs] as funding match to support NCTCOG staff work activities in administering the remaining FY2016 and FY2017 AirCheckTexas funds for the region through FY2019)
- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (in response to the Governor’s veto of air quality funding, program \$150,000 STBG funds with TDCs as funding match to support Hood County’s clean air efforts through FY2019)
- 3.05 Public Transportation Planning and Management Studies – Regional Public Transportation Coordination and Planning (program \$5,000 TPF to reflect full authorized funding amount of \$50,000 in FY2018; work was not begun in FY2017 as originally anticipated on the University Partnership Program project regarding access to opportunity)
- 3.06 Transit Operations – FTA Urban Funding Grant Administration (program \$495,000 FTA 5310, 5316, and 5317 funds to support the implementation of the Enhanced Mobility of Seniors and Individuals with Disabilities Program, the Job Access/Reverse Commute Program, and the New Freedom Program)
- 5.10 Regional Military and Community Coordination – Regional Joint Land-use Study (program remaining unspent \$22,140 Department of Defense [DOD] funds and \$2,460 local funds to support continued staff activities related to compatible development surrounding military installations; add project text)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or vpjuitt-jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2018 and FY2019 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting.

vpj
Attachments

AMENDMENT #2 TO THE FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM

2.01 Travel Forecasting Support

Regional Travel Data Collection

Other Funding Sources

Transit Travel Survey – NCTCOG, in coordination with DART, DCTA, and FWTA, will prepare to conduct a regional transit onboard survey beginning in FY2019. This survey will be heavily used in updating the travel demand model. **In addition, in FY2018 an Automatic Traffic Count Validation study will be conducted for the Fort Worth Transportation Authority. This study involves a comparison of automatic passenger counters (APCs) against observed passenger counts to validate the accuracy of the APC devices.** Consultant assistance will be utilized. Surface Transportation Block Grant Program funds and local funds will be utilized to support work efforts. Anticipated products ~~in FY2019~~ include:

- **Report on the APC count comparison for FWTA;**
- Scope of work **for the regional transit onboard survey;** and
- Interagency agreements.

3.03 Air Quality Management and Operations

Partnerships and Collaborations

Other Funding Sources

This element includes participation in collaborative efforts on the local, State, and federal levels to promote or implement projects or programs that help improve air quality. New innovative partnerships may also be sought with local governments, and private and non-profit stakeholders with key connections or interest in air quality or promoting “green” initiatives, such as hospitals, hotels, utility companies, or private developers. Collaborations may also be established with entities having connections to vehicles/equipment/technologies. Staff may also provide technical assistance and develop resources to facilitate involvement and aid decision making among local governments, industry, and the public. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, US Department of Energy funds, Regional Transportation Council Local funds, local funds, and Transportation Development Credits. NCTCOG may seek assistance from universities through the University Partnership Program for data collection and/or analysis to optimize use of funded improvements. This element is ongoing throughout FY2018 and FY2019. Anticipated products include:

- Continued partnerships with federal, State, and regional/local partners including, but not limited to, the National Association of Regional Councils (NARC) and DOE;
- Continued membership in and support of formal partnership arrangements, including the North Central Texas Stewardship Forum and EPA SmartWay Transport Partnership;

- Administration of a cooperative purchasing initiative to reduce alternative fuel vehicle costs, in conjunction with local fleets and the NARC through the Fleets for the Future project;
- Administration of the Freight Efficiency Outreach Program or similar program, in collaboration with local trucking industry representatives and other entities;
- Comments drafted and submitted on air quality regulations, projects, programs, or studies by federal, State, local, or private entities, as requested and appropriate;
- Periodic meetings and conference calls regarding various air quality initiatives;
- Innovative new partnerships with key stakeholder organizations, such as vehicle auctioneers, charities and non-profits who accept donated vehicles, hospitals and universities, vehicle rental companies, and major employers in the region;
- A website that serves as a “clearinghouse” of information regarding energy efficiency and conservation associated with air quality, transportation, and related issues; ~~and~~
- A report evaluating the effectiveness of various funding programs; ~~and~~
- **Continued implementation of DFW Clean Cities Coalition activities including, but not limited to, collaboration with stakeholders to identify strategies to increase use of Clean Cities approaches with regard to resiliency and emergency response efforts, hosting of meetings/trainings/workshops/ webinars focused on Clean Cities initiatives, recognition and highlights of local fleet efforts, coordination of alternative fuel and electric vehicle activities associated with implementation of the Volkswagen Settlement, collaboration regarding designation of alternative fuel corridors under Section 1413 of the FAST Act, and collection/submittal of data regarding alternative fuel use in the North Central Texas region.**

3.04 Transportation and Air Quality Communications

As policies, projects, and programs are implemented to fulfill obligations required under ~~the variety of air quality mandates (e.g., Clean Air Act, National Ambient Air Quality Standards, State Implementation Plan, etc.)~~ **federal and State transportation and air quality regulations**, communication efforts are strategically created and implemented to educate and inform the region on **current and new transportation and air quality levels, associated impacts, strategies for improvement, funding opportunities, and new programs and/or policies.** ~~Staff will continue to engage the region through both traditional and new media, including professionally produced videos. Media may be distributed through various avenues, including, but not limited to, social media, websites, portable storage devices (i.e., flash drives), and television. In order to produce professional, high-quality material, additional production equipment may be purchased.~~

Air Quality Public Education and Communication-Transportation and Air Quality Marketing, Education, and Engagement

Other Funding Sources

The North Central Texas Council of Governments (NCTCOG) will continue to implement ~~a general public awareness campaign that encourages public participation and support of key elements in the State Implementation Plan and other air quality improvement strategies, as well~~

~~as the reduction of energy use~~ **strategically created communications efforts to educate and inform the region on transportation- and air quality-related issues, including strategies for improvement, funding opportunities, training initiatives, and new programs/policies. Major efforts will focus on Transportation and Air Quality Marketing, Education, and Engagement Programs, and Clean Vehicle Technologies Programs.** This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, **US Department of Energy funds**, Transportation Development Credits, and other funding sources. Paid media will be utilized when needed. This element is ongoing throughout FY2018 and FY2019. Anticipated products include:

- ~~A~~ **Regional air quality and transportation campaigns (including Air North Texas, AirCheckTexas Drive a Clean Machine, Car Care Clinics, Electric Vehicles North Texas, Engine Off North Texas, and other efforts that support transportation and air quality improvement strategies)**, utilizing communication strategies including, but not limited to, web site/**web pages**, paid advertising and media, social and electronic media, videos, email and blog updates, air pollution alerts, flyers, brochures, and outreach **and associated displays**;
- Integrated campaign resources for use by local governments, the business community, education institutions, and other **stakeholders**/interested parties;
- Communication and marketing services for local governments, as well as other NCTCOG Transportation Department programs/campaigns;
- Procurement, **inventory**, and distribution of educational items;
- Performance measure strategies for **transportation and** air quality communications initiatives;
- **Purchase of electronic equipment, devices (e.g., counters, outreach wheels), online services, and computers for the purpose of outreach, technical guidance, photography and video production**;
- ~~Inventory of educational items~~;
- Regional growth of overall efforts through regular meetings and conference calls with the Air North Texas Coalition, **stakeholder groups**, and other partners including State, federal, and local interest groups about the campaign and other air quality education initiatives;
- New partner recruitment for ~~the Air North Texas transportation and air quality campaigns~~; and
- ~~Air North Texas Coalition~~ **Partner** recognition **for work on programs, such as Air North Texas.**

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., biodiesel/diesel 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 Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, US Department of Energy funds, Transportation Development Credits, and other funding sources. Paid media may be used when needed. This element is ongoing throughout FY2018 and FY2019. Anticipated products include:~~

- ~~• Education, outreach, events, technical guidance, data gathering, annual report and fleet recognition, video/online media, interactive website (including hosting and maintenance of content and design), and advertisement of these initiatives;~~
- ~~• Purchase of electronic equipment and devices, and computers for the purpose of outreach, technical guidance, and video production;~~
- ~~• Barrier reduction initiatives to address alternative fuel adoption;~~
- ~~• Workshops and training regarding all aspects of acquiring, operating, and maintaining AFVs and advanced technology vehicles and infrastructure;~~
- ~~• Gathering of data analytics to monitor effectiveness of various campaigns, events, outreach, trainings, and other initiatives;~~
- ~~• Assistance with market development activities, including, but not limited to, implementation of AFVs/zero-emissions vehicles through the Volkswagen Settlement;~~
- ~~• Alternative Fuel Corridor Development through support of the Fixing America's Surface Transportation Act Section 1413;~~
- ~~• Subawardee contract monitoring;~~
- ~~• Meetings and conference calls regarding Clean Cities initiatives; and~~
- ~~• Regular DFW Clean Cities Coalition meetings and subcommittee meetings as needed.~~

5.01 Regional Transportation Studies

North Texas Tollway Authority Feasibility Studies

Other Funding Sources

The following is a list of ongoing and potential feasibility or traffic and revenue studies for NTTA:

- DNT Extension (US 380 to Grayson County)
- ~~• Trinity Parkway (IH 35E to US 175)~~
- SH 190 East Branch (IH 30 to IH 20)
- President George Bush Turnpike (Multiple Segments)

Strategic Corridor Initiatives

Other Funding Sources

The following is a list of roadway corridors that may be studied in this element:

- IH 35E - Dallas County
- IH 820/IH 20/US 287 – Tarrant County (Southeast Connector)
- IH 820/SH 121
- [Trinity Parkway](#)
- SH 183
- IH 635 East
- SH 199
- IH 30 –Tarrant County
- US 75 - Dallas/Collin County
- SH 190 East Branch
- Loop 9
- SH 161
- Denton County Outer Loop/Greenbelt Parkway

Harry Hines Boulevard Corridor Study from Loop 12 to Downtown Dallas

Other Funding Sources

In FY2019, NCTCOG will develop a corridor plan for Harry Hines Boulevard from Loop 12 to Downtown Dallas. The purpose of this study is to develop a context sensitive design with modern engineering concepts to provide multi-modal transportation options and to increase the sustainability/livability in the corridor. Work efforts will be supported through Surface Transportation Block Grant Program ~~and local~~ funds [and Transportation Development Credits](#). Consultant services may be used to support this study. Anticipated products include:

- A corridor plan for Harry Hines with an emphasis on sustainable development and providing multi-modal transportation and technology options.

M-Line Extension Feasibility Study

Other Funding Sources

During FY2018 and FY2019 and in coordination with the McKinney Avenue Transit Authority, the City of Dallas, Dallas Area Rapid Transit (DART), and other stakeholders in the area, NCTCOG will conduct a feasibility study for an extension of the M-Line Trolley to connect Uptown with the Knox-Henderson neighborhood. The feasibility study will recommend alignments and stops; evaluate the cost of implementation, operation and maintenance; identify potential funding sources;

and develop a preliminary implementation schedule. Consultant assistance may be used for this initiative. Funding source is Surface Transportation Block Grant Program ~~and local~~ funds **and Transportation Development Credits**. Anticipated products include:

- Ridership estimates;
- Preliminary environmental analysis; and
- Technical reports.

5.02 Subarea Studies and Local Government Assistance

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is responding to small, ad hoc requests for technical assistance.

Category 2

- City of Cleburne Thoroughfare Plan
- Dallas County Major Capital Improvement Program (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- Tarrant County (Mansfield/Kennedale) Business 287/Kennedale Pkwy. Corridor Study
- Dallas County Thoroughfare Plan Update
- Fort Worth Subarea Transportation Plan
- Western Tarrant County Transportation Initiative
- Hunt County Thoroughfare Plan
- East-West Connector for Dallas Fort Worth International Airport
- City of Grapevine Thoroughfare Plan Update
- City of Balch Springs Master Thoroughfare Plan Update
- City of Dallas Bishop Arts Transportation Plan
- City of Wylie Collin College Regional Transportation Study
- **City of Lake Worth Thoroughfare Planning Assistance**
- **City of White Settlement Thoroughfare Planning Assistance**

5.10 Regional Military and Communication Coordination

Regional Joint Land-use Study

Other Funding Sources

The Department of Defense Office of Economic Adjustment (DOD OEA) funds planning studies to identify recommendations to maintain military operations and support compatible development surrounding military installations. NCTCOG received funding from the DOD OEA in FY2015 to conduct a Regional Joint Land-use Study (JLUS). The Regional JLUS will update the JLUS previously conducted for NAS Fort Worth, JRB, and analyze encroachment issues common to additional military facilities throughout the region. RTC Local funds will also be used for this project. Anticipated products include:

- Tool to track recommendations for each installation and progress made towards implementation;
- Outreach documents and presentations to stakeholder groups; and
- Grant management requirements.

VIII. Overview of Work Program Funding

Proposed Budget

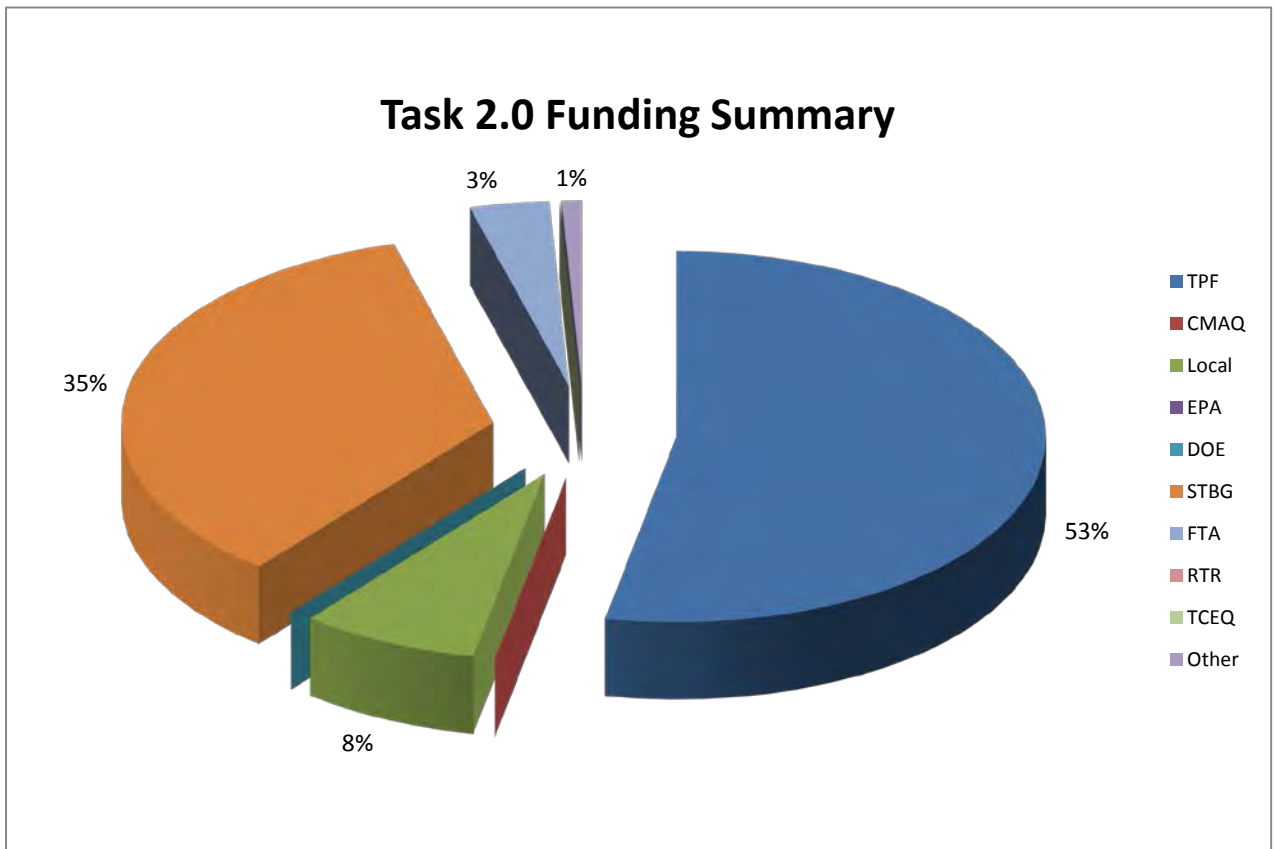
The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities 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 FY2018 and FY2019 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 FY2018 and FY2019 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 \$7,455,075 in FY2018 and \$7,455,075 in FY2019 for a two-year total of \$14,910,150. The Federal Transit

Administration 5303 funding is \$2,770,459 in FY2018 and \$2,825,868 in FY2019 for a two-year total of \$5,596,327. An estimated balance of \$5,981,498 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2017 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 FY2018 and FY2019 UPWP is estimated at \$26,487,975. Transportation Planning Funds in the amount of ~~\$22,881,600~~ **\$22,941,600** 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 \$5,596,327, the estimated FY2017 FHWA PL 112 fund balance of \$5,981,498, and ~~\$11,303,775~~ **\$11,363,775** of Fiscal Years 2018 and 2019 FHWA PL 112 funding. The remaining balance of Fiscal Years 2018 and 2019 FHWA PL 112 funds of ~~\$3,606,375~~ **\$3,546,375** is anticipated to be carried over to Fiscal Year 2020.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$2,136,200			
		\$57,100	FHWA	
		\$399,200	Local	
		\$2,343,400	STBG	
Subtotal				\$4,935,900
2.02	\$398,800			
		\$232,200	FTA	
		\$123,141	Local	
Subtotal				\$754,141
2.03	\$1,033,600			
Subtotal				\$1,033,600
Total	\$3,568,600	\$3,155,041		\$6,723,641

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 man-hours, they are not reflected in the funding tables.

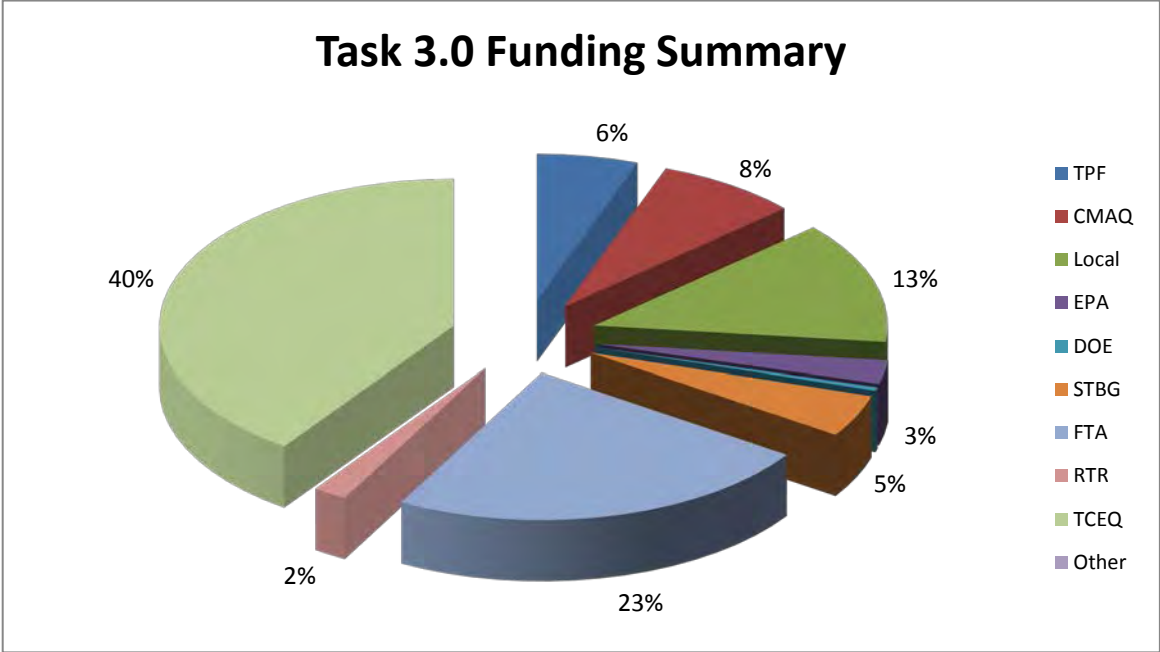


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,393,700	\$1,648,500	RTR	
		\$667,000	STBG	
Subtotal				\$4,709,200
3.02	\$1,036,100	\$448,000	TCEQ	
Subtotal				\$1,484,100
3.03		\$6,091,700	CMAQ	
		\$113,500	DOE	
		\$2,984,512	EPA	
		\$8,824,499	Local	
		\$4,370,100	STBG	
		\$46,094,000	TCEQ	
Subtotal				\$68,478,311
3.04		\$2,935,600	CMAQ	
		\$342,515	DOE	
		\$80,200	Local	
		\$315,800	STBG	
Subtotal				\$3,674,115
3.05	\$2,988,300	\$649,700	FTA	
		\$15,100	Local	
Subtotal				\$3,653,100
3.06		\$26,543,720	FTA	
		\$6,615,000	Local	
		\$500,000	RTR	
Subtotal				\$33,658,720
Total	\$6,418,100	\$109,239,446		\$115,657,546

¹Transportation 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 man-hours, they are not reflected in the funding tables.

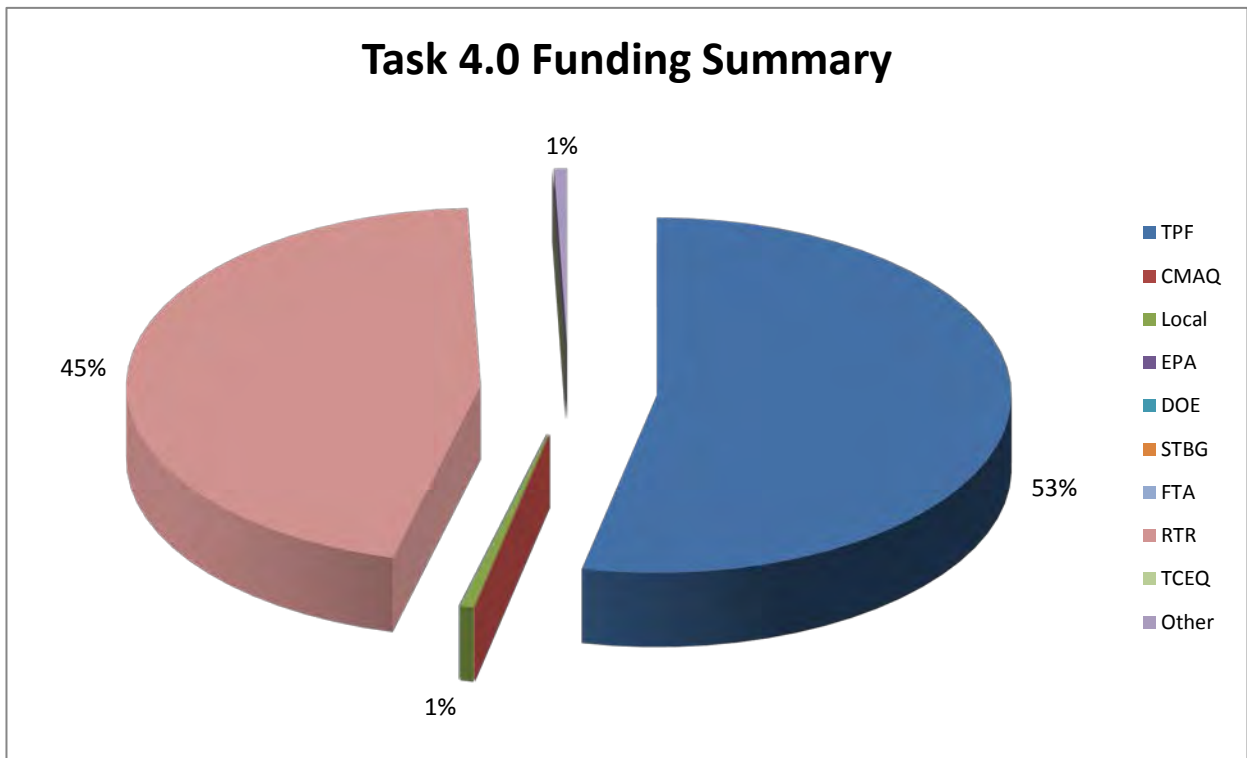
E. Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$2,623,700			
Subtotal				\$2,623,700
4.02	\$223,200			
		\$34,000	FHWA	
		\$34,000	Local	
		\$2,605,800	RTR	
Subtotal				\$2,897,000
4.03	\$132,700			
Subtotal				\$132,700
4.04	\$84,200			
Subtotal				\$84,200
Total	\$3,063,800	\$2,673,800		\$5,737,600

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 man-hours, they are not reflected in the funding tables.



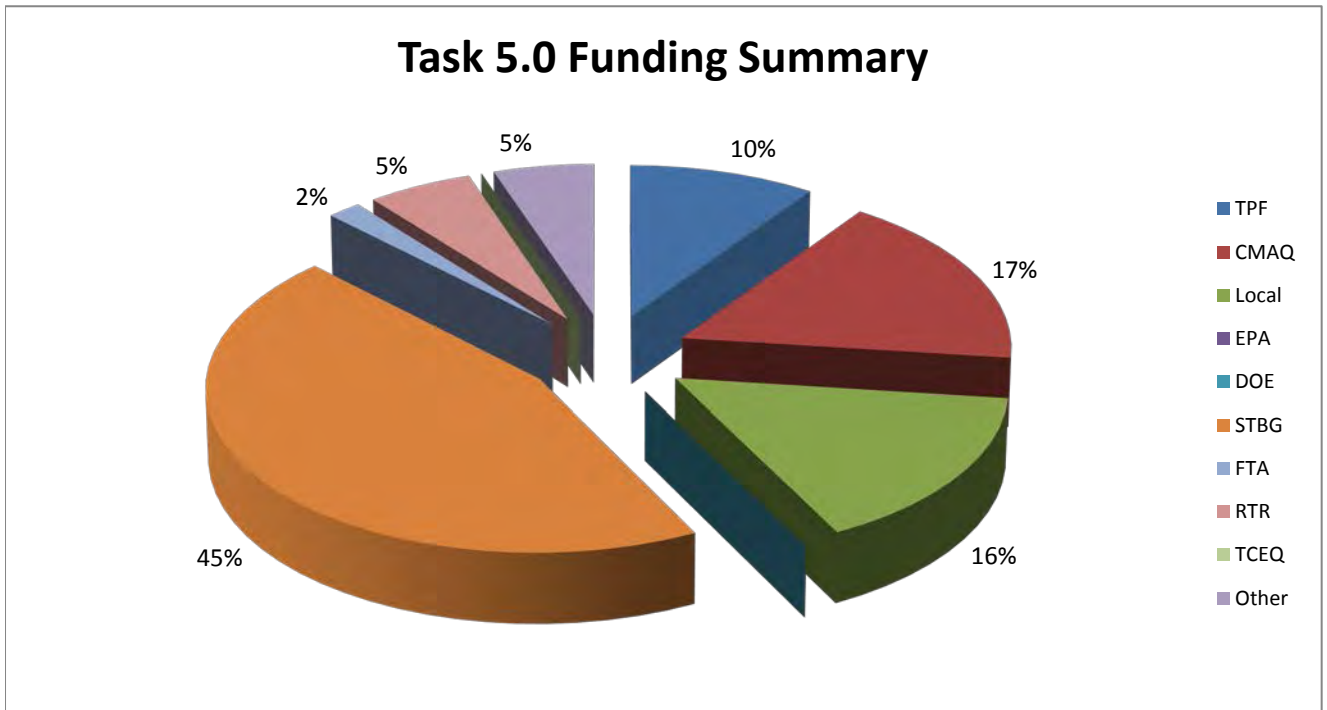
E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,041,700			
		\$34,700	Local	
		\$48,200	NTTA	
		\$2,616,800	RTR	
		\$9,250,700	STBG	
		\$261,800	TxDOT	
Subtotal				\$13,253,900
5.02	\$1,097,900			
		\$183,500	RTR	
Subtotal				\$1,281,400
5.03	\$641,500			
		\$524,000	CMAQ	
		\$71,100	FHWA	
		\$984,400	FTA	
		\$3,023,870	Local	
		\$2,387,400	STBG	
Subtotal				\$7,632,270
5.04	\$372,300			
		\$22,500	Local	
		\$327,800	STBG	
		\$10,000	TXDOT	
Subtotal				\$732,600
5.05	\$824,700			
		\$8,786,000	CMAQ	
		\$4,837,000	Local	
		\$235,000	RTR	
		\$9,481,600	STBG	
		\$2,228,500	TxDOT	
Subtotal				\$26,392,800
5.06	\$10,000			
		\$89,500	Local	
		\$1,958,900	STBG	
		\$147,800	TxDOT	
Subtotal				\$2,206,200
5.07	\$53,200			
Subtotal				\$53,200

E. Funding Summary

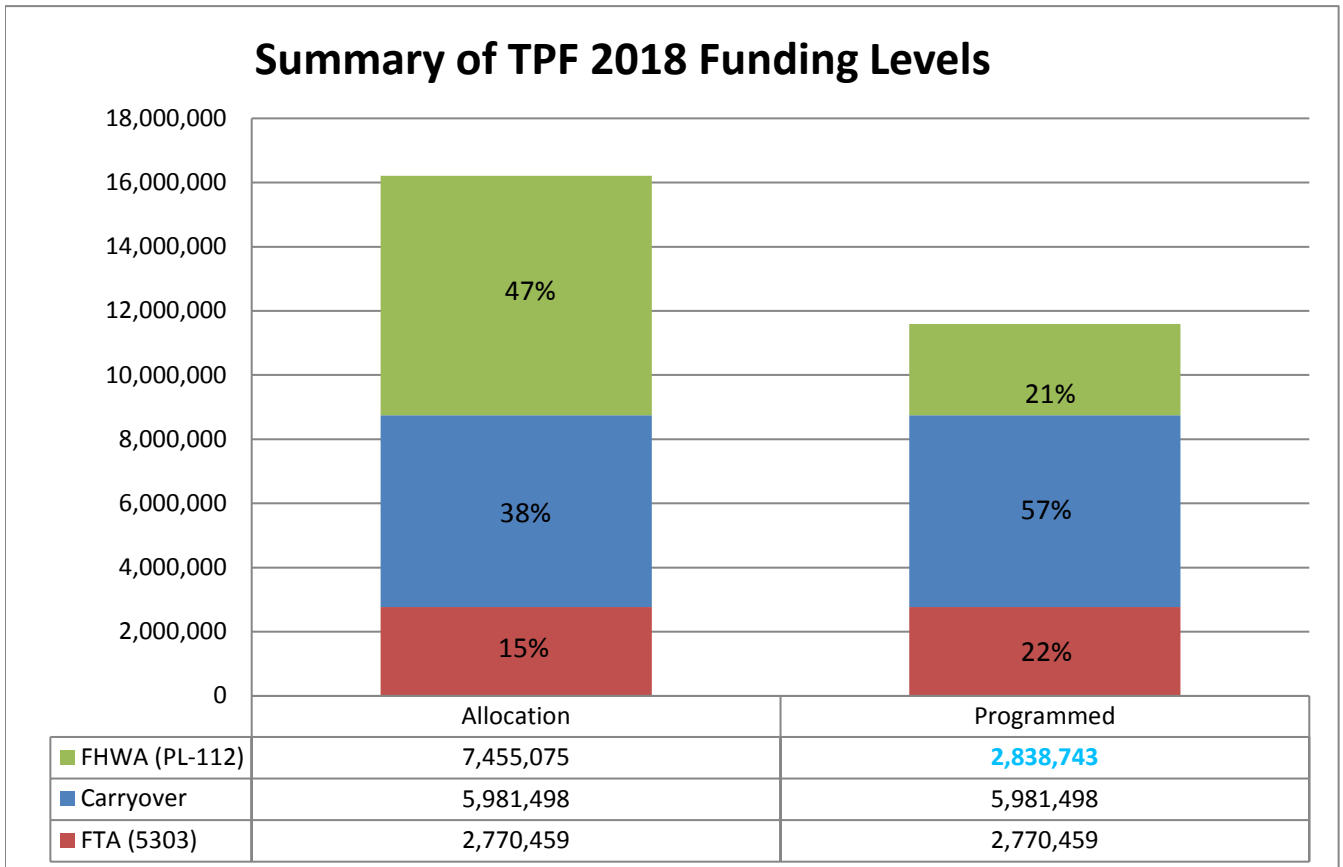
Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08	\$610,700			
		\$35,900	Local	
		\$89,800	STBG	
Subtotal				\$736,400
5.09	\$234,000			
		\$384,400	Local	
Subtotal				\$618,400
5.10				
		\$22,140	DOD	
		\$83,260	Local	
Subtotal				\$105,400
5.11	\$483,500			
		\$250,000	CMAQ	
		\$94,500	Local	
		\$1,456,300	STBG	
		\$100,000	TXDOT	
Subtotal				\$2,384,300
Total	\$5,369,500	\$50,027,370		\$55,396,870

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 man-hours, they are not reflected in the funding tables.

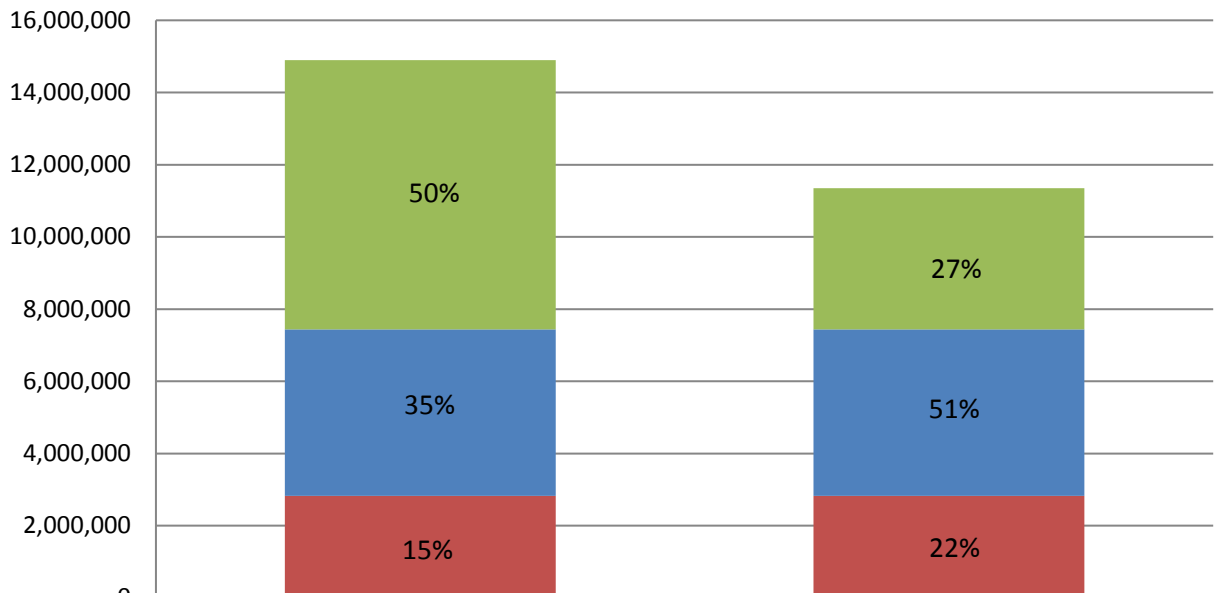


**EXHIBIT VIII-1
FY2018 AND FY2019 TPF PROGRAMMING SUMMARY**

	FY2018		FY2019	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,770,459	2,770,459	2,825,868	2,825,868
FHWA (PL-112)				
Carryover	5,981,498	5,981,498	4,616,332	4,616,332
New Allocation	7,455,075	2,838,743	7,455,075	3,908,700
Total TPF	16,207,032	11,590,700	14,897,275	11,350,900
Carryover		4,616,332		3,546,375
Two-Year Totals				
FTA Section 5303	5,596,327			
FHWA PL-112	20,891,648			
Total	26,487,975			
Programmed		22,941,600		
Carryover		3,546,375		



Summary of TPF 2019 Funding Levels

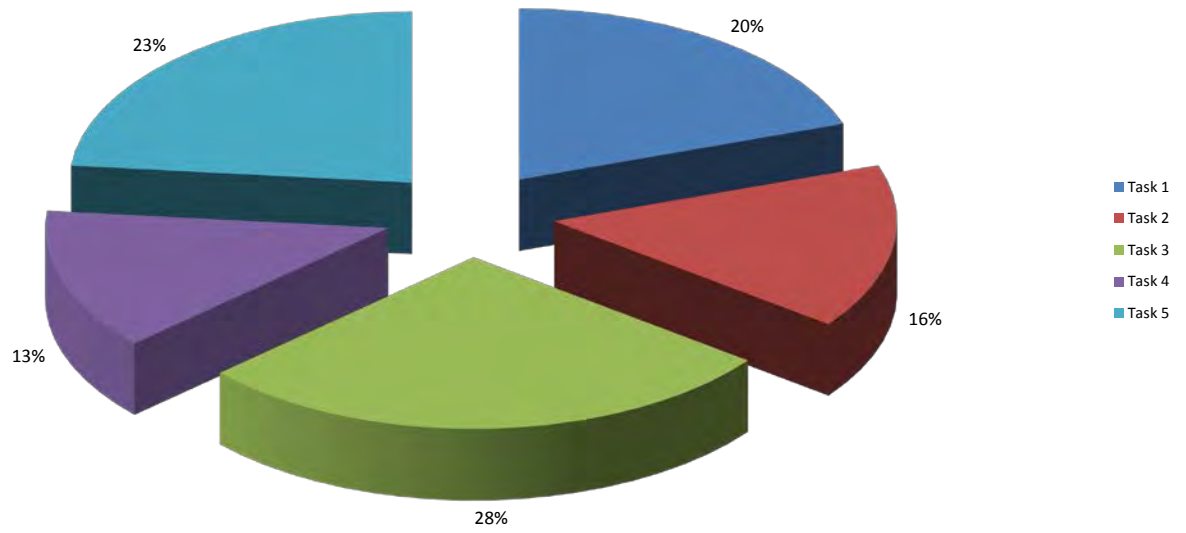


	Allocation	Programmed
■ FHWA (PL-112)	7,455,075	3,908,700
■ Carryover	4,616,332	4,616,332
■ FTA (5303)	2,825,868	2,825,868

EXHIBIT VIII-2
FY2018 AND FY2019 Allocation of Transportation Planning Funds

Subtask	Subtask Title	TPF		
		FY2018	FY2019	Total
1.01	Community Outreach	\$1,449,100	\$1,440,400	\$2,889,500
1.02	Program Administration	\$268,300	\$253,800	\$522,100
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$793,800	\$316,200	\$1,110,000
	Subtask 1.0	\$2,511,200	\$2,010,400	\$4,521,600
2.01	Travel Forecasting Support	\$1,036,500	\$1,099,700	\$2,136,200
2.02	Transportation Data Management	\$195,600	\$203,200	\$398,800
2.03	Demographic Data and Forecasts	\$516,800	\$516,800	\$1,033,600
	Subtask 2.0	\$1,748,900	\$1,819,700	\$3,568,600
3.01	Transportation Project Programming	\$1,197,400	\$1,196,300	\$2,393,700
3.02	Regional Air Quality Planning	\$625,100	\$411,000	\$1,036,100
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	\$1,403,100	\$1,585,200	\$2,988,300
3.06	Transit Operations	\$0	\$0	\$0
	Subtask 3.0	\$3,225,600	\$3,192,500	\$6,418,100
4.01	The Metropolitan Transportation Plan	\$1,196,300	\$1,427,400	\$2,623,700
4.02	Coordination of Transportation and Environmental Planning Processes	\$147,400	\$75,800	\$223,200
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$71,400	\$61,300	\$132,700
4.04	Performance Based Planning and Coordination	\$67,900	\$16,300	\$84,200
	Subtask 4.0	\$1,483,000	\$1,580,800	\$3,063,800
5.01	Regional Transportation Corridor Studies	\$500,300	\$541,400	\$1,041,700
5.02	Subarea Studies and Local Government Assistance	\$545,300	\$552,600	\$1,097,900
5.03	Land-Use/Transportation Initiatives	\$313,500	\$328,000	\$641,500
5.04	Capital and Operational Asset Management System	\$186,200	\$186,100	\$372,300
5.05	Congestion Management Planning and Operations	\$369,000	\$455,700	\$824,700
5.06	Regional Freight Planning	\$10,000	\$0	\$10,000
5.07	Transportation System Security and Emergency Preparedness	\$26,600	\$26,600	\$53,200
5.08	Roadway and Railroad Safety	\$306,700	\$304,000	\$610,700
5.09	Regional Aviation Planning and Education	\$119,000	\$115,000	\$234,000
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technology	\$245,400	\$238,100	\$483,500
	Subtask 5.0	\$2,622,000	\$2,747,500	\$5,369,500
	FUNDING TOTALS	\$11,590,700	\$11,350,900	\$22,941,600

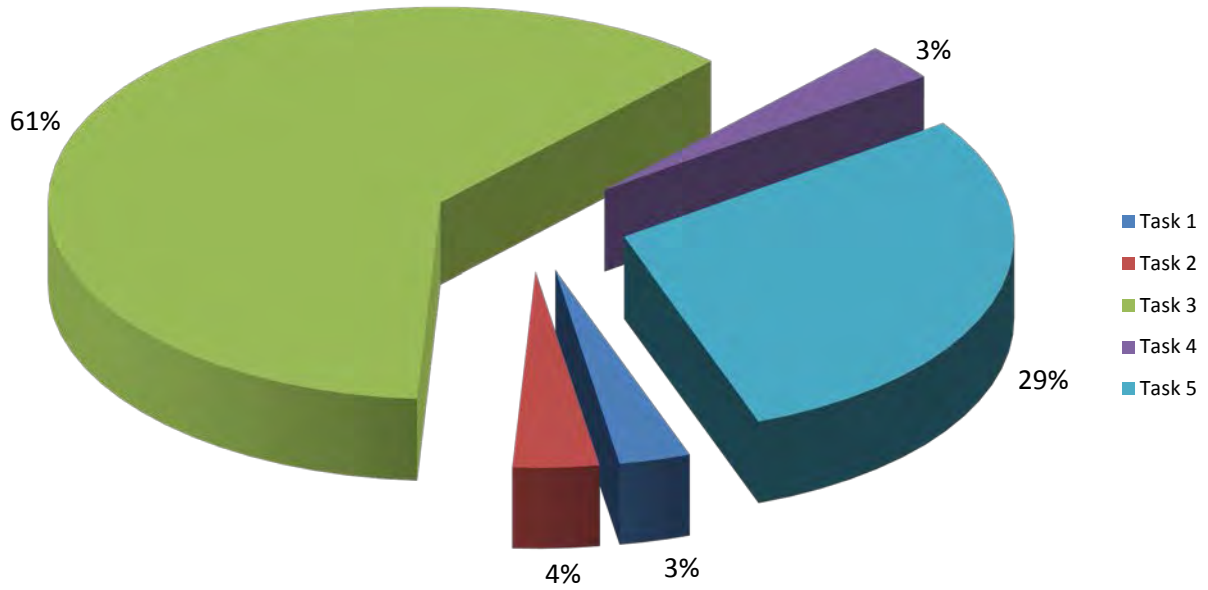
Transportation Planning Funds (TPF) Summary by Task



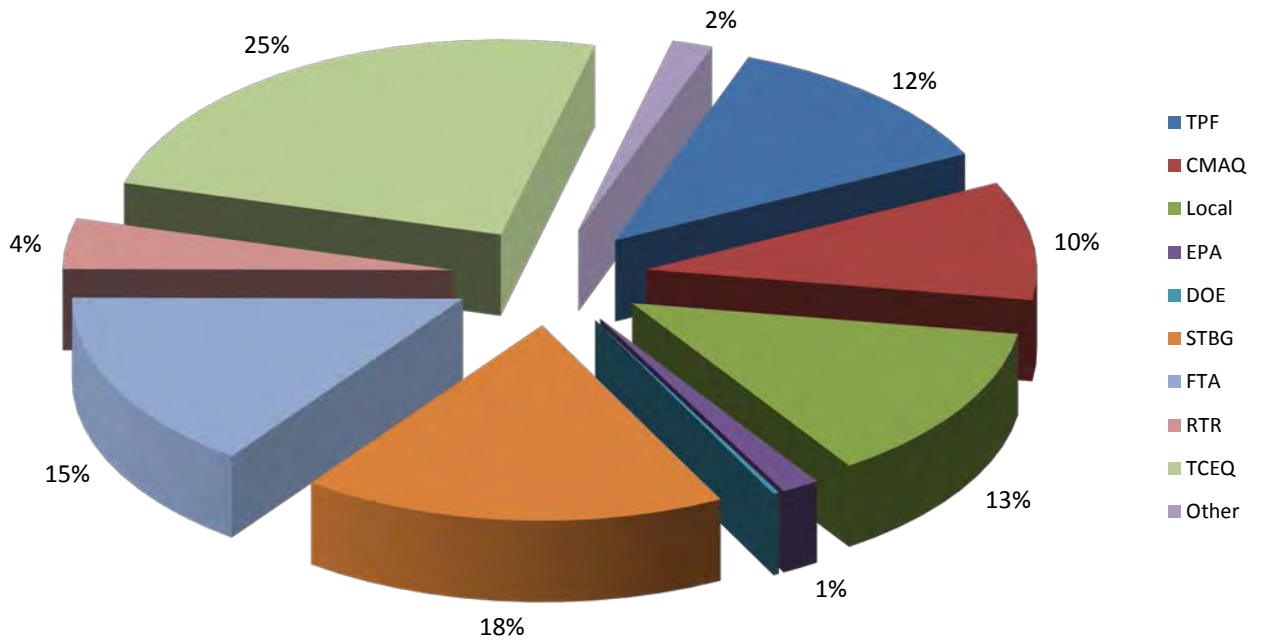
**EXHIBIT VIII-3
FY2018 AND FY2019 UPWP FUNDING SUMMARY**

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	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF	\$4,521,600	\$3,568,600	\$6,418,100	\$3,063,800	\$5,369,500	\$22,941,600
CMAQ	\$0	\$0	\$9,027,300	\$0	\$9,560,000	\$18,587,300
DOD	\$0	\$0	\$0	\$0	\$22,140	\$22,140
DOE	\$0	\$0	\$456,015	\$0	\$0	\$456,015
EPA	\$0	\$0	\$2,984,512	\$0	\$0	\$2,984,512
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$57,100	\$0	\$34,000	\$71,100	\$162,200
FTA	\$0	\$232,200	\$27,193,420	\$0	\$984,400	\$28,410,020
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$116,900	\$522,341	\$15,534,799	\$34,000	\$8,605,630	\$24,813,670
NCTCOG Local	\$149,800	\$0	\$0	\$0	\$0	\$149,800
NTTA	\$0	\$0	\$0	\$0	\$48,200	\$48,200
RTR	\$114,100	\$0	\$2,148,500	\$2,605,800	\$3,035,300	\$7,903,700
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$626,700	\$2,343,400	\$5,352,900	\$0	\$24,952,500	\$33,275,500
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$46,542,000	\$0	\$0	\$46,542,000
TxDOT	\$35,000	\$0	\$0	\$0	\$2,748,100	\$2,783,100
Subtotal	\$5,564,100	\$6,723,641	\$115,657,546	\$5,737,600	\$55,396,870	\$189,079,757

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2018 and FY2019 Unified Planning Work Program

**Regional Transportation Council
February 8, 2018**

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

Transportation Planning Fund Modifications

Project	Financial Action	Description
Performance-Based Planning and Coordination (Subtask 4.04)	\$50,000 TPF	Add funds to support continued staff coordination on performance-based planning activities
Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (Subtask 5.02)	N/A	Update text to reflect the addition of thoroughfare planning assistance for the Cities of Lake Worth and White Settlement

Other Funding Source Modifications

Project	Financial Action	Description
Travel Forecasting Support – Regional Travel Data Collection, Transit Travel Survey (Subtask 2.01)	N/A	Add text to reflect work activities for the Fort Worth Transportation Authority on a comparison of automatic passenger counters (APCs) against observed passenger counts to validate the accuracy of the APC devices
Air Quality Management and Operations – Partnerships and Collaborations (Subtask 3.03)	\$24,685 DOE \$20,315 DOE	Move funds from Subtask 3.04, add additional funds, and add text to reflect the movement of DFW Clean Cities Coalition work activities to Subtask 3.03 from Subtask 3.04

Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Transportation and Air Quality Communications – Air Quality Public Education and Communication and Clean Cities Program (Subtask 3.04)	(\$24,685) DOE	Remove funds and text referencing DFW Clean Cities Coalition work activities as a result of the movement to Subtask 3.03 and update text in Air Quality Public Education and Communication to reflect a broader work scope focus beyond air quality initiatives
Transit Operations – FTA Urban Funding Grant Administration (Subtask 3.06)	\$1,108,720 FTA	Add 5307 and 5310 funds as a result of FY2018 budget adjustment due to the identification of actual dollars through executed grant agreement and FY2017 close out

Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Regional Transportation Studies – North Texas Tollway Authority Feasibility Studies and Strategic Corridor Initiatives (Subtask 5.01)	N/A	Per a request from the City of Dallas, update text to remove the Trinity Parkway from the lists of potential corridors to be studied
Regional Transportation Studies – Harry Hines Boulevard Corridor Study from Loop 12 to Downtown Dallas (Subtask 5.01)	(\$200,000) Local	Remove local funding as match and replace with Transportation Development Credits (TDCs) and update text to reflect use of TDCs
Regional Transportation Studies – M-Line Extension Feasibility Study (Subtask 5.01)	(\$200,000) Local	Remove local funding as match and replace with TDCs and update text to reflect use of TDCs

Transportation Planning Funds Two-Year Summary

FY2018 and FY2019 US FTA (5303)	\$ 5,596,327
FY2018 and FY2019 US FHWA (Estimated PL)	\$ 14,910,150
FY2017 US FHWA (Estimated PL-Carryover)	<u>\$ 5,981,498</u>
Total Transportation Planning Funds	\$26,487,975
Current Programmed Expenditures	\$22,881,600
Proposed Additional Programming	<u>\$ 60,000</u>
New Programmed Expenditures	\$22,941,600
PL Balance to Carry Over to FY2020	\$ 3,546,375

Total Funding Increases from Other Sources

Funding Source	Amount	UPWP Subtask
STBG	\$1,150,000	3.03
EPA	\$2,090,742	3.03
DOD	\$ 22,140	5.10
FTA	\$1,603,720	3.06
DOE	\$ 20,315	3.03
RTC Local	\$ 175,041	2.02, 3.03
Local	\$4,652,559	3.03, 5.10
Total	\$9,714,517	

Modification Schedule

January 9, 10, 16

Public Meetings

January 26

Action by Surface Transportation
Technical Committee

February 8

**Action by Regional Transportation
Council**

February 22

Action by NCTCOG Executive
Board

February 23

Submittal of Modifications to Texas
Department of Transportation

Requested RTC Action

Approve the proposed UPWP modifications

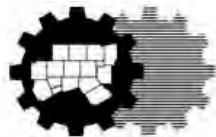
and

Direct staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications

Contact Information

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Program Manager
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valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
vpruitt-jenkins@nctcog.org



North Central Texas
Council of Governments
Transportation Department

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

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

Click the links below for a program description and relevant dates and details.	Eligible Focus Areas								Eligible Applicant Type	
	Heavy-Duty Vehicles					Light-Duty Vehicles				
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis		Idle-Reduction Technology
AirCheckTexas Drive a Clean Machine Program							X			General Public
New! Clean School Bus Program	X									Public Sector
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Fleets for the Future	X					X	X			Public Sector
New! IC Bus Grant Program	X									Public Sector
Updated Incentives! Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector
New! Rebate Grants	X	X	X	X						Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

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



DFW Clean Cities: Upcoming Events

Feb
13

MEETING: Clean Freight Solutions

What: Partnered with Regional Freight Advisory Committee- Learn by example from freight leaders in the distribution sector about different strategies to make your fleet green. Presentations about Port of Houston, Freights Using Alt Fuels & Idle Reduction, and more!

Where & When: 12:30 – 2:00 PM at NCTCOG offices in Arlington

Register here: [Clean Freight Solutions Meeting Registration](#)

Feb
27

WEBINAR: Clean Vehicle Solutions- Refuse Haulers

What: Explore alternative fuels in the solid waste management sector & learn how you could save money

Where & When: Online from 1:30 – 2:30 PM

Register here: <https://www.dfwcleancities.org/webinars>

Mar
27

MEETING: Sustainable Landscaping in DFW

What: We will be showcasing alternative fuel lawn and garden equipment as a way to further reduce petroleum consumption and improve air quality. March is also SmartScape month and information will be provided on the importance of native landscaping.

Where & When: Plano Environmental Education Center, 1:30 – 3:00 pm

Register here: <https://www.dfwcleancities.org/events-1/march-dfw-clean-cities-meeting>

For Updates, Info, & Other Events, Visit: <https://www.dfwcleancities.org/events>
Or Email: cleancities@nctcog.org

DFW Clean Cities Annual Report + Clean Fleet Policy

>>>2017 ANNUAL REPORT - Due February 15

Submit completed reports to cleancities@nctcog.org

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

This is also where we get the data for our Annual Fleet Recognition. Want cool stickers to put on your fleet vehicles? Make sure you submit your annual report every March.

2016 Annual Report Results

Ready to adopt the Clean Fleet Policy? We can help! These resources below will provide you with guidance on adopting the Clean Fleet Policy.

Clean Fleet Policy Template

NCTCOG Clean Construction Contract Language

Diesel-powered “Construction and Mining Equipment” contributes approximately 23 tons of nitrogen oxides (NO_x) per day in the Dallas-Fort Worth (DFW) ozone nonattainment area, or approximately eight percent of all ozone-forming NO_x in this area.

To help reduce emissions from this sector, **NCTCOG staff developed template Clean Construction Contract Language that could be incorporated into public works construction contracts as a strategy to improve air quality.** The contract language is intended to increase the use of the cleanest available construction equipment and establish best operational practices.

Over the past several years, NCTCOG Transportation staff have collaborated with NCTCOG Environment and Development staff to include this clean construction contract language into the latest revision of the NCTCOG-issued Public Works Construction Standards North Central Texas. This language was presented for review by the working groups who drafted this latest revision, as well as the NCTCOG Public Works Council.

The language was approved and included as Item 110, Air Quality Requirement for Equipment, in the final version of the Public Works Construction Standards North Central Texas, Fifth Edition, which was approved by the NCTCOG Executive Board in October 2017.

An excerpt of these construction standards is attached, which includes the template contract language and supporting forms. **NCTCOG encourages local governments to include this language in construction contracts as an air quality measure.**

A full copy of the Public Works Construction Standards North Central Texas, Fifth Edition is available for purchase at <http://store2.nctcog.org/NCTCOG/product/MANUALS/ENV101.html>.

ITEM 110. AIR QUALITY REQUIREMENT FOR EQUIPMENT

As of 2016, ten (10) counties in North Central Texas have been designated by the EPA as being nonattainment for the pollutant ozone, and additional counties are expected to be designated in the near future. As a result, development of an air quality plan, known as the State Implementation Plan (SIP), is required for all nonattainment areas in order to demonstrate how ozone will be reduced to levels compliant with EPA standards. The SIP for the Dallas-Fort Worth nonattainment area includes programs to implement control strategies to all emission sources, including non-road construction equipment sources. To support these efforts, air quality requirements for equipment are applicable to the Contract.

110.1. EQUIPMENT REQUIREMENTS

All construction equipment being used to perform work on the Contract shall meet EPA emissions standards of Tier 3 or equivalent, or cleaner. Model Form A.14. Schedule for Phase-In of Tier 1-Tier 4 Non-Road Engines is included in Appendix A. Compliance may be achieved through the use of equipment powered by an EPA-certified engine, through engine repowers, or through the use of retrofits which have been verified by the EPA and/or California Air Resources Board. A list of available retrofits is available online at EPA's website "Verified Technologies List for Clean Diesel."

Equipment that meets one or more of the following conditions may be exempt from these requirements:

- (1) Equipment powered by an engine that is less than or equal to ten (10) years old.
- (2) Equipment that must be used to fulfill use or reporting requirements for a grant program or other clean air initiative. Documentation of such obligations must be submitted to OWNER for verification.
- (3) Equipment that is designated as low-use equipment, which is defined as any piece of construction equipment which is used for less than ten (10) hours per week on a single public works contract. A Low-Use Exemption Weekly Reporting Form will be required for all equipment for which this exemption is claimed. Model Form A.15. Low-Use Exemption Weekly Reporting Form is included in Appendix A.
- (4) Equipment that is being used to address a critical or emergency public works need, including, but not limited to, broken water mains or sanitary sewer lines. This exemption is limited to work performed in a situation in which the procurement of construction services is performed on an emergency basis, as provided for by State law.

110.2. OPERATIONAL REQUIREMENTS

All diesel fuel used to perform work on the public works contract shall be Ultra-Low Sulfur Diesel (ULSD) fuel which also complies with Texas Low Emission Diesel (TxLED) program requirements. This may include TxLED-compliant Biodiesel blends.

The CONTRACTOR shall limit idling of equipment to no more than five (5) minutes, unless the idling is applicable to one or more of the following exceptions:

- (1) is being used for emergency response purposes;
- (2) is idling as a necessary component of mechanical operation, maintenance, or diagnostic purposes; or
- (3) is idling for the health or safety of the equipment operator.

To the greatest extent possible, CONTRACTOR shall stage equipment away from, and minimize operation near, sensitive receptors including, but not limited to, fresh air intakes, hospitals, schools, licensed day care facilities, and residences.

110.3. REPORTING TO OWNER

On or before the day construction activity commences, the CONTRACTOR shall submit to the OWNER an inventory report containing identifying data for each piece of equipment to be used on the worksite. A form for submitting such information will be provided by the OWNER. Model Form A.16. Contract Equipment Inventory is included in Appendix A. This inventory may be used by the OWNER or INSPECTOR to conduct site inspections and/or verify compliance with specification elements.

If additional equipment is brought on-site after construction begins, the CONTRACTOR shall provide this same inventory information to the OWNER for the new equipment on or before the day it begins work on-site.

Reports shall be provided for all equipment used on-site.

110.4. ENFORCEMENT

All construction equipment used on the job site is subject to inspection by the OWNER at random. CONTRACTOR is responsible for ensuring that all SUBCONTRACTORS meet the requirements of this specification.

The provisions of this specification shall be enforced as established in the Terms and Conditions of the Contract. If the provisions of this specification are not met, the OWNER may declare the CONTRACTOR to be in default of the contract.

Form A.14.

Reference Item 110. Air Quality Requirement for Equipment for use.

Schedule for Phase-In of Tier 1 - Tier 4 Non-Road Engines

Horse Power and KiloWatt Engine Size Group								
HP	25-49	50-74	75-99	100-174	175-299	300-599	600-750	750+
KW	19-37	38-55	56-74	75-130	131-223	224-447	448-560	560+
Year	1995	T0	T0	T0	T0	T0	T0	T0
	1996	T0	T0	T0	T0	T1	T1	T1
	1997	T0	T0	T0	T1	T1	T1	T1
	1998	T0	T1	T1	T1	T1	T1	T1
	1999	T1	T1	T1	T1	T1	T1	T1
	2000	T1	T1	T1	T1	T1	T1	T1
	2001	T1	T1	T1	T1	T1	T2	T1
	2002	T1	T1	T1	T1	T1	T2	T2
	2003	T1	T1	T1	T2	T2	T2	T2
	2004	T2	T2	T2	T2	T2	T2	T2
	2005	T2	T2	T2	T2	T2	T2	T2
	2006	T2	T2	T2	T2	T3	T3	T3
	2007	T2	T2	T2	T3	T3	T3	T3
	2008	T4i	•T3 •T4i (option 1)	T3	T3	T3	T3	T3
	2009	T4i	•T3 •T4i (option 1)	T3	T3	T3	T3	T3
	2010	T4i	•T3 •T4i (option 1)	T3	T3	T3	T3	T3
	2011	T4i	•T3 •T4i (option 1)	T3	T3	T4i	T4i	T4i
	2012	T4i	•T3 •T4i (option 1) •T4i (option 2)	T4i	T4i	T4i	T4i	T4i
	2013	T4	T4	T4i	T4i	T4i	T4i	T4i
	2014	T4	T4	T4i	T4i	T4	T4	T4
2015	T4	T4	T4	T4	T4	T4	T4	
2016	T4	T4	T4	T4	T4	T4	T4	
2017	T4	T4	T4	T4	T4	T4	T4	
2018	T4	T4	T4	T4	T4	T4	T4	
2019	T4	T4	T4	T4	T4	T4	T4	
2020	T4	T4	T4	T4	T4	T4	T4	

TT4i= Tier 4 interim

Note: as an alternative to introducing the required percentage of Tier 4 compliant engines, manufactures may verify all their engines to an alternative NOx limit in each model year during the phase-in period.

T4 option 1 = Manufacture's selecting Tier 4 Option 1 will be meeting Tier 4 standards

T4 option 2 = Manufacture's selecting Tier 4 Option 2 must meet Tier 3 standards in the indicated model years

Form A.15.

Reference Item 110. Air Quality Requirement for Equipment for use.

[Jurisdiction] Clean Construction Specification

Low-Use Exemption Weekly Reporting Form

If any low-use exemptions are being claimed for equipment in use on a on a Contract in which the Clean Construction Specification is in place, this form must be updated and provided to the **[jurisdiction]** Representative on a weekly basis for the duration of the Contract. The form shall be made available to the Representative upon request.

If low-use exemptions are being claimed for equipment owned and/or operated by subcontractors, it must also be included in the project reporting. Each company's equipment should be submitted on a separate form.

1. Contract: _____
2. Company/Organization Name: _____
3. Week Start Date: _____ Week End Date: _____
4. Usage Log: Complete the table below for each piece of equipment which is designated as low-use equipment. Add rows or make additional copies as necessary.

Equipment Serial Number <i>(last 5 digits)</i>	Date Work Begins On-Site	Hour Meter Reading at Start of Work	Date Equipment Taken Offsite	Hour Meter Reading When Taken Offsite
<i>Example 3</i>	<i>March 1, 2010</i>	<i>250</i>	<i>March 3, 2010</i>	<i>255</i>

Form A.16.

Reference Item 110. Air Quality Requirement for Equipment for use.

Jurisdiction Clean Construction Specification

Contract Equipment Inventory

This form must be completed and presented to the Jurisdiction Representative on or before the day construction activity commences. If any additional equipment is brought on-site after construction begins, an additional form must be submitted to the Representative on or before the day the additional equipment begins work.

Equipment owned and/or operated by subcontractors must also be included in the project reporting. Each company's equipment should be submitted on separate forms.

This form will be retained by the Representative and may be used to conduct occasional on-site inspections and/or verify compliance with the Jurisdiction Clean Construction Specification.

1. **Contract:** _____

2. **Company/Organization Name:** _____

3. **Did your company/organization have to purchase new equipment or upgrade existing equipment in order to comply with the Clean Construction Specification?**
(Check all that apply)

- Yes, purchased new equipment
- Yes, repowered existing engines to a cleaner standard
- Yes, retrofitted existing equipment
- Yes, rented equipment to comply with specification
- No action necessary, already had enough compliant equipment in fleet

4. **Complete the table below for all equipment in use on the public works contract. Add additional rows/pages as necessary.**

Equipment Serial Number (last five digits)	Type	Engine Model Year	Horsepower	Retrofit Make/Model (if applicable)	Claiming Low-Use Exemption? ¹ (Complete Item 5 for each unit marked "yes")	Claiming Usage or Reporting Requirement Exemption? (Complete Item 6 for each unit marked "yes")
Example 1	Excavator	2007	46	N/A	N/A (compliant)	N/A (compliant)
Example 2	Wheel Loader	1997	124	N/A	No	Yes
Example 3	Trencher	1992	56	N/A	Yes	No

¹Note that additional reporting/documentation will be required throughout the project using the Clean Construction Specification Low-Use Exemption Reporting Form.

Form A.16.

5. Low-Use Exemption: Complete the table below for each piece of equipment which is designated as low-use equipment. Add rows or make additional copies as necessary.

Equipment Serial Number <i>(last five digits)</i>	Estimated Hours of Use per Week <i>(on this job only)</i>	Hour Meter Reading at Start of Job	Explanation/Description
<i>Example 3</i>	7	250	<i>Specialized equipment</i>

6. Use/Reporting Requirements Exemption: Complete the table below for each piece of equipment for which an exemption is being claimed based upon usage or reporting requirements associated with a grant program or other clean air initiative. Add rows or make additional copies as necessary.

Equipment Serial Number <i>(last five digits)</i>	Funding Agency	Grant Program/Clean Air Initiative	Explanation of Use/Reporting Requirements
<i>Example 2</i>	TCEQ	TERP	<i>Must use at least 1500 hours/year through 2014</i>



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

December 1, 2017

Mr. Loyl Bussell, P.E.
Interim District Engineer
TxDOT Fort Worth District
2501 SW Loop 820
Fort Worth, TX 76133

Mr. Kelly Selman, P.E.
District Engineer
TxDOT Dallas District
4777 US Highway 80 East
Mesquite, TX 75150

Mr. Noel Paramanatham, P.E.
District Engineer
TxDOT Paris District
1365 N Main Street
Paris, TX 75460

Dear Messrs. Bussell, Selman, and Paramanatham:

Enclosed is the 2017 Transportation Development Credit (TDC) Annual Report for the Dallas-Fort Worth region. This report details the TDC allocations and projects approved in FY 2017 by the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area. The following attachments are provided:

Attachment 1 Summary of Transportation Development Credits (TDCs) Allocation and Award Amounts in the Dallas-Fort Worth Metropolitan Planning Organization

Attachment 2 Projects with Approved Transportation Development Credits (TDCs) in the Dallas-Fort Worth Metropolitan Planning Organization in FY 2017

The RTC updated its TDC award categories and adjusted allocations to each category in 2017. The new allocations to each category are reflected in Attachment 1. Please transmit this report to the appropriate division(s) within your agency.

This report fulfills our December 1, 2017, TDC Annual Report submittal. Should you need any additional information, please contact Christie Gotti, Senior Program Manager, or me at 817/695-9240.

Sincerely,

Michael Morris, P.E.
Director of Transportation

BD:tw
Enclosures

cc: The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission,
TxDOT Austin
James M. Bass, Executive Director, TxDOT Austin
Brian Ragland, Chief Financial Officer, TxDOT Austin
Nick Page, MPO Coordinator, Transp. Planning & Programming Division, TxDOT Austin

**Summary of Transportation Development Credits (TDCs)
Dallas-Fort Worth Metropolitan Planning Organization (MPO)
(As of September 30, 2017)**

Original Allocation of TDCs to Dallas/Fort Worth MPO: 465,486,222

TDC Award Type	TDC Awarded Amount							Remaining (for Future Programming)
	Current Allocation	Awarded in 2013	Awarded in 2014	Awarded in 2015	Awarded in 2016	Awarded in 2017	Cumulative Total Awarded	
Category 1 - Strategic Awards to Small Transit Providers	26,000,000	1,697,058	4,181,839	2,845,564	2,454,906	175,909	11,355,276	14,644,724
Category 2 - RTC Has Revenue - Transportation Alternatives Program; TxDOT/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality; Collin County LIP/LIRAP ¹ Partnership	20,000,000	0	7,481,001	127,954	933,291	753,740	9,295,986	10,704,014
Category 3 - Local Agency has Revenue	16,691,115	0	16,764,599	0	(73,484)	0	16,691,115	0
Category 4 - Selling/Transferring TDCs to Other MPOs/TxDOT (MPO Revolver Fund)	150,000,000	0	100,000,000	0	0	0	100,000,000	50,000,000
Category 5 - Regional Programs/Management and Operations	30,000,000	463,677	5,265,978	4,580,425	(396,589)	4,826,600	14,740,091	15,259,909
Category 6 - Metropolitan Transportation Plan (MTP) Policy Bundle	100,000,000	0	0	0	0	1,191,916	1,191,916	98,808,084
Category 7 - TDC Pool for Future Reallocation	122,795,107	0	0	0	0	0	0	122,795,107
Subtotal	465,486,222	2,160,735	133,693,417	7,553,943	2,918,124	6,948,165	153,274,384	312,211,838

TDC Allocation Summary	
Total TDC Allocation for Dallas/Fort Worth MPO	465,486,222
Total TDCs Awarded as of September 30, 2017	(153,274,384)
Remaining TDC Pool for Future Programming	312,211,838

Notes:

1: LIP: Local Initiative Projects, LIRAP: Low-Income Vehicle Repair, Retrofit, and Accelerated Retirement Program

**Projects with Approved Transportation Development Credits (TDCs) in the
Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2017)**

Projects Approved with MPO Transportation Development Credits:							
TIP Code	Project Name or Description	Project Sponsor	Fiscal Year in TIP	Year Awarded	TDC Amount*	TDC Category (1-6)	Comments
12003.17	5307 PURCHASE REPLACEMENT VEHICLES	CITY OF GRAND PRAIRIE	2018	2017	27,750	1	
12006.17	5307 BUS PREVENTIVE MAINTENANCE	CITY OF GRAND PRAIRIE	2018	2017	16,178	1	
12011.13	5307 PURCHASE REPLACEMENT VEHICLES	MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED	2014	2017	-31,500	1	THIS PROJECT WAS DOUBLE COUNTED IN THE 2013 AND 2014 REPORTS, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT.
12028.16	5307 SYSTEM PREVENTIVE MAINTENANCE	DART	2016	2017	-202,697	1	202,697 FROM THE 2016 REPORT WAS ALREADY COUNTED IN CATEGORY 3 OF THE 2014 REPORT, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT.
12036.17	5307 BUS PREVENTIVE MAINTENANCE	CITY OF ARLINGTON	2018	2017	37,000	1	
12079.13	5307 CAPITAL COST OF CONTRACTING	HANDITRAN	2015	2017	-298,188	1	THIS PROJECT WAS DOUBLE COUNTED IN THE 2013 AND 2014 REPORTS, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT.
12079.17	5307 CAPITAL COST OF CONTRACTING	CITY OF ARLINGTON	2018	2017	100,000	1	
12090.17	5307 BUS PREVENTIVE MAINTENANCE	COMMUNITY TRANSIT SERVICES	2018	2017	3,200	1	
12122.17	5307 BUS PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2018	2017	9,600	1	
12153.17	5307 PURCHASE REPLACEMENT VEHICLES	CITY OF ARLINGTON	2018	2017	142,500	1	
12206.16	5307 PROJECT ADMINISTRATION	NCTCOG	2016	2017	2,159	1	
12239.10	5307 PURCHASE OF EXPANSION VEHICLES	STAR TRANSIT	2013	2017	-10,487	1	THIS REDUCTION SHOULD HAVE BEEN REPORTED IN THE 2013 REPORT, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT.
12241.14	5307 PROJECT ADMINISTRATION	STAR TRANSIT	2018	2017	60,469	1	
12241.16	5307 PROJECT ADMINISTRATION	STAR TRANSIT	2016	2017	4,000	1	
12241.17	5307 PROJECT ADMINISTRATION	STAR TRANSIT	2018	2017	39,991	1	
12247.17	5307 PROJECT ADMINISTRATION	PUBLIC TRANSIT SERVICES	2018	2017	3,600	1	
12307.15	5307 ACQUISITION OF HARDWARE	TAPS PUBLIC TRANSIT	2015	2017	-25,000	1	
12346.14	5307 PROJECT ADMINISTRATION	TAPS PUBLIC TRANSIT	2015	2017	-1,605	1	
12346.15	5307 PROJECT ADMINISTRATION	TAPS PUBLIC TRANSIT	2015	2017	-12,000	1	
12346.16	5307 PROJECT ADMINISTRATION	TAPS PUBLIC TRANSIT	2016	2017	-18,000	1	
12347.14	5307 PLANNING	TAPS PUBLIC TRANSIT	2015	2017	-44,523	1	
12372.17	5307 BUS PREVENTIVE MAINTENANCE	SPAN, INC.	2018	2017	60,000	1	
12373.13	5307 PURCHASE REPLACEMENT VEHICLES	SPECIAL PROGRAMS FOR AGING NEEDS	2014	2017	-75,000	1	THIS PROJECT WAS DOUBLE COUNTED IN THE 2013 AND 2014 REPORTS, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT.
12474.13	5307 RENOVATION OF ADMIN. BUILDING	HANDITRAN	2013	2017	-42,000	1	THIS REDUCTION SHOULD HAVE BEEN REPORTED IN THE 2015 REPORT, THEREFORE THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT.
12483.14	5307 ACQUISITION OF HARDWARE	STAR TRANSIT	2017	2017	17,000	1	
12483.17	5307 ACQUISITION OF HARDWARE	STAR TRANSIT	2018	2017	26,304	1	
12484.16	5307 ACQUISITION OF SOFTWARE	STAR TRANSIT	2017	2017	5,000	1	
12484.17	5307 ACQUISITION OF SOFTWARE	STAR TRANSIT	2018	2017	42,605	1	
12552.16	5307 ADA PARATRANSIT SERVICE	TAPS PUBLIC TRANSIT	2016	2017	-55,495	1	
12567.16	5307 ACQUISITION OF SOFTWARE	PUBLIC TRANSIT SERVICES	2016	2017	-80,000	1	
12576.13	5307 PURCHASE REPLACEMENT VEHICLES	NCTCOG	2013	2017	-120,146	1	104,475 WAS DOUBLE COUNTED IN THE 2013 AND 2014 REPORTS. THE TDCS ON THIS PROJECT WERE ALSO REDUCED BY 15,671 IN FY 2014 BUT IT WAS NOT REPORTED. THEREFORE, THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT.
12576.16	5307 PURCHASE REPLACEMENT VEHICLES	NCTCOG	2016	2017	-33,418	1	

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs) in the
Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2017)**

TIP Code	Project Name or Description	Project Sponsor	Fiscal Year in TIP	Year Awarded	TDC Amount*	TDC Category (1-6)	Comments
12576.17	5307 PURCHASE REPLACEMENT VEHICLES	NCTCOG	2018	2017	194,961	1	
12600.17	5307 CAPITAL COST OF CONTRACTING	NORTHEAST TRANSPORTATION SERVICES	2018	2017	64,000	1	
12608.12	5307 BUS PREVENTIVE MAINTENANCE	TAPS PUBLIC TRANSIT	2015	2017	-36,000	1	THE 2015 REPORT INCLUDED THIS PROJECT IN ERROR, AS NO TDCS WERE AWARDED TO IT. THEREFORE, THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT.
12626.12	5307 PURCHASE REPLACEMENT VEHICLES	SPECIAL PROGRAMS FOR AGING NEEDS	2013	2017	-801	1	THE TDCS ON THIS PROJECT WERE REDUCED BY 801 IN 2014, BUT THIS CHANGE WAS NOT REPORTED. THEREFORE, THE EXCESS TDCS ARE BEING REMOVED IN THE 2017 REPORT.
12627.14	5307 BUS PREVENTIVE MAINTENANCE	STAR TRANSIT	2017	2017	115,876	1	
12627.16	5307 PREVENTIVE MAINTENANCE	STAR TRANSIT	2016	2017	21,000	1	
12627.17	5307 BUS PREVENTIVE MAINTENANCE	STAR TRANSIT	2018	2017	70,793	1	
12632.17	5307 GENERAL PLANNING	SPAN, INC.	2018	2017	8,000	1	
12644.15	5310 SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	NCTCOG	2017	2017	13,529	1	
12649.17	5310 PURCHASE OF SERVICE	FORT WORTH TRANSPORTATION AUTHORITY	2018	2017	40,000	1	
12653.17	5310 PURCHASE OF SERVICE	NORTHEAST TRANSPORTATION SERVICES	2017	2017	83,200	1	
12654.13	5310 PURCHASE OF SERVICE	PUBLIC TRANSIT SERVICES	2013	2017	39,200	1	THIS INCREASE SHOULD HAVE BEEN REPORTED IN THE 2014 REPORT. THEREFORE, THE ADDITIONAL TDCS ARE BEING ADDED IN THE 2017 REPORT.
12654.17	5310 PURCHASE OF SERVICE	PUBLIC TRANSIT SERVICES	2018	2017	9,600	1	
12662.14	5307 PURCHASE EXPANSION VEHICLES	TAPS PUBLIC TRANSIT	2015	2017	-98,531	1	
12662.15	5307 PURCHASE EXPANSION VEHICLES	TAPS PUBLIC TRANSIT	2015	2017	-210,000	1	
12663.15	5307 BUS PREVENTIVE MAINTENANCE	TAPS PUBLIC TRANSIT	2015	2017	-11,171	1	
12664.17	5307 ACQUISITION OF HARDWARE	PUBLIC TRANSIT SERVICES	2018	2017	11,200	1	
12670.15	5307 ACQUISITION OF SHOP EQUIPMENT	TAPS PUBLIC TRANSIT	2015	2017	-50,000	1	
12672.15	5307 ACQUISITION OF SOFTWARE	TAPS PUBLIC TRANSIT	2015	2017	-70,000	1	
12701.16	5307 ACQUISITION OF SOFTWARE	CITY OF MESQUITE	2016	2017	10,030	1	
12701.17	5307 ACQUISITION OF SOFTWARE	CITY OF MESQUITE	2018	2017	25,000	1	
12702.16	5307 PROJECT ADMINISTRATION	CITY OF MESQUITE	2016	2017	-10,030	1	
12702.17	5307 PROJECT ADMINISTRATION	CITY OF MESQUITE	2018	2017	11,760	1	
12711.17	5307 MOBILITY MANAGEMENT	SPAN, INC.	2018	2017	15,840	1	
12713.17	5307 ACQUISITION OF SOFTWARE	SPAN, INC.	2018	2017	35,000	1	
12716.16	5307 ACQUISITION OF SIGNAGE	STAR TRANSIT	2016	2017	-4,000	1	
12717.14	5307 MOBILITY MANAGEMENT	STAR TRANSIT	2017	2017	10,000	1	
12717.17	5307 MOBILITY MANAGEMENT	STAR TRANSIT	2018	2017	7,459	1	
12721.14	5307 ACQUISITION OF PASSENGER SHELTERS	TAPS PUBLIC TRANSIT	2015	2017	-56,000	1	
12736.17	5339 PURCHASE REPLACEMENT VEHICLES	NCTCOG	2018	2017	51,211	1	
12748.17	5307 ACQUISITION OF SOFTWARE	CITY/COUNTY TRANSPORTATION	2018	2017	2,000	1	
12750.17	5307 PROJECT ADMINISTRATION	CITY/COUNTY TRANSPORTATION	2018	2017	10,000	1	
12755.15	5307 ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2015	2017	-9,050	1	
12757.15	5307 ACQUISITION OF MISCELLANEOUS EQUIPMENT	TAPS PUBLIC TRANSIT	2015	2017	-20,000	1	
12758.15	5307 ACQUISITION OF RADIOS	TAPS PUBLIC TRANSIT	2015	2017	-15,000	1	
12759.15	5307 ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	TAPS PUBLIC TRANSIT	2015	2017	-50,000	1	
12760.15	5307 GENERAL PLANNING	TAPS PUBLIC TRANSIT	2015	2017	-25,000	1	
12760.16	5307 GENERAL PLANNING	TAPS PUBLIC TRANSIT	2016	2017	-37,500	1	
12762.16	5307 GENERAL PLANNING	TAPS PUBLIC TRANSIT	2016	2017	-37,500	1	
12764.15	5307 ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	STAR TRANSIT	2015	2017	-33,450	1	

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**Projects with Approved Transportation Development Credits (TDCs) in the
Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2017)**

TIP Code	Project Name or Description	Project Sponsor	Fiscal Year in TIP	Year Awarded	TDC Amount*	TDC Category (1-6)	Comments
12766.17	5307 ACQUISITION OF MISCELLANEOUS EQUIPMENT	PUBLIC TRANSIT SERVICES	2018	2017	11,000	1	
12783.16	5307 PURCHASE EXPANSION VEHICLES	NCTCOG	2016	2017	33,418	1	
12784.16	5307 PREVENTIVE MAINTENANCE	TAPS PUBLIC TRANSIT	2016	2017	-54,000	1	
12790.16	5307 ACQUISITION OF MISCELLANEOUS EQUIPMENT	STAR TRANSIT	2016	2017	-30,000	1	
12791.16	5307 PREVENTIVE MAINTENANCE	TAPS PUBLIC TRANSIT	2016	2017	-30,000	1	
12793.16	5339 PROJECT ADMINISTRATION	NCTCOG	2016	2017	-1,094	1	
12794.15	5310 MOBILITY MANAGEMENT	EASTER SEALS OF NORTH TEXAS	2016	2017	-20,000	1	
12796.16	5339 PURCHASE EXPANSION VEHICLES	NCTCOG	2016	2017	40	1	THIS ENTRY WAS REPORTED IN THE 2016 REPORT AS 199,400 INSTEAD OF 199,440. THEREFORE, THE ADDITIONAL TDCS ARE BEING ADDED IN THE 2017 REPORT.
12812.15	5307 ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	NCTCOG	2017	2017	42,500	1	
12813.14	5307 GENERAL PLANNING	NCTCOG	2017	2017	20,000	1	
12814.14	5307 PROJECT ADMINISTRATION (SUBGRANTEE)	NCTCOG	2017	2017	16,470	1	
12814.14	5307 PROJECT ADMINISTRATION (SUBGRANTEE)	NCTCOG	2017	2017	-16,470	1	
12815.14	5307 PREVENTIVE MAINTENANCE	NCTCOG	2017	2017	65,877	1	
12815.14	5307 PREVENTIVE MAINTENANCE	NCTCOG	2017	2017	-65,877	1	
12824.16	5307 SUPPORT URBANIZED AREA TRANSIT SERVICE	CITY OF MCKINNEY	2017	2017	260,000	1	
12824.17	5307 SUPPORT URBANIZED AREA TRANSIT SERVICE	CITY OF MCKINNEY	2018	2017	151,122	1	
12828.17	5307 ACQUISITION OF HARDWARE	CITY OF GRAND PRAIRIE	2018	2017	16,000	1	
12829.17	5307 SHORT RANGE PLANNING	NCTCOG	2018	2017	70,000	1	
12830.16	5307 ACQUISITION OF SHOP EQUIPMENT	PUBLIC TRANSIT SERVICES	2018	2017	80,000	1	
12833.16	5307 ACQUISITION OF BUS SHELTERS	STAR TRANSIT	2018	2017	4,000	1	
Subtotal of Category 1 - Strategic Awards to Small Transit Providers					175,909		
19002	US 380 AT AIRPORT DRIVE; ADD SECOND WESTBOUND LEFT TURN LANE	CITY OF MCKINNEY	2018	2017	19,941	2	
19005	PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES	CITY OF PLANO	2017	2017	373,400	2	
19006	FRISCO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES	CITY OF FRISCO	2017	2017	280,000	2	
19007	SH 121 FRONTAGE ROAD FROM CUSTER TO SPRING CREEK PKWY; SIGNAL CONTROLLER AND SOFTWARE UPGRADES	CITY OF PLANO	2017	2017	80,400	2	
20212	IH 20 FROM WEST OF CARRIER PARKWAY TO FM 1382 (BELT LINE ROAD); CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS, RAMP MODIFICATIONS, AND SIDEWALKS	TXDOT-DALLAS	2017	2017	37,017	2	
40030	CITYWIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS	CITY OF GRAND PRAIRIE	2017	2017	-37,018	2	
Subtotal of Category 2 - RTC has Revenue					753,740		
12028.14	5307 SYSTEM PREVENTIVE MAINTENANCE	DART	2016	2017	-9,697,311	3	IN THE 2014 REPORT TIP CODE 12028.14 WAS AWARDED 12,000,000 TDCS. SOME OF THOSE 12,000,000 HAVE SINCE BEEN AWARDED TO TIP 12028.15 AND TIP 12028.16. THOSE CHANGES ARE BEING REFLECTED IN THE 2017 REPORT.
12028.15	5307 SYSTEM PREVENTIVE MAINTENANCE	DART	2016	2017	9,494,614	3	
12028.16	5307 SYSTEM PREVENTIVE MAINTENANCE	DART	2016	2017	202,697	3	
Subtotal of Category 3 - Local Agency has Revenue					0		
11543.4	TEXRAIL CORRIDOR RAIL LINE PROJECT - CONSTRUCTION OF NEW COMMUTER RAIL LINE	FORT WORTH TRANSPORTATION AUTHORITY	2018	2017	4,000,000	5	

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs) in the
Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2017)**

TIP Code	Project Name or Description	Project Sponsor	Fiscal Year in TIP	Year Awarded	TDC Amount*	TDC Category (1-6)	Comments
11614.6	ROY ORR CROSSING OF TEN MILE CREEK JUST EAST OF HAMPTON RD TO NORTH OF E. PLEASANT RUN ROAD (BEHIND CITY HALL); PRELIMINARY ENGINEERING FOR A BICYCLE/PEDESTRIAN CROSSING	NCTCOG	2016	2017	-32,000	5	
11633.1	M&O - PROGRAM OVERSIGHT COORDINATION	NCTCOG	2018	2017	-86,400	5	
11633.2	M&O - PROGRAM OVERSIGHT COORDINATION	NCTCOG	2018	2017	-165,000	5	
11633.3	M&O - PROGRAM OVERSIGHT COORDINATION	NCTCOG	2018	2017	86,400	5	
11633.3	M&O - PROGRAM OVERSIGHT COORDINATION	NCTCOG	2018	2017	-86,400	5	
11671	MULTIPURPOSE AUTOMATED VEHICLE DESIGN, DEVELOPMENT, TESTING, AND DEPLOYMENT	NCTCOG	2018	2017	110,000	5	
11674	DFW CORE EXPRESS HIGH SPEED RAIL FROM DALLAS TO FORT WORTH	NCTCOG	2017	2017	600,000	5	
11674	DFW CORE EXPRESS HIGH SPEED RAIL FROM DALLAS TO FORT WORTH	NCTCOG	2018	2017	400,000	5	
Subtotal of Category 5 - Regional Programs/Management and Operations					4,826,600		
12035.17	5307 ASSOCIATED TRANSIT IMPROVEMENTS	FORT WORTH TRANSPORTATION AUTHORITY	2018	2017	36,587	6	
12038.17	5307 SYSTEM PREVENTIVE MAINTENANCE	FORT WORTH TRANSPORTATION AUTHORITY	2018	2017	420,204	6	
12416.17	5307 SYSTEM PREVENTIVE MAINTENANCE	DENTON COUNTY TRANSPORTATION AUTHORITY	2018	2017	54,410	6	
12558.17	5307 PURCHASE REPLACEMENT VEHICLES	DENTON COUNTY TRANSPORTATION AUTHORITY	2018	2017	365,585	6	
12726.17	5339 PURCHASE REPLACEMENT VEHICLES	DENTON COUNTY TRANSPORTATION AUTHORITY	2018	2017	33,697	6	
12728.17	5339 PURCHASE REPLACEMENT VEHICLES	FORT WORTH TRANSPORTATION AUTHORITY	2018	2017	118,873	6	
12732.17	5307 ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	FORT WORTH TRANSPORTATION AUTHORITY	2018	2017	22,560	6	
14001	LEGACY TRANSPORTATION MANAGEMENT ASSOCIATION: NORTH PLANO - LEGACY BUSINESS AREA; CREATE A TMA THAT REDUCES DEMAND FOR AN OVER CAPACITY NETWORK; REDUCING SINGLE OCCUPANCY TRIPS BY IMPLEMENTING TMA PROGRAMS	CITY OF PLANO	2018	2017	140,000	6	
Subtotal of Category 6 - MTP Policy Bundle					1,191,916		
TOTAL Transportation Development Credits Awarded in 2017					6,948,165		

*Negative numbers indicate a reduction in the number of credits awarded on a project

Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Updated FAST Act Equity Percentage Share as of January 2018				30.78%	69.22%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,408.40
Cumulative Percentage Shares	30.78%	69.22%
RTC Approved Target Shares	32%	68%

MINUTES

**Regional Transportation Council
PUBLIC MEETINGS**

Work Program Modifications

Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Solar Energy: North Texas SolSmart Designations

Meeting Dates and Locations

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

1. Tuesday, Jan. 9, 2018 – 6:00 pm – Crosby Recreation Center (Carrollton); attendance: 7; moderated by Chris Klaus, Senior Program Manager
2. Wednesday, Jan. 10, 2018 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 17; moderated by Natalie Bettger, Senior Program Manager
3. Tuesday, Jan. 16, 2018 – 6:00 pm – Ella Mae Shamblee Public Library (Fort Worth); attendance: 1; moderated by Dan Kessler, Assistant Director of Transportation

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. Work Program Modifications – presented by Vickie Alexander (Carrollton and Arlington); Dan Kessler (Fort Worth)
2. Mobility 2045: The Long-Range Transportation Plan for North Central Texas – presented by Kevin Feldt
3. Solar Energy: North Texas SolSmart Designations – presented by Kristina Ronneberg

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 Arlington public meeting was posted at www.nctcog.org/video.

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

Summary of Presentations

Summary of Unified Planning Work Program (UPWP) Modifications presentation:
<http://www.nctcog.org/trans/outreach/meetings/2018/01/UPWPMod.pdf>

Handout: <http://www.nctcog.org/trans/outreach/meetings/2018/01/UPWP%20Handout.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas: Administration and Management, Transportation Data Development and Maintenance, Short-Range Planning and Programming and Air Quality and Transit Operations, Metropolitan Transportation Plan, and Special Studies and System Operations.

Most of the modifications presented address budget adjustments and fall under Short-Range Planning and Programming and Air Quality and Transit Operations or Special Studies and System Operations. There is also a modification proposing an additional \$50,000 for continuing staff coordination on performance-based planning activities.

Both the Regional Transportation Council and the NCTCOG Executive Board will take action on the FY 2018 and FY 2019 UPWP modifications in February. Final modifications will be submitted to the Texas Department of Transportation on February 23, 2018.

Summary of Mobility 2045: The Long-Range Transportation Plan for North Central Texas presentation: <http://www.nctcog.org/trans/outreach/meetings/2018/01/Mobility%202045.pdf>

The Metropolitan Transportation Plan is required by federal law. This financially-constrained plan guides expenditures of federal and state funds, identifies policies, programs and projects for continued development and represents a blueprint for the region's multimodal transportation system.

The MTP development process maximizes the existing transportation system through infrastructure maintenance, management and operations, and growth, development and land-use strategies. Strategic infrastructure investments include transit, HOV and managed lanes, and freeways, tollways and arterials.

NCTCOG staff are working on the latest version of the MTP, Mobility 2045, and will incorporate latest project developments and planning initiatives into the document, including high-speed rail, modern people movers and emerging technologies.

Next steps include finalizing project recommendations and the financial forecast as well as hosting an RTC Workshop in February. Additional public meetings will be held in February, April and May. The RTC will take action on Mobility 2045 on June 14, 2018.

Solar Energy: North Texas SolSmart Designations presentation:
<http://www.nctcog.org/trans/outreach/meetings/2018/01/Solar.pdf>

SolSmart is a recognition program funded by the Department of Energy. The program is made up of two components: designation and technical assistance for participating cities.

Solar energy is utilized in the transportation sector in several ways, including as a fuel source and to power infrastructure on streets and in public right of way. Regional solar benefits include abundance, a growing energy demand, economic and financial stability and air quality benefits.

NCTCOG provides assistance and informational resources to designated and participating SolSmart cities in the Dallas-Fort Worth region, including Denton, Plano, Kennedale, Cedar Hill, Corinth and Lewisville. More information can be found at GoSolarTexas.org

**ORAL COMMENTS RECEIVED AT MEETING
(Meeting location in parenthesis)**

Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Larry Howe, Citizen (Carrollton)

A. Funding

Question: Will the funding referenced in the Mobility Plan all be spent within the next five years?

Summary of response by Kevin Feldt: No, a transportation project has to be in the plan in order to move forward with the implementation process. We are also required to follow the State's 10-year horizon requirement. We spread the money out over the course of time.

David Parker, Self Reliant Solar (Carrollton)

A. Hyperloop and bullet train in the Mobility Plan

Comment: You didn't mention a hyperloop or bullet train in your presentation.

Summary of response by Kevin Feldt: We have a high-speed rail program in the Mobility 2040 Plan. Additionally, the environmental impact document for the proposed high-speed rail train from Dallas to Houston was just released by the Federal Railroad Administration, and public comments are due by February 20.

Also keep in mind we have to have a new plan every four years, and we update it every two years. We don't know enough information right now to say what the transportation modes will be several years from now. The 2040 Plan does not have a technology section, but the 2045 Plan will. We also have to figure out funding sources for various projects.

Johnny Swaim, Citizen

A. Transportation funding total

Question: What does the total amount of funding in your presentation represent?

Summary of response by Kevin Feldt: The number doesn't include local streets, but it does take into account state and federal roadways. We have to include how we're going to fund projects, but the plan doesn't really say what dollar is allocated to what project. However, the Transportation Improvement Program (TIP) is a shorter four-year program and identifies funding for each project.

Summary of response by Chris Klaus: The TIP is updated every four years, TxDOT has a 10-year plan and then there's this Mobility Plan. Things shift each year and funding availability changes.

Travis Attanasio, City of Haslett (Arlington)

A. Backup plan for toll road funding

Comment: We've been following the Texas Transportation Commission down in Austin. You currently won't receive funding unless you pull toll roads. Is there a backup plan?

Summary of response by Kevin Feldt: We're working with the Commission to try and reverse the decision and provide a basis for why toll roads are crucial. We are trying to figure out a way to still include tolls in the plan.

Chad Edwards, DART (Arlington)

A. Arterial units

Comment: On the existing arterial unit map, you have units.

Summary of response by Kevin Feldt: It's a score we developed with the criteria. It includes population, arterial spacing, traffic volume, etc.

Question: Do you account for any roadway scores?

Summary of response by Kevin Feldt: No, we did not do that. We're just looking at capacity improvements.

B. Draft recommendations

Question: When do you anticipate providing a draft of the plan?

Summary of response by Kevin Feldt: We will present a more refined listing at the February RTC Workshop. We want to allow the RTC a month or so to digest it. In March, we'll request to go to our 60-day comment period.

Solar Energy: North Texas SolSmart Designations

Larry Howe, Citizen (Carrollton)

A. Utilization of natural gas

Question: Do you all have some examples of cities or school districts utilizing natural gas?

Summary of response by Chris Klaus: Yes, there is so much information available. There is a sheet back on the sign-in table that lists funding opportunities, and there are so many grant opportunities. The Work Program presentation referenced local money because it's very flexible. The transit agencies also have a heavy supply of natural gas. We will coordinate with you and obtain the information you're looking for.

David Parker, Self Reliant Solar (Carrollton)

A. PACE partnership

Question: Does NCTCOG partner with PACE?

Summary of response by Kristina Ronneberg: We've been working with the Texas PACE Society, but we're fairly hands off after that. We also tell people PACE is a great option if they have it in their area.

B. Building solar systems

Question: Do you seek input from people who build solar systems?

Summary of response by Kristina Ronneberg: We reference a lot of RFPs, but we haven't received a request to build anything at this particular point in time.

Other

Barbara Tunstall, Bubbl (Carrollton)

Comment: Bubbl is a safe and reliable service that provides rides to all people who live and work in the Dallas-Fort Worth area. Our rides are driven by off-duty or retired police officers who have been thoroughly vetted, and we own all of our own vehicles. We started in Park Cities and branched out into Preston Hollow. How do we become one of your partners?

Summary of response by Kevin Feldt: We don't implement transportation services. You might want to contact some of the transit agencies.

Summary of response by Chris Klaus: I'd also like to reference our grant page.

Summary of response by Carli Baylor: I will also make sure to provide your company's information to our transit team. If they can't provide you with the information you need, they will find someone who can.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Mobility 2045: The Long-Range Transportation Plan for North Central Texas Comments

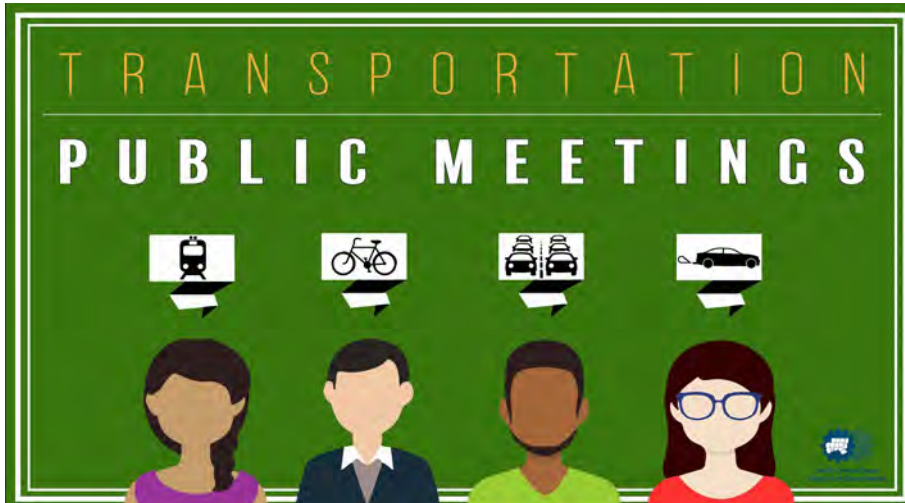
Email

1. Trey

Hello, As a citizen of Arlington, I would like to request that the Union Pacific line running from Fort Worth, through Arlington and Grand Prairie, and to Dallas be included back into the Mobility Plan for commuter rail. Thanks!

2. Chuck Erwin

Alternate roads not modes. You cannot solve congestion by expanding capacity for non-congested mode. The funding for each mode should be an exact proportion to its trip share.



PRESENTATIONS

Work Program Modifications

The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY 2018 and FY 2019 UPWP will be presented.

Policy Foundation for Mobility 2045 Recommendations

Mobility 2045 is the region's long-range transportation master plan guiding the expenditure of federal and state funds. Staff will discuss the underlying **policies used to develop the plan's recommendations**. More information, www.nctcog.org/mobility2045.

Funding Program: Sustainable Development Phase 4

The 2017-2018 CMAQ/STBG: Sustainable Development Phase 4 Program awards federal funding to projects that include the transfer of control of roadways from TxDOT to local agencies, context-sensitive design and/or transit-oriented development elements. Staff will provide details on the program and the projects being proposed for funding.

Access North Texas

Access North Texas documents the transportation needs of older adults, individuals with disabilities and individuals with lower incomes in North Central Texas. Staff will provide strategies identified to better serve these vulnerable populations with public transportation.

RESOURCES AND INFORMATION

- Modifications to List of Funded Projects
- AirCheckTexas: www.airchecktexas.org

The Arlington meeting will be live streamed at www.nctcog.org/video (click on the "live" tab). A video recording of this meeting will also be posted online at www.nctcog.org/input.



NCTCOGtrans



North Central Texas
Council of Governments

MONDAY, FEB. 5, 2018

2:30 PM

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

WEDNESDAY, FEB. 7, 2018

6:00 PM

Haltom City Public Library
4809 Haltom Road
Haltom City, TX 76117

TUESDAY, FEB. 13, 2018

6:00 PM

Richardson Civic Center
411 W. Arapaho Road
Richardson, TX 75083

For special accommodations due to a disability or language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made. *Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.*

To request a free, roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the Feb. 5 meeting: 817-608-2365 or cbaylor@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options Feb. 5

Eastbound Train 1:49 pm

Westbound Train 1:31 pm



METROPOLITAN PLANNING ORGANIZATION
FOR THE DALLAS-FORT WORTH REGION



Statement of Support
Dallas to Houston High-Speed Rail

Submitted by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, on January 29, 2018

The North Central Texas region has been identified as a potential hub for passenger rail routes serving Texas. Federal and state plans indicate a need for high-speed passenger rail service to, through, and within our region. The strong economic growth and projected population increases in North Central Texas, combined with widespread local political support for investment in public infrastructure, provide an optimal environment for the development of high-speed rail and complementary systems in Texas.

High-speed rail between Dallas and Houston is a vital transportation link that will help sustain the national, regional, state, and local economies. Both the Regional Transportation Council and the North Central Texas Council of Governments support and are committed to creating and leveraging public and private resources to enhance the mobility of travelers in Texas. Developing safe, dependable, and interconnected passenger rail systems is in the best interest of the travelling public because of rail's safety, reliability, air quality benefits, and efficient use of land which fosters urban densification and economic development. In the North Central Texas region, the proposed high-speed rail system will provide connectivity to existing public transportation systems and the proposed Dallas and Fort Worth high-speed rail Core Express Service. The design supports the development of high-speed rail connectivity between Fort Worth, Arlington, Dallas, and Houston through the Texas Central Partners' proposed Dallas high-speed rail passenger station.

The proposed Dallas to Houston High-Speed Rail line is consistent with Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. Due to the project's critical nature, the North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation for the proposed improvements.

Contact:

Amanda Wilson, AICP
Public Involvement Manager
(817) 695-9284
awilson@nctcog.org

Kevin Feldt, AICP
Project Manager
(817) 704-2529
kfeldt@nctcog.org

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 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, 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.

About the North Central Texas Council of Governments

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 around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 240 member governments including 16 counties, 170 cities, 24 school districts, and 30 special districts.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is 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.

This report is a compilation of general public comments submitted by members of the public from Wednesday, December 20, 2017 through Friday, January 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Air Quality

Twitter

1. North Texas Air Quality has Multifaceted Defense

<http://www.nadallas.com/DAL/December-2017/North-Texas-Air-Quality-has-Multifaceted-Defense/> ... @NCTCOGtrans #AirQuality #Texas – Natural Awakenings (@NaturalDallas)

Air Quality Index Values and Ozone Concentration			
Air Quality Index(AQI) Values	Eight-Hour Ozone Levels (ppb)	Levels of Health Concern	Colors
0-50	0-54	Good	Green
51-100	55-70	Moderate	Yellow
101-150	71-85	Unhealthy for Sensitive Groups	Orange
151 to 200	86-105	Unhealthy	Red
201 to 300	106-200	Very Unhealthy	Purple
301 to 500+	Not Defined	Hazardous	Maroon

Current AQI Animation

Facebook

1. HOW TO TAKE ACTION FOR CLEANER AIR

There are several resources and programs available to help North Texans incorporate clean air actions into their routines or organizations.- Air North Texas - NCTCOG Transportation Department

Learn more here: – Tarrant Coalition for Environmental Awareness



2.

Thanks to the NCTCOG Transportation Department, you can stay up to date with AIR QUALITY in your area by clicking on and visiting the site below for the following information:

- Current Air Quality Index (AQI)
- Current Outdoor Conditions
- Current Ozone Activity
- Air Quality Forecast
- And more...

<http://www.nctcog.org/trans/air/ozone/> – Tarrant Coalition for Environmental Awareness



Alternative Fuels

Twitter

1. Learn more about F4F's accomplishments so far and plans for 2018 in @ACTExpo News! #cleanenergy #AFVs #procurement @CadmusGroup @NCTCOGtrans @MWCOG @PAGregion @MARCKCMetro @MAPCMetroBoston @MetroEnergyKC @njpa – FleetsForTheFuture (@Fleets4future)



Fleets for the Future: Simplifying Alt Fuel Vehicle P...

The Fleets for the Future project is designed to overcome common barriers to alt fuel vehicle deployment by offering simplified procurement opportunities.

act-news.com

Facebook

1. The City of Denton earned the Silver award from DFW Clean Cities for taking steps to make their vehicle fleet cleaner and more efficient. Denton was recognized for its use of alternative fuels such as ethanol, biodiesel, and compressed natural gas, and is one of eight Dallas-Fort Worth municipalities to receive the silver designation. In total, there were 19 local cities to be recognized either Silver or Bronze, and they combined to reduce gasoline consumption by more than 25 million gallons in 2016—the largest savings on record! #DFWCleanCities NCTCOG Transportation Department – City of Denton Susustainability



SUCCESS STORIES

Dallas-Fort Worth Clean Cities

Your expert on alternative fuel and advanced technology vehicles, available grants, technical support, cost analysis, and more.

DFWCLEANCITIES.ORG

Aviation

Email

1. Marko Sakal

Thank you for this opportunity. Consider the rapid development of UAS planning and standards across the region. Change is happening much faster than we realize. NCTCOG might consider a novel approach in the press now, to engage in a hyper active campaign to obtain Amazon second Headquarters today by "talking up" how we want to make UAS traffic in the NCTCOG region. Win or lose no region is talking big about UAS in the future. We should be. The entire nation would follow NCTCOG, plus a great deal of the free press will follow this first of a kind story. There is not much time until Amazon decides, we must act quickly. Should this Amazon business land anywhere in North Texas or Texas, it will be a futuristic game changer for the region overnight. We need to do much more to attract this kind of clean air business to North Texas today. Look at Amazon long game, it is to be their own delivery service too and their preferred method in the near future is by UAS. NCTCOG needs to market for this to the world, because we are a world class region. How long do you think it will be before UAS commercial

heavy jets are landing at DFW? In this deregulation environment. Would a DFW regional UAS district be out of the question? NCTCOG should be actively working to bring in future business by Amazon, FedEx, Tom Thumb Kroger, et. Al. Like it or not, drones are coming to your neighbor. UAS delivery traffic will take delivery traffic off the roads and into the air. It will help clean the air. This is going to happen in the very near future or we could already be the very beginning is the era of commercial drone traffic replacing diesel land traffic into the future, once the FAA create rules. Are we thinking in this direction? NCTCOG should be promoting commercial UAS activism and looking at creating regional regulations now and planning on way to collect of revenue from UAS traffic in the future.

Twitter

1. Thank you for public comment forum @NCTCOGtrans Rapid development of UAS planning and standards is needed for North #Texas , one of many engaged in hyperactive campaign to obtain #Amazon 2nd HQ. Make #Commercial #UAS traffic a reality in the NCTCOG region – Marko Sakal (@markosakal)



2. RT @VladoBotsvadze Once @FAANews lifts regulations in the United States, there will be a giant surge in passenger #uas activity @NCTCOGtrans – Marko Sakal (@markosakal)



Bicycle & Pedestrian

Email

1. Rob Quinn

Wanted to voice my support for Safe Routes to School and also for Bike Lanes.

2. Colt Jim Clemens

I would love to see safe routes to school initiatives expanded to include my community of McLendon-Chisholm. We could easily link into Heath's RSTS system and get our kids safely to school on their bikes. It would also help to increase our home values.

Twitter

1. @UrbanFortWorth @completestreets @TxDOT @DallasParkRec @dentonparks @FortWorthParks @TPWDnews @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)

GenZe @RideGenZe

Glow-in-the-dark bike paths are one step towards making cities safer for everyone. [twitter.com/tedtalks/statu...](https://twitter.com/tedtalks/status...)

Collin County Strategic Roadway Plan

Email

1. Erin Larew

I wanted to comment on the corridors you are thinking about putting through East Wylie (Collin County). I understand that due to the expected growth in Collin County, particularly in the eastern portion, something will have to be done to ease congestion and allow for traffic to flow. I also believe that a lot of the ideal solutions are becoming not viable due to rapid growth of housing and businesses in the area. Basically, Collin County is behind in planning for this growth, so now we need to think outside the box. What the computer program and grid system says might look good for traffic flow, but when it comes to the surrounding communities and people, it just is not going to work as is. I am going to express two concerns: 1. The arterial corridor you have proposed to go down Kreymer and Troy is not the best or reasonable solution and 2. The east-west extension over Lake Ray Hubbard is only going to create more congestion if Renner is not extended. Regarding Troy road becoming an arterial, this road has been on Wylie's plans to be widened for decades, but making it an arterial does not make sense. There have been no provisions (ROW, utilities) except for the recent Bozman Farm addition, made to accommodate a future arterial road down Troy. It is lined with 20 plus homes with fences and driveways close to the road. There are lots of young children who live next to Troy. I'm not aware of the current ROW width of the road (couldn't find it), but many of us own to the centerline of the existing road. The better solution for an arterial road is FM 544. It is actually already a two lane road with lines (something Troy Road does not even have), and a good portion of it has already been expanded to a four lane. This road was designed to be expanded. Even the utilities are set back. FM 544 already terminates at Vinson, which could then be extended to George Bush. Citizens don't want Wylie to be used as a throughway. The city has

50,000 residents but 200,000 come to shop because of the roads that take it there. Creating a new road from Rockwall through Wylie and on to Murphy is just going through neighborhoods and completely bypassing the shopping areas. It makes more sense to use FM 544, which can eventually lead to the shopping areas and again is already set up to become more of an arterial corridor. Also, I am against the East West corridor bridge of Lake Ray Hubbard - especially if Renner is not extended. 1) I do not want Renner extended because you are plowing through Murphy and Wylie for the sake of Rockwall and Rowlett which Wylie residents do not appreciate. 2) If Renner is not extended you are creating even more congestion for FM 544 and SH 78 as this is the only outlet for those cars that don't make their way south to George Bush. If Rockwall and Rowlett are looking for a solution to ease traffic getting from the east to the west side of the Ray Hubbard, then they need to look into their own road improvements rather than dumping traffic onto Wylie. A possible solution is to have the new Ray Hubbard Bridge from John King to follow a more southwesterly direction following the power lines to allow Rockwall better access into George Bush. That way you are again leaving Wylie out of it and reducing the need for a Renner extension through homes in Murphy. In 2008, you and The Trust For Public Land (TPL) preformed a study that showed there is strong support for conservation. 10 years later this is still the case. East Wylie is filled with homes of people who wanted to have acreage not to have their land stolen and created into roads. Or to have their nature to be replaced with high traffic, noise and air polluting roads. Again I know something has to be done. But this something will have to involve already created LARGE roadways and roadways that are already set up to be widened.

Response by Jeff Neal, NCTCOG

Ms. Larew,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSRП recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through the City of Wylie and other jurisdictions. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

2. Erin Larew

To whom it may concern,

The route you have proposed for the arterial corridor does not make sense for the city of Wylie. Although I agree something needs to be done as we are ten years plus behind in road infrastructure. However, now we need to think outside the box.

1. One of the reasons Wylie is against these large roads is because it bypasses its commercial area and just cuts through all residential, which doesn't make sense. Wylie only has 50 thousand residents. But 200 thousand come to shop. Why would a city want these potential customers to bypass them?
2. Why do East Wylie residents dislike it so much? Because you are going through neighborhoods. You are putting a large road where 20 plus homes line the road with driveways. You are bypassing a large neighborhood called Bozeman Farms. You will be destroying lake front area that people come to as a retreat.

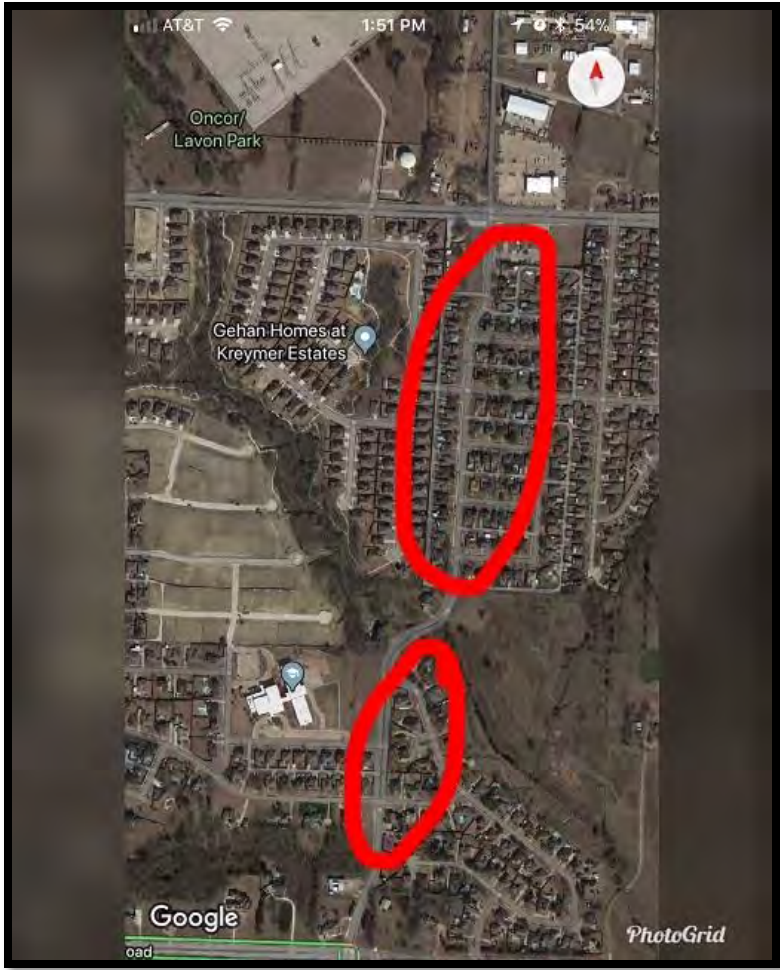
Have you thought about using 544? It already has easements. On Troy people own to the centerline of the road. On 544 there are majority of development entrances that line the road and not homes. Also, 544 is where a lot of Wylie's businesses are. Shouldn't large roads be where they would make the most impact? Instead of using Wylie, why don't you actually let it receive some benefit.

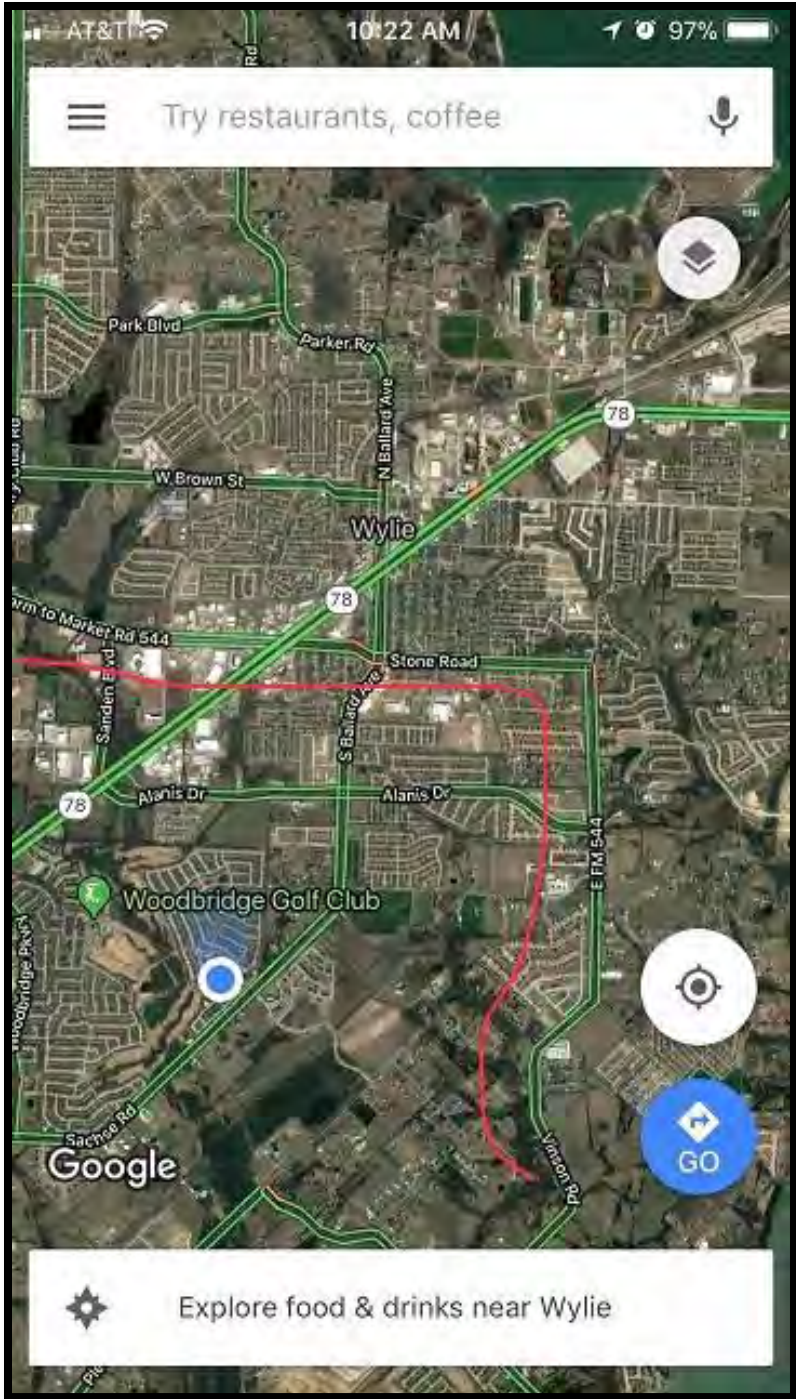
Have you looked into building a tunnel? I attached a photo of the only homes that would be affected on WA Allen Blvd., and I circled the areas in red that 544 could meet up with Stone road meeting up with 544, once again. Stone road is also already turned into a 4 lane and ready to be an arterial corridor. With mainly neighborhood entrances lining the road. 544 also meets up with Vincent so you would not have to take people's property to make a new road. I attached a picture of this as well.

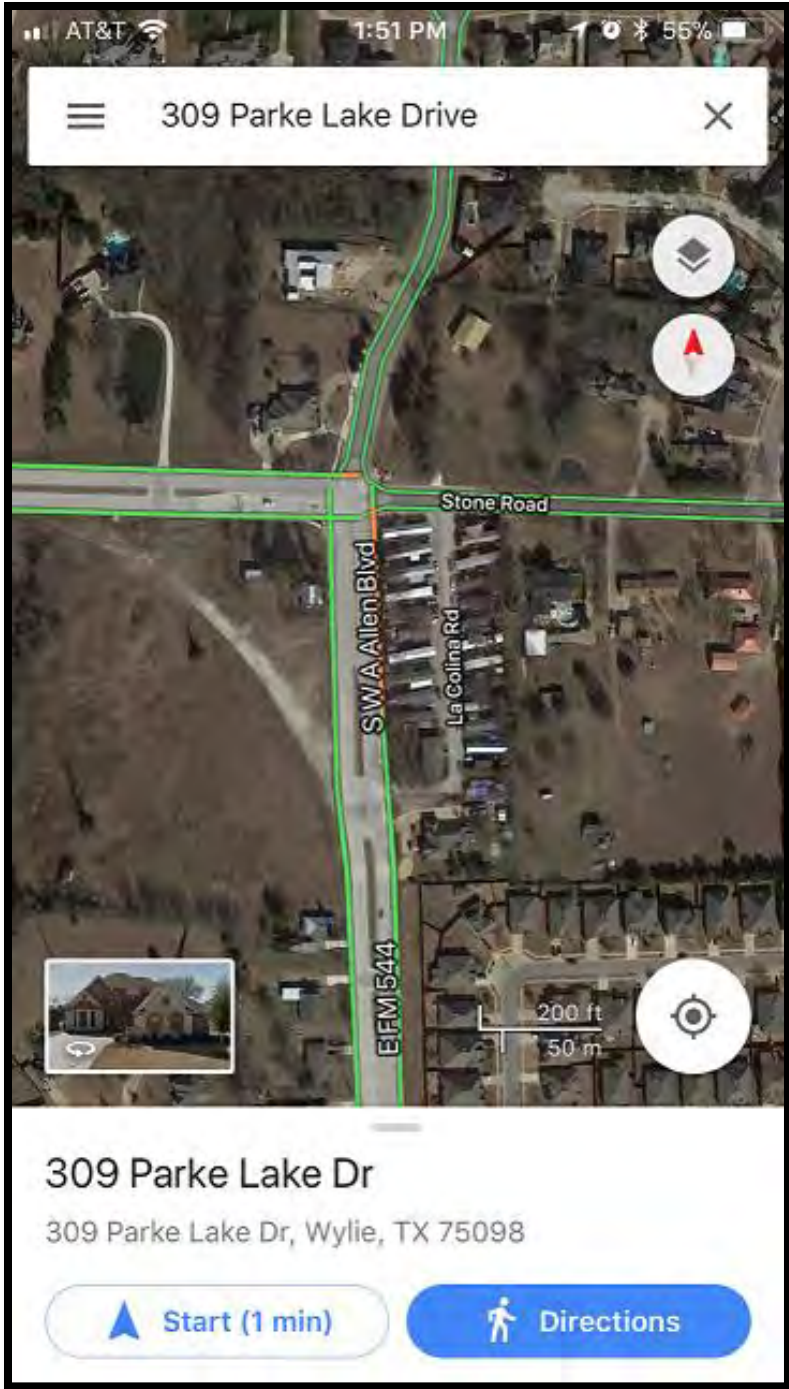
You have waited too long so now if you want to keep everyone happy, you will have to spend a little more money and think outside of the box. Your computer system will tell you what it good for traffic flow. But it is far from appropriate when it comes to dealing with the cities and human beings.

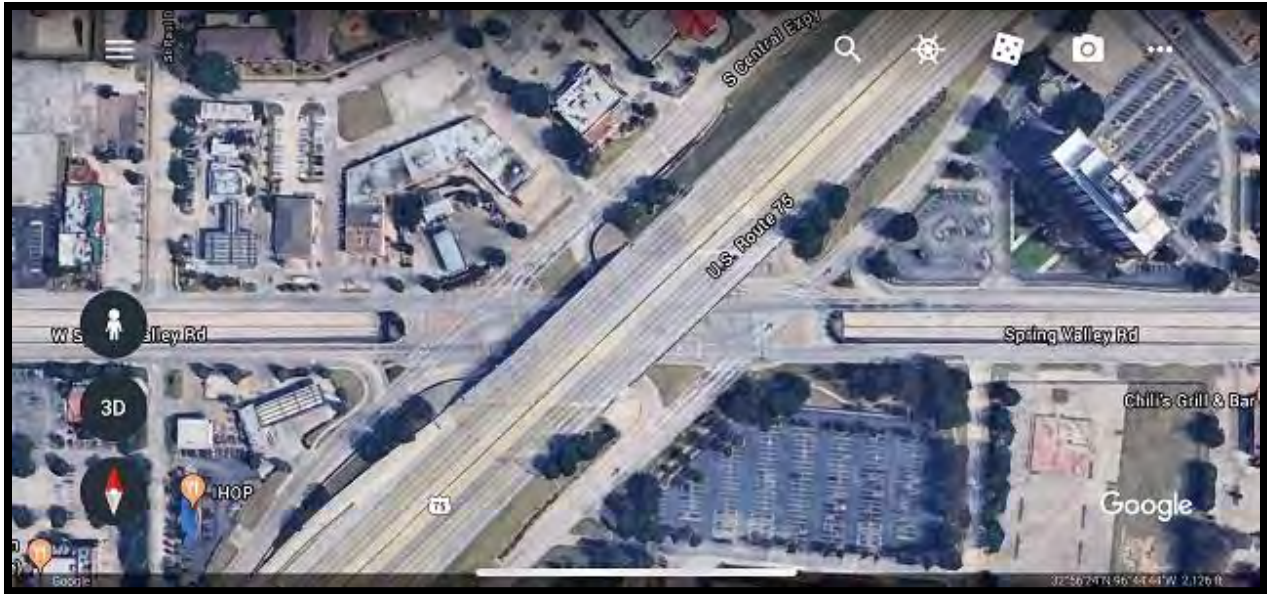
I provided a picture of a tunnel that is in Dallas which would be perfect solution for WA Allen. That and it is an example of thinking outside of the box. Again the tunnel allows for 544 to become an arterial corridor which makes more sense.

Also, the John King Bridge off of Lake Ray Hubbard is a silly idea with Renner not be extended, which it should not because that is just morally wrong. It will just bring more traffic to 78, 544, and the proposed arterial corridor. This extra traffic is just going to be used as a means through Wylie and not too Wylie. The city and people of Wylie do not appreciate this either.









3. Amy Frank

I am writing to you in regards to the Park, Betsy, McMillan, Skyview connector you are looking at in Collin County. I live in Wylie Lakes which backs right up to Skyview in Wylie. Many of us bought our houses just recently, due to it being a new neighborhood. We chose this area because of the more secluded aspect of the neighborhood. We enjoy having a two lane road along the lake in which to drive. It keeps a lot of traffic and people out of our area that don't need to be there. Not to mention the lack of road noise. Your proposed route would take all of that away from us and the other people along the road who have lived there for years. A connector road of this magnitude would bring lots of noise and traffic to our area, which is also a safety concern, seeing as how we have many young families with young children in our area. We do not need random people speeding through our neighborhood. I fully understand that something needs to be done, but the proposal would put people who were finally able to build their dream homes in a very bad place. With the housing market the way it is, you would be forcing us to have to consider selling and taking a major hit on the price and size of our homes. This is where we have decided to settle and raise our families. Please don't take that from us. None of us mind driving out of the way to get where we need to be. We bought in this area fully knowing that would be the case. Please consider using existing roads. Thank you.

Response by Jeff Neal, NCTCOG

Ms. Frank,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through the City of Wylie and other

jurisdictions. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time

4. Emily Cranford

I bought my home 20 + yrs. ago. My property is located in Culleoka, just a few hundred yards from FM 982. I do not want a corridor going through Culleoka. I moved here because I wanted to get away from the city, and I enjoy the country life. I suggest finding an alternative route because the residents of Culleoka do not want a highway here. Not only am I concerned for myself and other homeowners being forced to move or having part of our property taking away, but I am also concerned for our wildlife. A highway would be harmful to our wildlife and have a negative effect on their welfare. I am not a very political person. However, since this corridor has come up, I have been attending meetings, signing petitions, talking to my neighbors and public officials and doing everything in my power to help save our homes and our wildlife. Please help us save Lake Lavon and our community! Thank you for reading my comments.

Response by Jeff Neal, NCTCOG

Ms. Cranford,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through various jurisdictions in southeastern Collin County. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change,

and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

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5. Chad Watson

Considering latest document.

<http://www.nctcog.org/trans/thoroughfare/documents/CCSRPCorridorOpportunitiesMap.pdf>

Route 1 "Revised Lake Corridor" is a great concept. I believe this would help in many ways. Route 2 No comment Route 3 "Renner-JK Connector" The city of Murphy will be adopting a resolution against this route in the near future. This route also contains a new bridge over a protected area of Lake Ray Hubbard. This route is within 2 miles of an existing major and recently improved HWY 78. Route 4 "Cambell-Sachse-Elm Grove Connector" THIS could be the East- West arterial that solves the issue. Waterview subdivision is significant and could use that rather than be forced on a toll road. Route 5 "Kreymer-PGT-Hickox-Castle" I would ONLY be on board with this extension if it had load limits. The vast majority of the route runs through rural properties that would be affected greatly by the large trucks travelling from the intermodal to the PGBT. This area could be greatly served by an improved 2 or 4 lane 40 mph zone. Route 6 "Princeton Rd Extension" Yes please Route 7 "FM 6/36 upgrade" I travel this road frequently and don't find issue with traffic. Maybe a slow moving tractor, but no traffic. Route 8 No comment Route 9 No comment Freeway projects Freeway 1 "SH 78 outer loop" Moving this route as far west as possible is a great idea. I think this should be a primary freeway in the area. Freeway 2 No comment.

Response by Jeff Neal, NCTCOG

Mr. Watson,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

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growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

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6. Heather Irwin

As a Rockwall County resident on the west side of the lake, I am against another bridge connecting the east and west side of Lake Ray Hubbard. I have never had an issue getting to Rockwall for county business (driver's license, vehicle registration, marriage license, etc.) nor shopping or doctor visits. Even having the ISD offices and high school on the other side of the lake has not been an issue. I knew this when I moved here and still chose this side of the Lake. A bridge connecting Alanis with John King will only bring more congestion to the morning and evening traffic. I stopped driving the 544/Renner route in the morning as Renner is a standstill most mornings. The planned crossing over 78 would disrupt the travel of those of us that live on this side of the lake. From what I can tell, without heading even further north, there is not an easy access to Hwy 78 and will eliminate our access to Sachse and Firewheel Mall, in addition to the 78/PGBT route. We need to think outside the box when it comes to transportation issues. Extending the Blue Line into Rockwall and the Proposed Cotton Belt Line into Wylie would help alleviate congestion on the roads. Thank you.

Response by Jeff Neal, NCTCOG

Ms. Irwin,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSRП recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through various jurisdictions in southeastern Collin County. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations...such as the proposed new Lake Ray Hubbard crossing...to accommodate continued growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these

facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made. I should also state that this needs assessment process does take into account additional planned/programmed investments in rail transit such as the Cotton Belt and DART light rail corridor extensions...however, our study concludes that the proposed roadway projects are still essential to help address rapid population and travel demand growth throughout Collin County between now and the year 2040.

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7. Kendra West

I am reaching out in opposition of a major roadway other than existing repairs and possible expansions of current roadways through any of the residential neighborhoods in Wylie, TX and surrounding small communities including Murphy and Rockwall. Some of these neighborhoods are brand new and dream homes for hundreds of families. These communities, even though close to the city, have the charm and glow of a small town. I am hoping that HWY 78 or HWY 205 can be the alternate routes that are currently what people are using. A simple expansion of 78 the North Side of Wylie has taken years. The Parker Road expansion has taken years. FM 544 from Plano to Wylie is only busy during rush hour and is to be expected for drivers and the same from 190 to 544 on 78. Early morning and from 5-6pm is the only time these road are busy. Please do not consider a big concrete expressway over our dreams of living in this charming quiet community.

Response by Jeff Neal, NCTCOG

Ms. West,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through various jurisdictions in southeastern Collin County. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued growth...particularly since recently expanded facilities like FM 544, State Highway (SH) 78, and SH 205 themselves will be insufficient well before our plan horizon year of 2040.

It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county, etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

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8. Bernadette DeMoro

Plans for arterial corridors, bridges and roads linking east to west that are planned for old established neighborhoods will wreck the character and flavor of Wylie and the southeastern corner of Collin County. There are established roadways that are already in use, have business zoned districts which could be used, widened, improved without invasive plans through neighborhoods. Reconsider your maps and plans for roadways through the County and Wylie.

Response by Jeff Neal, NCTCOG

Ms. Demoro,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations provide for significantly more flexibility and enhancement through local consensus by proposing continuous north-south and east-west arterials of at least four lanes where possible through various jurisdictions in southeastern Collin County. It stresses the maximum utilization of existing and/or long-planned corridors where feasible, and it is based upon the need to ensure that a comprehensive thoroughfare system can efficiently and responsibly distribute traffic so that alternate routes may be available at strategic locations to accommodate continued growth. It's still important to note that...as we've stated previously...these recommendations are based on technical feasibility at this time and subject to change, and any further development of these facilities can't proceed if effects to adjacent properties and/or desired land use strategies are impossible to overcome or mitigate appropriately. Incorporation of these recommendations into the upcoming Metropolitan Transportation Plan (MTP) simply provides authorization for the Texas Department of Transportation (TxDOT) and/or other appropriate transportation providers (city, county,

etc...) to advance a project into further study where...through continued public guidance and input...these crucial build/alternate-build/no-build decisions will ultimately be made.

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9. Trish Donaghey

The Lake Corridor Freeway and Triple-Decker Bridge appear to have changed into a 4-lane road. Thousands of us are grateful to Lucas and Wylie for that result!!!

Now, what's the plan to avoid the bottlenecks when the 4-lane roads meet these three 2-lane bridges over Lake Lavon:

- 1) Culleoka-Branch Bridge (short bridge)
- 2) Branch to Lucas Bridge (the mile long new bridge)
- 3) Lucas to Lucas Bridge (a short but new bridge)

Response by Jeff Neal, NCTCOG

Ms. Donaghey,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised CCSR recommendations are based on the December 12, 2017 City of Wylie Resolution encouraging evaluation of adding capacity to existing crossings over Lake Lavon before any study of new-location crossings may be considered again. From a mobility standpoint, it would be preferable that the bridges themselves carry the same number of lanes as the roadways that approach them...but, in every case it would be the responsibility of the implementing agency (TxDOT, Collin County, etc...) to collaborate with the U.S. Army Corps of Engineers to ensure that any and all potential environmental impacts resulting from widened or reconstructed bridges be identified and mitigated appropriately by law. As a needs assessment, the CCSR does not address those issues at this stage of project development...however, NCTCOG will remain committed to work with the implementing agencies, stakeholders, and the public when future development phases produce those analyses.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

10. G. Dan Mingea

The answer to traffic congestion is not “build more roads!”

Especially, no roads that displace established residents, no roads through established neighborhoods.

You would not support a thoroughfare through your neighborhood, and would not support roads that displace you or your families.

Instead, go out and buy every house that comes up for sale, and tear down the house. Then, by 2045, you will already own the ROW you need for new roadways.

Or, work on accessible and practical public transportation.

I’m proud of Rockwall’s plan for parks and trails; I’m proud of Murphy CC for saying “NO,” and I’m proud of Wylie CC for saying “NO.”

JUST SAY NO TO URBAN SPRAWL!!!

Response by Jeff Neal, NCTCOG

Mr. Mingea,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised January 2018 CCSRP recommendations map is based on the recent Resolutions passed by the cities of Murphy and Wylie, as well as other agency/public input we’ve received through this study. The proposed thoroughfares establish consistency with existing master thoroughfare plans produced by those cities as well as Collin County...but we’ve included several strategic connections and/or additions based on technical feasibility so that the system can more comprehensively/efficiently support and provide future alternate routes to current heavily-traveled facilities like FM 544 and State Highway (SH) 78 as rapid growth continues. We also state that those arterials may be four or six lanes depending on local consensus, which will be based on continuity/context with existing and/or connecting segments upstream or downstream, as well as compatibility with adjacent/nearby land uses.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

11. G. Dan Mingea

To whom it may concern,

I am fully against having an arterial corridor going through East Wylie and its neighborhoods. The proposed east-west path is lined with homes and families who chose that location because of what it has to offer. A busy road is not one of those things. I am aligned with the city of Murphy in saying NO to the extension of Renner Road, and I am also against the John King

Connector Bridge that would go over Lake Ray Hubbard and connect to Alanis Road in Wylie. This brings more congestion and traffic onto 544 and 78, and conflicts with your excellent plans to expand people-space, parks, and trails.

It simply does not make sense to promote urban sprawl. I believe that existing roadways should be augmented to help with traffic flow. Utilize roads that already have easements so people's land is not taken and front yards are not turned into busy roadways. New roads and bridges should not be created by carving up established neighborhoods and displacing residents. Put people first, and JUST SAY NO TO URBAN SPRAWL!

Response by Jeff Neal, NCTCOG

Mr. Mingea,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The proposed Hensley/Alanis/John King Connector thoroughfare between McCreary Road and State Highway (SH) 205/John King Boulevard, included among the latest CCSRP preliminary recommendations, is meant to be no wider or contain any additional lanes beyond what exists today between Ballard Avenue and FM 544 (Vinson Road). Our year 2040 travel demand modeling indicates that this thoroughfare, in combination with the other proposed enhanced roadways, will actually reduce future traffic on heavily-traveled facilities like FM 544 and SH 78 compared to a no-build condition. The model comparison also indicates that projected vehicle-miles of travel would remain nearly constant while vehicle-hours of travel and congestion delay decrease. This means that the improvements wouldn't induce more travel or add to sprawl...instead, they would effectively address major network gaps that alleviate traffic on FM 544, SH 78, and other existing facilities in areas that can't be widened/reconstructed without significant right-of-impacts and mobility disruptions. In addition, because the December 12, 2017 City of Wylie Resolution prohibits future freeways within city limits...and because recent capacity improvements to FM 544 or SH 78 represent substantial public investments...it's not at all practical from an asset (life-cycle) management standpoint to consider conversion of those corridors to larger facilities in the near-future. Therefore, we seek to concentrate on and augment local thoroughfare plans in areas where planned investments still haven't been made and create a more efficient and comprehensive thoroughfare system that can better accommodate and distribute future traffic.

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12. G. Dan Mingea

To whom it may concern,

I am fully against having an arterial corridor going through East Wylie and its neighborhoods. The proposed east-west path is lined with homes and families who chose that location because of what it has to offer. A busy road is not one of those things. I am aligned with the city of Murphy in saying NO to the extension of Renner Road, and I am also against the John King Connector Bridge that would go over Lake Ray Hubbard and connect to Alanis Road in Wylie. This brings more congestion and traffic onto 544 and 78, and conflicts with your excellent plans to expand people-space, parks, and trails.

It simply does not make sense to promote urban sprawl. I believe that existing roadways should be augmented to help with traffic flow. Utilize roads that already have easements so people's land is not taken and front yards are not turned into busy roadways. New roads and bridges should not be created by carving up established neighborhoods and displacing residents. Put people first, and JUST SAY NO TO URBAN SPRAWL!

13. Dr. Linda B. Knight

The area along the west side of Lake Ray Hubbard in the Wylie ETJ is a valuable wildlife habitat as well as the watershed source for the lake. This area should be protected from over-development and from the construction of roadways that encourage over-development. I am against the construction of new freeways and any bridge structures across the lake.

Response by Jeff Neal, NCTCOG

Ms. Knight,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Any CCSR-Proposed roadways (or any major transportation projects regardless of mode) that are implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction can be approved. The implementing agency (TxDOT, Collin County, etc...) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any potential impacts are identified and can be appropriately mitigated. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition.

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14. Darrin Boykin

I am INFAVOR of the Lavon Corridor Freeway with Option 4A, and I am OPPOSED to the City of Wylie Resolution REMOVING BRIDGE and CORRIDOR FREEWAY!

Response by Jeff Neal, NCTCOG

Mr. Boykin,

Good morning...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

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15. Sandra Ritzmann

I am opposed to a new road connecting John King to Alanis (in the Wylie area). It does not make sense to dump more traffic into the congested streets of 78 and 544 and all local roads in between. Since you cannot connect to Renner - drop all the East West routes. DO NOT USE IMMINENT DOMAIN TO TAKE PROPERTY for roads!!!! Thank you.

Response by Jeff Neal, NCTCOG

Ms. Ritzmann,

Good afternoon...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised January 2018 CCSR recommendations map is based on the recent Resolutions passed by the cities of Murphy and Wylie, as well as other agency/public input we've received through this study. The proposed thoroughfares establish consistency with existing master thoroughfare plans produced by those cities as well as Collin County...but we've included several strategic connections and/or additions based on technical feasibility so that the system can more comprehensively/efficiently support and provide future alternate routes to current heavily-traveled facilities like FM 544 and State Highway (SH) 78 as rapid growth continues. In combination with other proposed thoroughfares, the Hensley/Alanis/John King Connector thoroughfare would have multiple cross-street connections that can effectively re-distribute travelers to east-west facilities other than just FM 544 and SH 78, and our travel demand modeling suggests that future congestion and traffic volumes may be reduced on those roadways compared to doing nothing. We also state that those arterials may be four or six lanes depending on local consensus, which would be based on continuity/context with existing and/or connecting roadway segments upstream or downstream, as well as compatibility with adjacent/nearby land uses wherever possible.

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webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

16. Scott Welsh

Hello. I understand that the NCTCOG is wanting to connect John King in Rockwall to Alanis in Wylie. I am opposed to this addition as this will disrupt the wildlife on Lake Ray Hubbard and add to even more congestion, noise, and pollution on FM 544 and 78 in Wylie. The neighborhoods surrounding Alanis are peaceful and quiet and we want to keep it that way.

Response by Jeff Neal, NCTCOG

Mr. Welsh,

Good afternoon...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Any CCSRП-proposed roadways (or any major transportation projects regardless of mode) that are implemented using state and/or Federal funds are required to go through an intensive and interactive environmental assessment process before construction can be approved. The implementing agency (TxDOT, Collin County, etc...) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any potential impacts are identified and can be appropriately mitigated. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following

webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

17. Marsha Hamilton

The citizens of east Wylie DO NOT WANT A BRIDGE OVER LAKE RAY HUBBARD CONNECTING JOHN KING TO ALANIS OR ANYWHERE IN EAST WYLIE THROUGH ESTABLISHED NEIGHBORHOODS! The Murphy city council also opposes the Renner Rd extension. This makes no sense to force people out of their homes! Please don't take our homes away from us!!

Response by Jeff Neal, NCTCOG

Ms. Hamilton,

Good afternoon...and Happy New Year. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

The revised January 2018 CCSRП recommendations map is based on the recent Resolutions passed by the cities of Murphy and Wylie, as well as other agency/public

input we've received through this study. The proposed thoroughfares establish consistency with existing master thoroughfare plans produced by those cities as well as Collin County...but we've included several strategic connections and/or additions based on technical feasibility so that the system can more comprehensively/efficiently support and provide future alternate routes to current heavily-traveled facilities like FM 544 and State Highway (SH) 78 as rapid growth continues. We also state that those arterials may be four or six lanes depending on local consensus, which would be based on continuity/context with existing and/or connecting segments upstream or downstream, as well as compatibility with adjacent/nearby land uses wherever possible.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

18. Sherry & John Worley

Please review the attached (updated) document. It contains (updated, more detailed) ideas for the route of the Collin County Lake Corridor Thoroughfare. Higher resolution images are available as well as my original Visio CAD files.

I would appreciate it if someone would acknowledge receipt of this email.

Response by Jeff Neal, NCTCOG

Mr. Worley,

Good morning...and Happy New Year. Your comment and attachment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your input and concern pertaining to this study effort. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As part of the decision to modify the proposed Lake Corridor facility recommendation to a thoroughfare, the general location of that facility corresponds to a proposed north-south thoroughfare indicated on the City of Princeton's 2017 update to its Master Thoroughfare Plan. However, please keep in mind that any of our preliminary CCSR recommendations at this time still reflect an indication of future need, and the lines shown on our maps do not suggest that a final alignment...particularly for any new-location corridor...has been formally identified or environmentally cleared for right-of-way acquisition or construction. Once a project sponsor (e.g. TxDOT, Collin County, etc...) is prepared to begin that process for the Lake Corridor thoroughfare, you can be certain that I will forward your conceptual alignment alternatives to that entity for consideration.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>.

And please know that you may contact me at any time with additional questions and/or comments.

Response by John Worley

In the attached document, I compare the proposed routes of the Lake Corridor Thoroughfare through Princeton. As noted below, the route "corresponds to a proposed north-south thoroughfare on the City of Princeton's Update to its Master Thoroughfare Plan." The routes are close, but differ in many important areas.

I hope this document will facilitate discussions between Princeton and the NCTCOG on the various routes proposed for the Lake Corridor Thoroughfare. If this document needs to be copied to the Collin County Government, please feel free to do so.

Thank you for your consideration on these issues.

Response by Michael Morris, NCTCOG

Sherry and John Worley,

The work we are doing is conceptual, is not a specific route, is not a specific alignment, it does not "clip" a school because it is not a specific recommendation. The map is intended to create a conversation about moving the Peninsula Lake Corridor to the east and the Regional Loop Freeway to the west. The alignments could be miles from here. If people think it is a good concept, we will work on a dozen alignments in a detailed environmental/design analysis. If people don't like the idea we will not bother. Do you want us to pursue this concept?

Response by John Worley

My thoughts are as follows:

- Most important to me is to use FM546 on the south end of this area rather than FM982.
- - FM546 is already in planning/construction for widening.
- - Using FM982 will negatively impact owners who were already negatively impacted in the last widening of FM982.
- - Most of the traffic on the Lake Corridor Thoroughfare will be heading southwest already. Most of the traffic will probably take the Spur 399 Extension to US75/SH121. Using FM982 rather than FM546 will add an extra mile or so to the route of the rest of the traffic.
- On the north end through Princeton, showing the conceptual route running through a city park, restaurants, a department store, and the middle of an existing subdivision as well as clipping a Junior High School, an Elementary School, and a medical center certainly has facilitated discussion, but not on the topic that you desire.

- - The conceptual route shown is distracting from the productive discussions that you desire.
- - I don't see where the Peninsula Lake Corridor has been moved east (nor do I believe it needs to move east). The route shown is well within a half mile of the original Lake Corridor Freeway route.

Response by Michael Morris, NCTCOG

Thank you for your comments. A map helps to present a concept but leads to unintended consequences. So I will try words.

We had a north/south corridor in the middle of the peninsula, crossed Lake Lavon east/west of the dam and headed further South. That route is no longer being considered due to city council opposition.

As a result this significant need is moving to an idea that takes us east of the Lake. The Regional Loop has low forecasted traffic volumes so that moves us west, as a concept. The two ideas are coming together in the general vicinity on Jeff's map. We have put a lot of money in SH 78 so we are north of those improvements. It is a general concept because we are not at the alignment engineering stage.

What ideas do you have about this concept? Is this worth us advancing the idea or no you don't like this idea of integrating the two corridors into a new conceptual route. The lines could move miles and the alignments would be a couple dozen if and when we get to that phase.

Response by John Worley

Thank you for your comments and questions. I appreciate the opportunity for input to the process. My ideas and responses are in the attached (2 page) document.

Thank you for your consideration.

19. Thomas G. Johnson

After surviving having my home of 38 years being proposed as a toll road bridge abutment and a freeway access road, I would suggest that the era of creating new major arteries thru the greater metroplex is winding down. I also would add plowing a huge bridge over the middle of Lavon to that list. It isn't as magnificent as we've made it out to be while fighting the aforementioned projects, but it's about all Collin County has left besides McMansions, Starbucks and Dollar Stores. I have been a sailing enthusiast based in Collin Park Marina since the late 80's, and many of us would be devastated to have Lavon truncated. I think at this point priority one should be identifying locations where important sections of thoroughfares of the

future can be built out and interconnected while land is still available. (This would be like extending Renner to 78 thirty years ago.) The greatest potential in developed areas now is going to be making existing roads work better. Left turn lanes are archaic and the biggest obstacle. Hopefully IT will have traffic moving as timed modules that will address such engineering conundrums. I commute about 25 miles to work down 78 and west on Arapaho, a great example of a usable suburban thoroughfare. I average about 33 mph. That's completely acceptable and is safer and cheaper than trying to go 70 (while others go 85) on PGBT. Removing the weak links in existing suburban thoroughfares and using the best IT to manage the flow will conserve land, resources, funds and save lives.

20. Robert and Becky Bernardi

I AM IN FAVOR OF THE LAVON CORRIDOR FREEWAY. I AM AGAINST THE WYLIE RESOLUTION THAT WAS PASSED DEC 2017. I AM IN FAVOR OF THE COLLIN COUNTY RESOLUTION THAT AS PASSED 10/23/17 REQUESTING ALL FREEWAYS AND CORRIDORS TO INCLUDE THE LAVON CORRIDOR FREEWAY

21. Denise Hoiver

We do not need or want the lake corridor

22. Jared Larew

Dear Sir or Madam:

I am writing you to provide comments to the NCTCOG plans for future road improvements/expansions in the Wylie area. I am specifically commenting on 1) the proposed expansion of Kreymer and Troy Roads as an arterial road and 2) the bridge across Lake Ray Hubbard originating at SH 205/John King. Regarding Kreymer and Troy road as an arterial, I feel there is a better solution by utilizing Eubanks to WA Allen to FM 544 to Vinson. WA Allen and FM 544 are already 4 lane in some locations and have utility setbacks already in place. Kreymer and Troy do not have any utility or road setbacks for future expansions save of the short area of the newly constructed Bozman Farm subdivision. FM 544 is currently tied into Vinson which provides for the eventual access to the George Bush Tollway. There are a lot of houses along both the FM 544 route as well as the Kreymer/Troy route with Troy having numerous driveways, but the FM 544 route seems much better suited as planners have already made provisions for future expansion as well as development entrances rather than driveways. There would be homes destroyed on the Kreymer/Troy route where Kreymer meets Troy. Regarding the bridge across Lake Ray Hubbard, without the extension of Renner Road in Murphy, this expansion becomes much less impactful. There now is the potential for more traffic to come onto an already congested SH78 and FM 544 with no improved outlet to the east. Traffic can flow from the bridge and down the newly proposed arterial corridor running to the south to George Bush. I can see how this would alleviate congestion in Rockwall and Rowlett for those trying to get to I 30 or to George Bush. However, if this is the intention and with the Renner extension block, then the bridge should not run from 205/John King to Wylie in a northwesterly direction but to Wylie in a southwesterly direction. This would allow for a less impactful and more efficient route to I 30 and George Bush. Thank you for your consideration and soliciting public input. I understand there are needs for new and expanded roads to keep up with population growth. I just feel that there are better solutions than those currently being presented.

23. Carl Glaze

Do not build the Lake Corridor Proposal Hwy at all. The people living in the area to be disrupted do not need it. The only reason to build it is to subsidize the intermodal rail terminal in Wylie. You should not sacrifice your constituents on that altar. Do not build this Hwy on FM 1827 corridor. It is an ecologically significant and sensitive area crisscrossed and bounded by creeks and associated wetlands. It is also a historically significant area with, for example, multigenerational and historic cemeteries. Listen to the voice of the people. Do not allow yourselves to be made pawns.

24. Jan Rushing

Please do not put Lake Corridor on FM RD1827.

25. Barbi Donehoo

Running a huge highway down 1827 would ruin the beauty of the country and take away many people's farmland. We really don't need another huge highway!

26. Mark James Volpi

I am opposed to the idea of making Troy Road an "arterial corridor" without additional public input. The proposed "arterial corridor" was only announced less than a month ago, so the community has had less than a month to provide feedback on the proposed arterial corridor. This is much less time than the Lake Corridor Freeway was given. Local governments have not had time (especially given the Christmas break) to be able to respond to the new arterial corridor plan. Additionally, it does not make sense for NCTCOG to fight to secure a right of way for a widened Troy road when FM 544 already appears to have a much wider ROW already in place, especially if the length of Troy Road to be widened is really only about a mile long before it would turn Southwest (the same length parallel to 544). Listen to the citizens who live here now! Quit pandering to citizens that do not exist because they have not moved there. Expand existing roads using existing Right of Ways if you must, but realize that expanding roadways CREATEs the demand for more citizens. The NCTCOG is creating their own self-licking ice-cream cone by claiming growth requires new roads, but then new roads drive growth. Respect people's property rights.

27. Andrew Glaze

I oppose the creation of the Lake Corridor across FM 1827. It will negatively impact current residents of the area without the promised long term benefits and only serves the economic interests of future developers at the expense of current landowners.

28. Linda Brewer

Please do not put the lake corridor on FM 1827. This family farm has been around for at least 120 years. There's also a natural spring there. Thank you.

29. Kate Glaze

I am opposed to putting the Lake Corridor along FM 1827.

30. Waynette Stone

Do not put the Lake Corridor on FM 1827. Our family farm is an environmental, archeological and historical treasure and you must not touch it. You must not hurt a single tree in our 120-year-old orchard. You must not disturb the hill above the native springs here on our farm. You must agree with the Austin Judge who agreed our farm was a treasure to save. Just sent to Public Comments - NCTCOG.org I have read this is the last day to make a comment. Do you have time? Thanks.

31. Margaret Bewley

As a Collin County property owner and descendant of a pioneering Collin County family, I would like to register my OPPOSITION to the Lake Corridor roadway. And specifically to the use of FM 1827 for any project that will increase traffic through this area. The impact to members of my family who own property along 1827 and Sister Grove would be devastating. And I further believe that other family property in the general area would be negatively impacted. Growth has already changed the character of North Eastern Collin County and impacted the native environment, which includes century old orchards, natural springs, wildlife habitat, etc.

32. Melissa Glaze

Any proposed project must include a thorough study of environmental impact. Do not put the Lake Corridor on FM 1827.

33. Julie Kilgore

I am against a new bridge across Ray Hubbard connecting Rockwall to Wylie.

34. Brenda Skyles

Do not put the Lake Corridor on FM 1827. You will be destroying land that is a family farm - it is an environmental, archeological and historical treasure and you must not touch it. You must not hurt a single tree in the orchard. An Austin Judge, who agreed our farm was a treasure to save, should be listened to!!!! We don't need this!!!!

35. Dixon Glaze

Do not put the Lake Corridor on FM 1827. Our family farm is an environmental, archeological and historical treasure and you must not touch it. You must not hurt a single tree in our 120 year old orchard. You must not disturb the hill above the native springs here on our farm. You must agree with the Austin Judge who agreed our farm was a treasure to save.

36. Alisa Volpi

Hello! Thank you for allowing public comment. I am a resident in the Wylie ETJ. I am opposed to routing traffic through residential areas, and most especially when those routes mean taking land by eminent domain. I understand that Collin County is growing, but why should you be so eager to sacrifice the rights of those of us who are already here?

37. Taylor Jackson

I am opposed to a John King extension bridge that dead ends into a rural community. If you are unable to carry those drivers onto Renner rd due to Murphy rejecting the proposal then this is now a pointless route that will only cause more congestion in the rural communities. These people would be better served by a 205 expansion taking them straight to 30 faster.

38. Christopher Hubley

Hello,

I am writing to provide comments on Mobility 2045, specifically the projects associated with the Collin County Strategic Regional Plan. One of the possible corridors currently being offered as a potential solution is the "John King-Renner Connector" which includes a bridge across Lake Ray Hubbard. I am writing to state my OPPOSITION to this corridor in its entirety.

The City of Murphy has passed a resolution stating that it opposes extending Renner Road through its city limits. This makes connecting John King to Renner Road impossible. Continuing with a bridge across Lake Ray Hubbard would be counterproductive to the goals of the CCSRP. The bridge would dump thousands of cars per day on local roads in East Wylie, where they would have to use existing thoroughfares (SH 78 and FM 544) once across. As NCTCOG itself has stated, these roadways are already congested, and a lake crossing would serve no purpose. All the lake crossing would do is cause small, local neighborhoods and local roads to become congested.

Please use and improve the existing rights of way we have to improve traffic flow, the residents of both Murphy and Wylie have made this desire clear. If you fix the SH 205/SH 78 intersection, and improve signal timing on SH 78 and FM 544, capacity could be increased without causing additional congestion in local neighborhoods. Moreover, this approach would eliminate the need to destroy habitat and pollute the waters and wetlands of Lake Ray Hubbard. We do not need new bridges that would only serve to make congestion worse in neighborhoods while harming what little of the clean environment we have left. If we are to be dealing with congestion either way (which in previous presentations NCTCOG has said will be the case, roads will be at LOS F regardless), at least preserve the environment and focus on improving and maintaining existing rights of way. The state, counties and local governments cannot currently afford to maintain existing roads, why would we build new roads, especially expensive bridges, if we cannot maintain the existing road network we have?

New roads are not the answer, they just encourage people to move farther away from employment centers. The best solutions for the future are to improve and MAINTAIN the roads we currently have and to adopt approaches more in line with the future, such as encouraging people to live closer to work or work from home.

39. Christine Hubley

Hello,

I would like to submit the following comments:

The Renner - John King Connector does not make any sense. Murphy opposed connecting to Renner with a formal resolution of opposition on January 2nd so the route should be dropped if you are serious about not putting roads where they aren't wanted. If you can't connect to Renner, building a bridge across Ray Hubbard and bringing in more traffic into Wylie and the surrounding areas is not going to help. That traffic would have to flow through the same existing roads that you are claiming to want to relieve congestion on. Knowing that you can't connect to Renner but that you still want to propose the bridge from John King across Lake Ray Hubbard, makes it look like you want to flood the area with more traffic from the East so you can come back in 3 years-time and say we need another highway. There are already plenty of

opportunities to cross lake Ray Hubbard. Cars can go 2 miles north to 78, which has been improved and is no longer a bottleneck. Or they could go a few miles south and cross at 66. Putting roads so close together degrades the integrity of communities and is harmful to the environment, especially when you want to cross a body of water that is a drinking water supply. No more lake crossings. Especially not when there is no good place for traffic to flow once it reaches the other side. Widen 66 or 30, you have existing bridges you can use. Each time you put a new bridge or a new road you are increasing the number of people whose lives you ruin.

Please focus on improving existing roads. The roads in East Collin County are full of deep potholes that don't get repaired. If we can't afford to repair old roads, I don't think we can afford to build new ones.

40. Krystle Jackson

JOHN KING BRIDGE:

The proposed option for a new bridge over the lake from John King Blvd is not logical since Murphy opposed the Renner extension. It only brings people over the lake to dump them in a rural area and then they have to maneuver through back roads to reach their destination. It makes more sense and will cost a great deal less to consider improving 205 even more to handle the traffic. It is not that much further north to 78 to go west and with the new improvements on 78, traffic is no longer the same concern as a year ago.

TROY AS AN ARTERIAL:

The route proposed for the arterial corridor on Troy Rd also does not make sense. This is not an existing high traffic thoroughfare whereas .8 of a mile to the west, E FM 544/Allen Blvd is an existing thoroughfare. You would be taking a small country road HEAVILY lined with trees that makes it a beautiful country drive to just another improved road. If I wanted that, I would have stayed in my HOA community. But that is not what we wanted.

Just an .8 of a mile West though, THIS is where the current traffic is each and every day. People are accustomed to taking this route and it makes logical sense to expand where people are already using the roadway. If you drive out and look you can tell that property was built to be set back enough for future expansion of the road per the current easements. There are businesses off of FM 544 already whereas it's residential off of Troy. Bypassing commercial to cut through residential makes no sense. We want traffic to through where it can benefit the City of Wylie and their businesses as well.

Myself and the residents of East Wylie understand that population will continue to grow and actions will have to be taken due to that. We can't just stick our heads in the ground. It's going to take a lot of out of the box thinking though and not just what a program spits out as options. Unfortunately these proposed routes are 20 years too late for the convenience of that option.

Just like on 635, no higher and no wider was part of their restrictions on the latest expansion and therefore now there is an underground highway. Amazing! Let's have some of that same thinking here. Tunnel under Allen Blvd near Stone Road where there is a neighborhood like Spring Valley goes under 75 as a suggestion. And even on working on relieving north/south traffic, take that same thought process for 635 to improve 75 as potentially a double decker highway like they are looking at for 35 in San Antonio.

What should be considered is looking at the timing of the lights on 78. That is one of the most frustrating things for a commuter is to speed up and stop at the next light. Then rinse and repeat over and over and over trying to get home. Changing the timing of the lights alone, could make a huge impact on the flow of traffic east and west each day.

41. Carla McCroan

Collin County desperately needs an east/west bridge across Lake Lavon. The wide loops that are proposed are going to put an undue hardship on commuters and cause gridlock and pollution.

42. Kathy Lotzer

Thank you for listening to our concerns regarding a bridge over Lake Lavon. Please continue to prioritize modernization of current roads. Avoiding new pass through roads through Wylie. I know growth is inevitable and we need to address the issue of the congestion that will come with it if it happens without planning ahead. But the thoroughfares we have are the best suited for expansion. Please avoid roads like Troy where people bought for the seclusion. Maybe you should use part of the money to secure land for the future so families will not build around these future needs. AND TELL THEM ABOUT THE INTENTIONS. I bought a duplex where we had stary, quiet nights close to the lake. Then the Intermodal was built right behind my home. I have a deck in my backyard that we don't use because of the noise and bright lights from across the tracks. It was wrong for these homes to be built here knowing that land was bought with the intentions of it being built almost 20 years ago. Please be considerate. BTW,I am okay with a bridge along side Walmart and through our neighborhood just be respectful of the people's homes along the path. Chose the path with the fewest homes taken so you can give A MORE THAN fair price to help these people relocate. Cut corners where you have to and pay these people for the lack of planning and lack of forth rightness the zoning has done.

High Speed Rail

Email

1. Gary Hennessey

We currently have a proposal to build a high speed rail system between Dallas-Fort Worth and Houston. This is a reasonable distance for rail but it is a short distance for the existing air service between these areas. I would like to see the airlines be allowed to join with the rail service to sell tickets on each other's brands so they will be supporting the rail service rather than competing with the rail service on the short flight distances. Are there existing regulations that limit cooperation between a rail service and an airline? This could free up departure slots at DAL for longer flights that are currently needed to go to HOU or the same could be done to reduce ticket prices when DFW and IAH are in direct competition for flights to Europe and Japan without having to worry about missing a flight due to congestion in the air between Dallas-Fort Worth and Houston.

Twitter

1. I-20 & I-35 discussion panel on higher and true high speed rail at Southwestern Rail Conference #swrc18 Kevin Feldt @NCTCOGtrans @OKDOT @TxDOT – Peter J LeCody (@railadvo)



@OKDOT and @TxDOT should play hardball with @Amtrak re: the #HeartlandFlyer contract. More frequencies and expansion are needed urgently. – Passenger Rail OK (@PassRailOK)

Would have liked to be there today but I have a new employer. – Passenger Rail OK (@PassRailOK)

Innovative Vehicles & Technology

Facebook

1. According to NCTCOG Transportation Department there are three Model 3s registered in North Texas. Thirteen across the state.

<https://www.dfwcleancities.org/evnt> – Tesla Owners Club of North Texas

Project Planning

Email

1. G. Dan

Upgrade existing roads, use existing road ROW, use powerline ROW. Displacing residents for road ROW is not the answer...imagine YOU and YOUR FAMILY were being displaced for a road!!! Address traffic problems by limiting new housing developments, not by building more roads. Create jobs that don't require commute. Improve public transportation. Building new roads is not the answer.

2. Lisa Becker

We have so little natural beauty preserved so it's important that our neighbors and lakes stay secure for our future. Expand existing roadways to accommodate growth.

3. Ishmael

STOP THE URBAN SPRAWL, STOP THE URBAN BLIGHT!!! MORE ROADS IS NOT THE ANSWER. I CAN'T AFFORD TO BE A DISPLACED, HOMELESS, PERSON. STOP IT, NOW!!

4. Mark Mecum

1 -Why is gas tax revenue not being exclusively used for road construction and maintenance? 2 - Why do toll roads not have a sunset for the tolls? If bonds had been issued, they would be paid off at some point.

5. Kim Duncan

I'm not sure if this is a valid way of adding input for public comment, but I'd like to add a suggestion to add a train stop around Swisher Road, on the north side of Lake Lewisville. It's not convenient for anyone who lives in this area to go up to Mayhill to head south and definitely defeats the purpose of avoiding the bridge to have to park at the Highland Village station.

6. Randy Calhoun

What is being considered to alleviate the increasingly bad congestion on IH 75 between IH 635 and downtown? In particular, is there any plan to address the bottleneck at IH 635 and IH 75

Twitter

1. Does @NCTCOGtrans have any plans to address safety issues w/ our transportation infrastructure? 🤔 Early Data Shows Progress at Four High-Crash Intersections <http://www.austinchronicle.com/news/2017-12-29/early-data-shows-progress-at-four-high-crash-intersections/> ... via @austinchronicle – Wylie H Dallas (@Wylie_H_Dallas)



2. Possibly a idea 💡 for @NCTCOGtrans @TollTagNews @TxDOT @TxDPS – Shawn Eric Gray (@ShawnEricGray)



Public Meetings & Forums

Twitter

1. @NCTCOGtrans 72 hour notice and then you'll send some intern to shuttle me to a meeting from a TRE station miles away. You people are clueless. I get that you exist solely to hand out fed money to highway builders but you should at least office downtown to feign transit interest. – DTDallasite (@dtdallasite)
2. Dan Lamers: "Managed Lanes started out as a poor person's rail network, now moving toward automated transit and driverless trucks" #TRBAM #trb2018 @NCTCOGtrans @ManagedLanes – Nick Wood (@nickwood)



3. Join us in Dallas on 1/22 for the first Socrata Texas Community of Practice. We'll discuss the impact of changing demographics on transportation and mobility with Austin's CPO, @ksolivares0910 and @NCTCOGtrans's Director of Transportation, Michael Morris. – Socrata (@socrata)

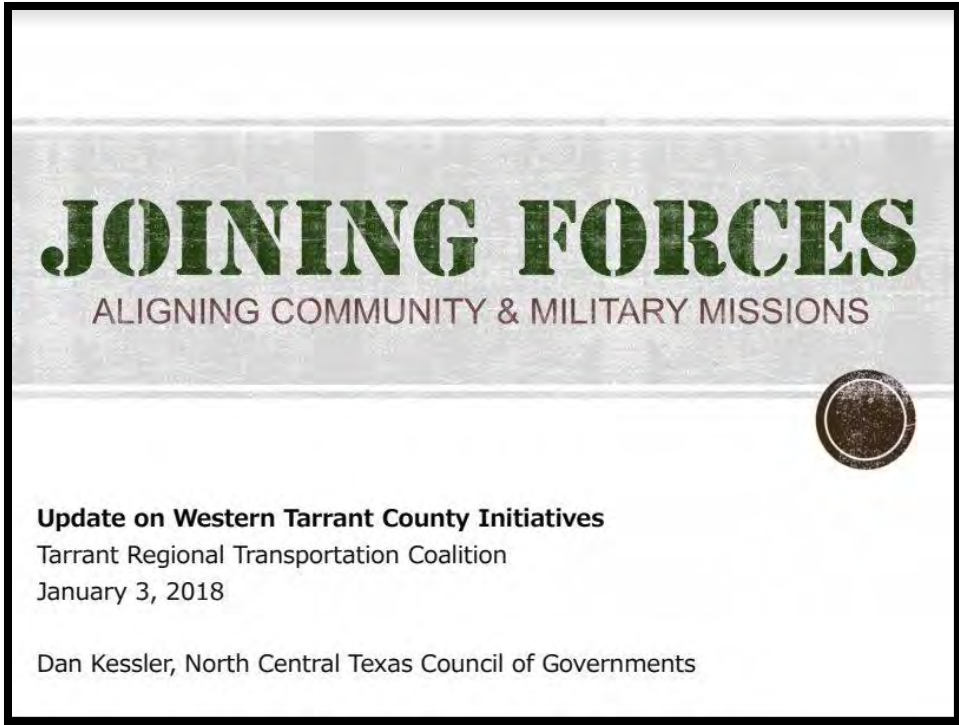


Open to all govies in Texas! Be sure to register ASAP. Looking forward to seeing you all there! – Jessica Carsten (@JessicaCarsten)

4. Happy New Year! Please join us tomorrow, Wednesday, Jan. 3, for the first meeting of the year. @NCTCOGtrans – TRTC (@trtcmobility)

A composite image featuring a portrait of Dan Kessler on the left and a meeting announcement slide on the right. The slide text includes: "Dan Kessler", "Assistant Director of Transportation", "North Central Texas Council of Governments", "I will provide an update on several west Fort Worth transportation projects that the Metropolitan Planning Organization has been working to advance", "Wednesday, Jan. 3, 2018", "8:00 a.m. Networking and Coffee", "8:30 a.m. Meeting Begins", "Fort Worth Intermodal Transportation Center", "2nd Floor Community Meeting Room", "1001 Jones Street", "Fort Worth, Texas 76102".

5. We had a great turn out at today's meeting! Thank you Dan Kessler, @NCTCOGtrans for giving us an update on western Tarrant County initiatives. If you weren't able to join us this morning, you can view the presentation here: <https://www.trtcmobility.org/resources> – TRTC (@trtcmobility)



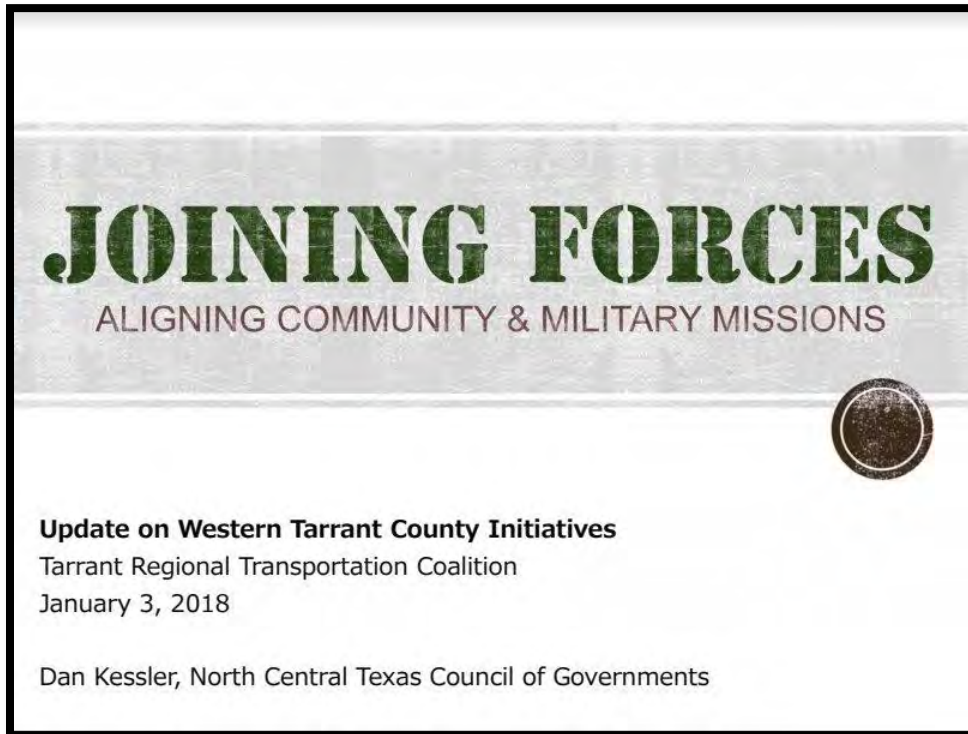
Facebook

1. Happy New Year! Please join us tomorrow, Wednesday, Jan. 3, for the first meeting of the year. NCTCOG Transportation Department – Tarrant Regional Transportation Coalition

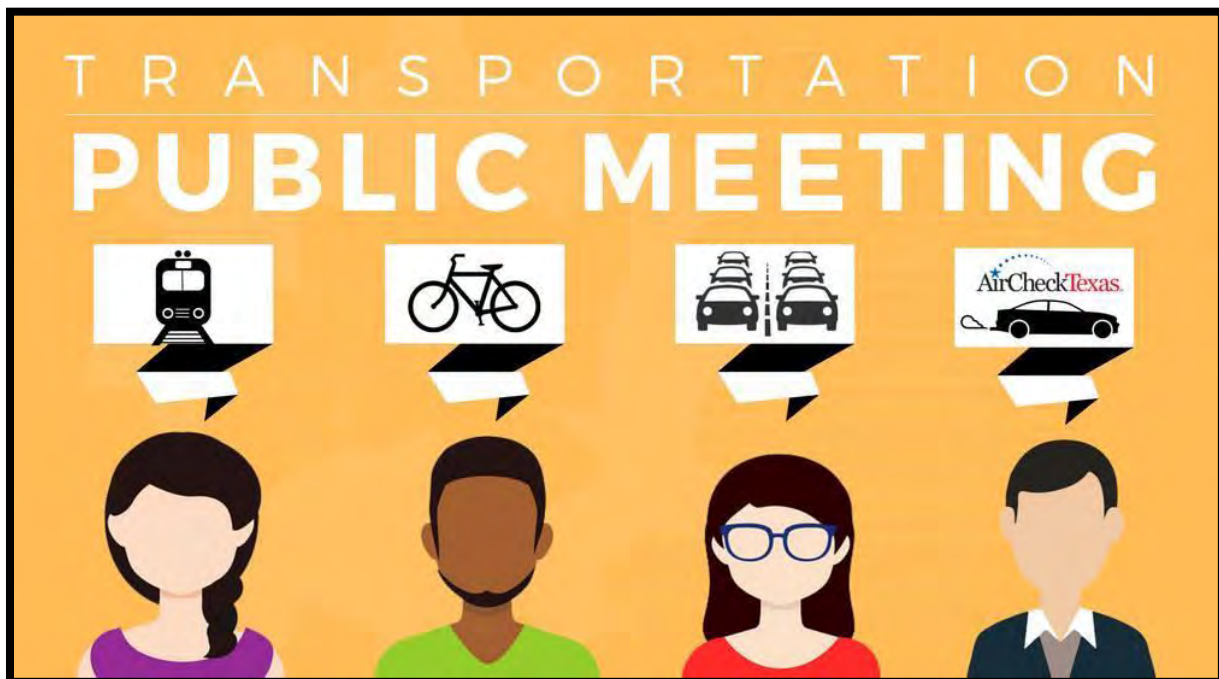


2. We had a great turn out at today's meeting! An excellent way to start the new year. Thank you Dan Kessler, NCTCOG Transportation Department for giving us an update on western Tarrant County initiatives. If you weren't able to join us this morning, you can view the

presentation here: <https://www.trtcmobility.org/resources> – Tarrant Regional Transportation Coalition



3. Got an opinion or recommendations on Transportation issues in North Texas? Let the NCTCOG Transportation Department hear about your thoughts today during their public meeting! – City of Denton Sustainability



Safety

Twitter

1. Happy Monday! Join us in welcoming the newest @RoadToZeroUS Coalition Members:

@NCTCOGtrans

@TAMU

@ORBCOMM_Inc

@MottChildren

@CityofBA

@TobaccoFreeKids

Not a member yet? Join 550+ stakeholder organizations committed to ending roadway fatalities by 2050. – Road to Zero (@RoadToZeroUS)



Road to Zero Coalition Membership Form

You are invited to join Road to Zero Coalition, which includes hundreds of organizations working to develop a coordinated safe systems approach to highway safety...

docs.google.com

The graphic includes logos for FHWA, NHTSA, and CDC, along with the Road to Zero logo.

2. @DENTONPD @CarrolltonTXPD @FBTXPD @DallasPD @PlanoPoliceDept @FriscoPD @NCTCOGtrans @fortworthpd @DFWAirportPD Y'all keep safe ! – Shawn Eric Gray (@ShawnEricGray)



Texas Department of Transportation @TxDOT

As winter weather begins to impact parts of Texas, remember to slow down, use extra caution on bridges and visit DriveTexas.org for the latest information on road conditions. #BeSafeDriveSmart #txwx

The graphic features a speed limit sign for 65 mph and a video player interface with a 0:05 duration.

3. We should be doing this here. #SpeedKills. There are absolutely ZERO reasons to exceed 20mph in a residential area. – Loren S. (@txbornviking)

Streetsblog USA @StreetsblogUSA

Portland may lower speeds on most residential streets to 20 miles per hour
#20isplenty portlandtribune.com/pt/9-news/3838...

I agree with that, but what about 70 & 75 Mph speeds on congestion filled highways
@NCTCOGtrans @TxDOT @TollTagNews I-35 & 635 , US 380 , 75 , Loop 12 , DNT ,
SRT never have 60+ mph speeds in Denton, Dallas, Collin , Tarrant counties ! – Shawn
Eric Gray (@ShawnEricGray)

Other

Twitter

1. Spending some quiet time this holiday season in fellowship with @NCTCOGtrans & Dallas
Citizens Council, listening to wise words from Michael Morris.

Come join us. – Wylie H Dallas (@Wylie_H_Dallas)



2. During this holiday season, it is important to remember that the only true road to happiness is
the tolled express lanes on our regional highway system. Let's all give thanks to
@NCTCOGtrans's Michael Morris! 🙏🙏🙏 – Wylie H Dallas (@Wylie_H_Dallas)



THERE REALLY IS A road to happiness.
LEARN MORE BY VISITING www.WhyTEXpress.com
#TEXpressLanes #WhyTEXpress

LBJ Express Project @lbjexpress
Is there a road to HAPPINESS? Yes! Learn more at [WhyTEXpress.com](http://www.WhyTEXpress.com)
#TEXpressLanes #WhyTEXpress

3. Cruise past traffic using the TEXpress Lanes! Use <http://www.TEXpressLanes.com> to plan your next trip. – NCTCOGTransportation (@NCTCOGtrans)

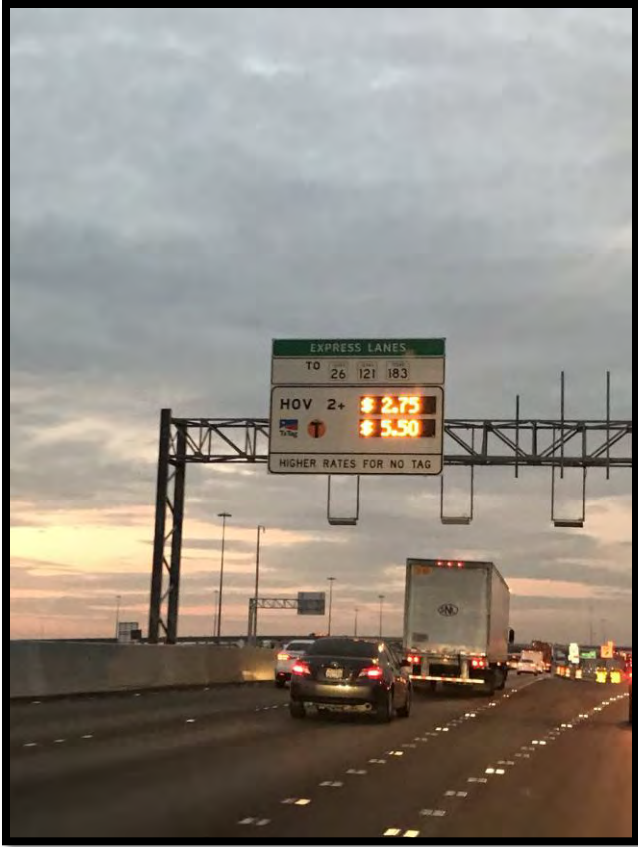


**TOLL TAG USERS
AND CARPOOLERS
GET THE LOWEST
RATES.**

**DOWNLOAD THE DRIVE ON
TEXPRESS APP AND SAVE!**

TEXPRESS

Nobody wants to drive on it anymore due to the prices! #TrueHighwayRobbery – Meny Ventura (@IamMenyfresh)



4. @CCGDDallas President Paul Ridley asks @NCTCOGEP Mike Eastland on future of transportation. @NCTCOGtrans – Judge Clay Jenkins (@JudgeClayJ)



Facebook

1. Thanks to a partnership with Fort Worth City Hall (City of Fort Worth), NCTCOG Environment & Development, Fort Worth Parks Keep Fort Worth Beautiful and Downtown Fort Worth we now have 12 new recycling bins beside some of our downtown and Trinity Trails stations! The bins were loaded up and installed a couple of weeks ago. We're glad to be in a city that prioritizes taking care of the environment. – Fort Worth Bike Sharing



2. NEW MUSIC ALERT! NCTCOG Transportation is dropping a Christmas album! Be looking out for the video TOMORROW. Here are some of the songs: – NCTCOG Transportation Department



Whaaaaat? Hahaha – Suzanne Townsdin

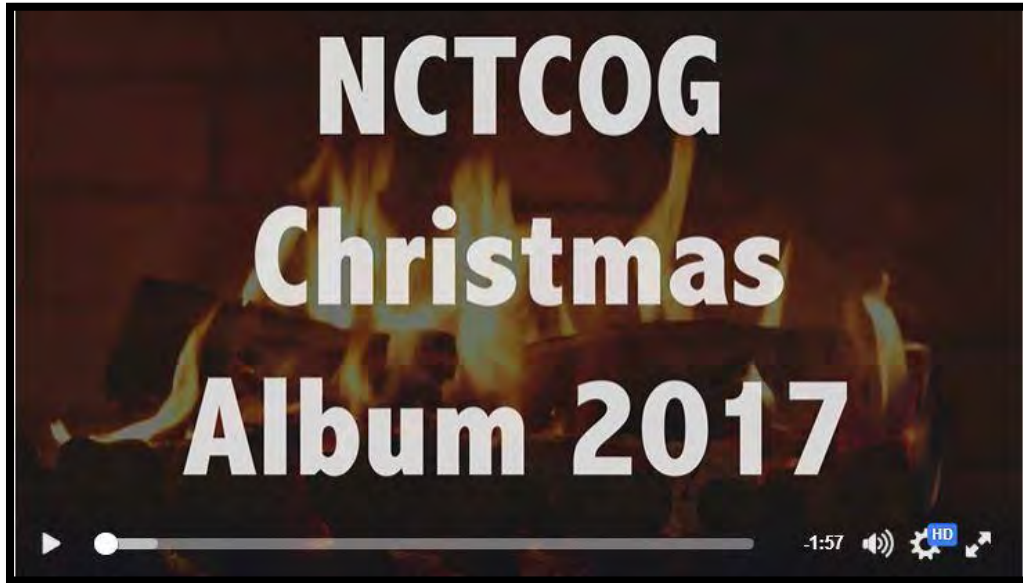
3. Cruise past traffic using the TExpress Lanes! Use www.TExpressLanes.com to plan your next trip. – NCTCOG Transportation Department



Provide incentives for people to switch to electric cars and hybrids by making express lanes toll free for them. Thanks. – Ranjana Bhandari

4. It's here! Our first album is out now! Throw "Transportation Trax" into your Christmas playlist. You won't regret it! 😊

Lyrics are in the comments. – NCTCOG Transportation Department



Merry Christmas 🎄🎅 Happy New Year 🎆🎇 2018 Transportation Planning & Build for the NCTCOG's future needs 🚗🚙🚘🚚🚛🚝🚞🚟🚠🚡🚢🚣🚤🚥🚦🚧🚨🚩🚪🚫🚬🚭🚮🚯🚰🚱🚲🚳🚴🚵🚶🚷🚸🚹🚺🚻🚼🚽🚾🚿🛖🛗🛘🛙🛚🛛🛜🛝🛞🛟🛠🛡🛢🛣🛤🛥🛦🛧🛨🛩🛪🛫🛬🛭🛮🛯🛰🛱🛲🛳🛴🛵🛶🛷🛸🛹🛺🛻🛼🛽🛾🛿🚏🚐🚑🚒🚓🚔🚕🚖🚗🚘🚙🚚🚛🚜🚝🚞🚟🚠🚡🚢🚣🚤🚥🚦🚧🚨🚩🚪🚫🚬🚭🚮🚯🚰🚱🚲🚳🚴🚵🚶🚷🚸🚹🚺🚻🚼🚽🚾🚿🛖🛗🛘🛙🛚🛛🛜🛝🛞🛟🛠🛡🛢🛣🛤🛥🛦🛧🛨🛩🛪🛫🛬🛭🛮🛯🛰🛱🛲🛳🛴🛵🛶🛷🛸🛹🛺🛻🛼🛽🛾🛿 – Cletis Millsap

Why are flowering grasses being planted all over the place? Is that ONLY to make respiratory illnesses worse, or is there some other rationale? – Susan Durham

5. Reminder, friends, to safely move over or slow down when you see flashing emergency vehicle lights. Safety first! – NCTCOG Transportation Department



I can't tell you how much I HATE north TX. The lack of public transportation is only ONE HIDEOUS DISASTER. – Susan Durhams



The Senate of
The State of Texas

DAN PATRICK
LIEUTENANT GOVERNOR

CAPITOL OFFICE
State Capitol, Room 2E.13
Post Office Box 12068
Austin, Texas 78711
(512) 463-0001
Fax: (512) 463-8668

January 25, 2018

Regional Transportation Council
Post Office Box 5888
Arlington, Texas 76005

Dear Texan:

Thank you for writing to share your concerns about Texas' transportation system. I share your passion for this issue, and I appreciate hearing your thoughts.

Like you, I want to ensure that our transportation projects are planned, constructed and maintained with maximum financial and practical benefit to Texas. I fought against increasing the state's reliance on toll roads as a state senator and I have continued that fight as lieutenant governor. Under my leadership and through the hard work of every senator the legislature has not approved any new toll roads and still believes any future projects will be going in a direction that opposes the will of the legislature and the majority of Texans.

We have no time to waste. Texas is on a roll and we need to make sure our roadway improvements keep it that way. A properly executed transportation system will help continue our economic development and allow motorists to spend less time in traffic and more time at home with their families.

Again, thank you for sharing your comments with me. I encourage you to continue making your voice heard to the officials who represent you, and stay involved in the issues affecting our great state of Texas.

Sincerely,

Handwritten signature of Dan Patrick in black ink.
Dan Patrick
Lieutenant Governor

RECEIVED

JAN 29 2018

TRANSPORTATION



ORIGINAL

Bill Houston
Mayor

E-mail: bill.houston@midlothian.tx.us

January 22, 2018

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

Re: US Highway 287 – Uncontrolled Access Segments City of Midlothian

Dear Michael,

I am writing you this letter on behalf of the City of Midlothian to express our concerns regarding the US Highway 287 corridor through our City and in particular, the segments of highway that have no frontage roads or grade separated interchanges. As you are fully aware, the entire DFW metroplex is experiencing a tremendous amount of growth and Midlothian is no exception. In fact, Midlothian is currently the fastest growing city within our geographic area, with continued growth planned for the foreseeable future. As a result, we are starting to experience a high degree of development interest along the eastern and western US Highway 287 corridor, which is primarily undeveloped but currently zoned for a mixture of residential, multi-family and commercial/retail uses. As such, the main access to a number of these developments is planned to be provided off of US Highway 287, which currently has no frontage roads or grade separated interchanges. This lack of controlled access will result in traffic directly accessing the main lanes of US 287, leading to unsafe conditions and the installation of future traffic signals along this roadway corridor, thereby reducing mobility across the region. Therefore, we are requesting your assistance in the planning, programming and funding of the necessary improvements to make US Highway 287 a fully controlled access facility, in order to be more in line with other rapidly growing areas along this highway.

We greatly appreciate your efforts in helping to advance and make the US 287/Walnut Grove Road grade separation project a reality, as well as your assistance with the FM 1387 corridor planning.

104 West Avenue E. Midlothian, Texas 76065



RECEIVED

JAN 26 2018

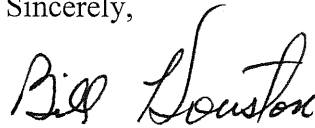
TRANSPORTATION

Mr. Michael Morris, P.E.
Page 2

January 22, 2018

Thank you for your consideration of this request and for helping to improve safety and mobility across Midlothian and the metroplex. If you should have any questions or wish to discuss this issue in greater detail, please don't hesitate to contact Chris Dick, City Manager, at 972-775-7102.

Sincerely,

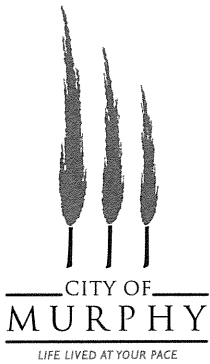
A handwritten signature in black ink that reads "Bill Houston". The signature is written in a cursive style with a large, prominent "H".

Bill Houston
Mayor
City of Midlothian

cc: Chris Dick, City Manager
Mike Adams, P.E., Executive Director of Engineering & Utilities

ORIGINAL

January 19, 2018



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

Dear Mr. Morris,

The Murphy City Council met in Regular Session on January 16, 2018, to consider items related to the Collin County Strategic Roadway Plan. City Council specifically considered improvements to that portion of McMillen Road outside of, and lying east of the City of Murphy.

City Council adopted a position of No Opposition to the expansion of McMillen Road east of Murphy. The vote on the matter was split, with four members voting in favor of the motion and three members opposed.

Formal minutes of the meeting will be available on the city's web site once approved by city council. I anticipate approval of the minutes at the next scheduled meeting, to be conducted on February 6, 2018.

Please contact me if you have any questions regarding this matter.

Sincerely,

Mike Castro, PhD
City Manager
City of Murphy

cc: Mr. Jeff Neal, Ms. Susie Quinn

From the desk of
Mike Castro, PhD
City Manager
mcastro@murphytx.org
972-468-4007 direct

RECEIVED
JAN 26 2018
TRANSPORTATION



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

January 22, 2018

Mr. James M. Bass
Executive Director
Texas Department of Transportation
125 East 11th St.
Austin, TX 78701

Dear Mr. Bass:

On January 11, 2018, the Regional Transportation Council (RTC) approved \$5 million in contingency funds to aid in the implementation of IH 35W 3C. The RTC was briefed that these funds would assist the Texas Department of Transportation (TxDOT) in current negotiations with the private-sector developer to advance the project. These funds will be added to the Transportation Improvement Program at the appropriate time if needed and requested by TxDOT.

If you have any questions, please contact me at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris", written over a white background.

Michael Morris, P.E.
Director of Transportation

KK:al

cc: Bill Hale, P.E., Chief Engineer, TxDOT
Brian Barth, P.E., Transportation Program Officer, TxDOT
Lauren Garduño, P.E., Director of Project Planning and Development, TxDOT
Loyl Bussell, P.E., Interim District Engineer, TxDOT Fort Worth District
Kelly Selman, P.E., District Engineer, TxDOT Dallas District



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

January 22, 2018

The Honorable Jane Nelson
Chair, Senate Finance Committee
Texas Senate
P.O. Box 12068, Capitol Station
Austin, Texas 78711

Dear Chair Nelson:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, thank you for your January 10, 2018 response to the RTC letter regarding options to address transportation needs across the state.

The RTC agrees that the Texas Legislature increased the Texas Department of Transportation's (TxDOT) total appropriations by \$1.89 billion, or 7.7 percent, from the previous budget cycle. However, TxDOT's use of Proposition 7 funds for construction purposes was reduced for debt service purposes. The 2018-19 statewide budget allocates \$600 million from Proposition 7 funds to the repayment of principal and interest on general obligation bonds that were previously paid with general revenue funds.

We appreciate your leadership and want to continue working with you to implement critical transportation improvements that support the population and economic growth of the Dallas-Fort Worth region. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke". The signature is fluid and cursive, with a large initial "R" and "F".

Rob Franke, P.E., Chair
Regional Transportation Council
Mayor, City of Cedar Hill

RH:clh

cc: James Bass, Executive Director, TxDOT
Michael Morris, P.E., Director of Transportation, NCTCOG

P.O. BOX 12068
CAPITOL BUILDING
AUSTIN, TEXAS 78711
512/463-0112
FAX: 512/463-0923

DISTRICT OFFICE
1225 S. MAIN STREET, SUITE 100
GRAPEVINE, TEXAS 76051
817/424-3446
FAX: 817/488-6648

E-MAIL: jane.nelson@senate.texas.gov



The Senate of the State of Texas

Jane Nelson

Senate District 12

Committees:

FINANCE, CHAIR
TRANSITION LEGISLATIVE OVERSIGHT
COMMITTEE, CO-CHAIR
STATE AFFAIRS
LEGISLATIVE BUDGET BOARD
LEGISLATIVE AUDIT COMMITTEE
PARTNERSHIP ADVISORY COMMITTEE

January 10, 2018

The Honorable Rob Franke
Chair
Regional Transportation Council
P.O. Box 5888
Arlington, TX 76005-5888

Dear Chair Franke:

I am writing in response to your letter from January 3, 2018 regarding options to address transportation needs across the state.

It puzzles me that you believe the Legislature significantly reduced revenues for the Texas Department of Transportation (TxDOT) when, in fact, we increased TxDOT's appropriation by \$1.89 billion, or 7.7%, from the previous budget cycle.

My door is always open to suggestions, and so I look forward to working with you on ways to improve mobility in our region.

Very truly yours,

A handwritten signature in cursive script that reads "Jane Nelson".

Senator Jane Nelson

CC: Michael Morris, Director of Transportation, NCTCOG

RECEIVED

JAN 16 2018

TRANSPORTATION



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

January 12, 2018

The Honorable Dan Patrick
Lieutenant Governor
State of Texas
P.O. Box 12068
Austin, Texas 78711

Dear Lieutenant Governor Patrick:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to provide additional information on congestion level comparisons between DFW and other major regions in the State.

The RTC sent you a letter dated January 3, 2018, on tolled managed lanes, where we indicated we would compare the congestion level of service in the DFW area with other major metropolitan areas within Texas. The report comparing the congestion levels and population in Austin, DFW, Houston and San Antonio can be found in Attachment 1. The DFW area has grown significantly in population, yet congestion has not increased due to the implementation of congestion relief strategies. This conclusion is not exhibited in other regions.

If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241 or mmorris@nctcog.org.

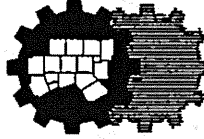
Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke". The signature is fluid and cursive, with a large initial "R" and "F".

Rob Franke, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

RH:clh
Attachment

cc: The Honorable Gregg Abbott, Governor, State of Texas
The Honorable Robert Nichols, Chairman, Texas Senate Transportation Committee
The Honorable Bob Hall, Senator, Texas Senate
The Honorable Don Huffines, Senator, Texas Senate
The Honorable J. Bruce Bugg, Jr., Chairman, Texas Transportation Commission
The Honorable Jeff Austin, III, Commissioner, Texas Transportation Commission
The Honorable Tyron Lewis, Commissioner, Texas Transportation Commission
The Honorable Laura Ryan, Commissioner, Texas Transportation Commission
The Honorable Victor Vandergriff, Commissioner, Texas Department of Transportation
Bill Hale, P.E., Chief Engineer, Texas Department of Transportation
Michael Morris, P.E., Director of Transportation, NCTCOG



North Central Texas Council Of Governments

TO: Michael Morris, P.E.
Director of Transportation

DATE: January 11, 2018

FROM: Natalie Bettger *NB*
Senior Program Manager

SUBJECT: Interpretation of the Comparison of Congestion Levels and Population for Austin, Dallas-Fort Worth, Houston and San Antonio

As requested in your letter to the Lieutenant Governor, please find attached the results of the comparison of congestion levels with that of other major metropolitan areas within Texas.

Purpose

Recent criticism of the Dallas-Fort Worth (DFW) region's funding of tolled managed lanes prompted congestion level comparisons with other major regions in the state.

Background

The DFW and Houston regions are about the same size, as are the regions of Austin and San Antonio. However, Austin and San Antonio are each approximately 1/3 the size of the DFW or Houston regions.

Findings

Findings from recent congestion studies of Texas Metropolitan Regions indicate that congestion levels are either holding steady or improving for both the DFW and Houston regions, although the Houston region congestion levels are significantly higher than the DFW region. And although Austin and San Antonio are 1/3 the size of the DFW and Houston regions, their congestion levels are greater. San Antonio and Austin congestion levels are growing faster even though their population growth is not as substantial as in the DFW and Houston regions. San Antonio residents have expressed concern with tolled managed lanes and they are seeing by far the greatest level of congestion increases.

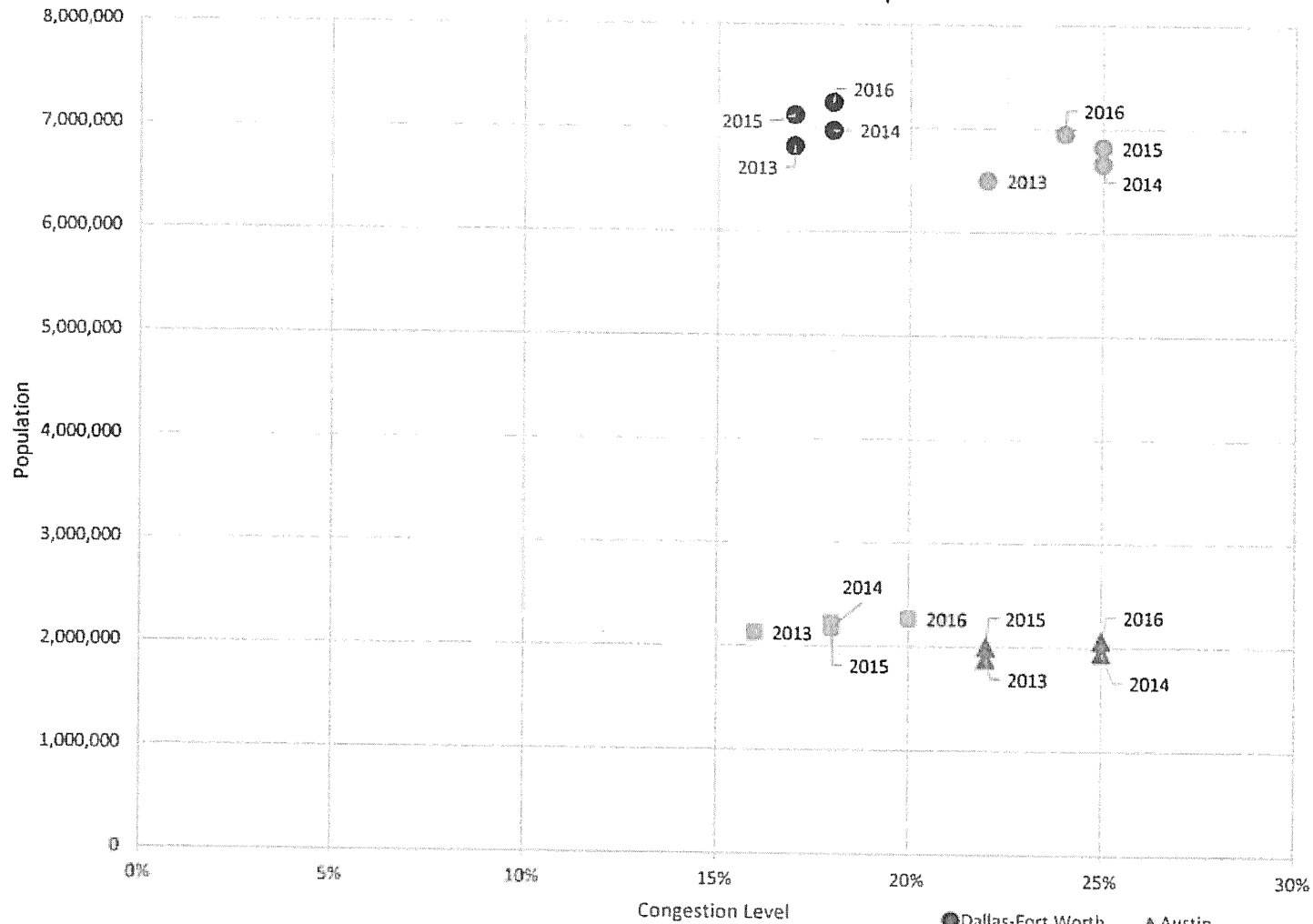
Conclusion

An observer would conclude that the Dallas-Fort Worth region has best exemplified the implementation of congestion relief strategies that control congestion levels despite increases in population.

NB:lk

Attachment

Austin, Dallas-Fort Worth, Houston, and San Antonio Comparison of Congestion Levels and Population



Sources: TomTom Traffic Index 2013, 2014, 2015 and 2016 Data;
North Central Texas Council of Governments

● Dallas-Fort Worth ▲ Austin
● Houston ■ San Antonio



U.S. Department
of Transportation

**Federal Highway
Administration**

January 10, 2018

1200 New Jersey Ave., SE
Washington, D.C. 20590

In Reply Refer To:
HIPA

Ron Franke, P.E.
Chair
Regional Transportation Council
P.O. Box 5888
Arlington, TX 76005

Dear Mayor Franke:

Thank you for your letter to Secretary of Transportation Elaine L. Chao regarding the proposed Buy America waiver requested for clean vehicle projects for the Dallas-Ft. Worth area. You requested help in expediting the processing of pending waiver requests. I have been asked to reply.

In accordance with our procedures, we will include the request in an upcoming request in the *Federal Register* for public comments on waivers for vehicles and equipment. The Department of Transportation is reviewing vehicle waiver requests that have been processed for consistency with governmentwide implementation of President Trump's Executive Order 13788 ("Buy American and Hire American"), approved on April 18, 2017.

When our review determines that the waivers are appropriate, we will publish the finding in the *Federal Register* and advise applicants that the waivers have been approved.

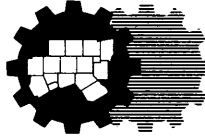
Sincerely yours,

Thomas D. Everett
Associate Administrator for Infrastructure

RECEIVED

JAN 17 2018

TRANSPORTATION



North Central Texas Council Of Governments

January 17, 2018

Ms. Lily Lowder
Natural Resource Outreach Specialist
Alamo Area Council of Governments
8700 Tesoro Drive, Suite 160
San Antonio, Texas 78217

Dear Ms. Lowder:

Thank you for your request to use Arlo the Airmadillo in your air quality outreach efforts. Arlo was created in 2014 as part of a design class through a partnership with the University of Texas at Arlington. He is currently used to convey the daily air quality index reading and promote air quality awareness in North Texas. We would be more than happy to allow you to use our graphics for your own outreach efforts. When using Arlo graphics, please abide by the following:

- Do not alter the likeness of Arlo. This may include altering features, changing his color (other than the air quality index color stripes), stretching, etc.
- Do not change Arlo's name. He should be referred to as "Arlo the Airmadillo" or simply "Arlo."
- Do not use Arlo on inappropriate materials or with inaccurate information. Changing his settings or "props" is allowed as long as it conveys an appropriate message related to air quality.
- Credit use of Arlo to Air North Texas.

This agreement is at will and we reserve the right to withdraw permission to Arlo as we deem necessary.

We look forward to seeing how you use Arlo in your outreach efforts. Please feel free to share any materials you create with our staff. You can reach us by email at AirNorthTexas@nctcog.org. As always, please let us know if you have any questions.

Sincerely,

Mindy Mize
Program Manager

PB:clh
Enclosures

North Texas entitled to hefty share of \$209 million VW emissions settlement

Jan. 2, 2018
By Sergio Chapa
San Antonio Business Journal

Leaders from around Texas are working to ensure their cities get their share of a statewide air pollution settlement with German auto maker Volkswagen of America Inc.

As part of its settlement in the 2016 emissions scandal, Volkswagen agreed to set up a \$2.9 billion environmental mitigation trust to fund anti-smog programs across the United States. Based on the 40,444 diesel-powered Volkswagen vehicles sold with emissions testing "defeat devices" in Texas, the Lone Star State is expected to receive more than \$209 million in the settlement — second only to California.

How that \$209 million will be spent has yet to be finalized. Some favor dividing the money based on the number of affected vehicles per region while others favor prioritizing metropolitan areas. Some even prefer creating a first-come, first-serve grant program.

"Everybody in Dallas, Houston and San Antonio — we're all watching to see what will happen with those dollars," Alamo Area Council of Governments Natural Resources Director Roger Arriaga told the Business Journal. San Antonio officials intend to use proceeds from the settlement to fund alternative fuel vehicle projects in the Alamo City.

Texas was the second to last state to apply in federal court for its share of the Volkswagen funds. In a Nov. 21 federal court filing, Texas Gov. Abbott designated the Texas Commission on Environmental Quality as lead agency to administer the settlement.

Wilmington Trust NA, the trustee of the fund, is expected to certify Texas as a beneficiary by Jan. 30. Once certified, TCEQ will have 30 days to submit a beneficiary mitigation plan before requesting funds. It remains to be seen if TCEQ will seek the funds all at once or over several years.

With nearly 5,400 affected vehicles sold in North Central Texas, the region would be eligible for some \$53.4 million under the affected vehicles per county model. The North Texas area could receive more than \$63 million under a plan proposed by the North Central Texas Council of Governments to prioritize urban areas.

AACOG's Air Improvement Resources Executive Committee is taking the lead in representing the San Antonio area before state officials. In a February letter to Gov. Abbott, the committee stated that AACOG favors switching public sector fleets to alternative fuels, designating councils of government as sub grantors of the trust fund and adopting a funding model based on the number of affected vehicles per region.

Either way the state decides, Alamo Area Clean Cities Coordinator Lily Lowdersaid AACOG has already conducted eligibility analyses on more than a dozen fleets in the area over the past year and identified nearly \$100 million in projects that would be eligible for the funds.

TCEQ is accepting public comments on how to spend the Volkswagen settlement funds.

"We look forward to TCEQ developing the plan and publishing that, so we know exactly how we'll be moving forward with its implementation," Alamo Area Council of Governments Executive Director Diane Rath said. "We've been working very hard in sharing information and letting the public be aware of what we do know about the program. As you know, \$23 million is a lot of money especially, for a lot of these smaller communities."

<https://www.bizjournals.com/dallas/news/2018/01/02/north-texas-vw-emissions-settlement.html>

Column: Dallas is finally talking about bicycles

Jan. 2, 2018
Written by Krista Nightengale, Contributor
Dallas Morning News

The other day, I once again found myself discussing dockless bike share. Someone said the only thing anyone in Dallas is talking about is bikes. "How can we get people talking about real issues?" she asked.

I'll admit: I bristled a little. It has taken a very long time for us to talk this much about bikes in Dallas. And I love it.

I work at an urban design nonprofit. We spend our days promoting neighborhoods that are walkable, livable, and yes, bikeable. I've seen what good bicycling networks can do. And I'll argue until my dying breath that the bike is a real issue that will help us address the other real issues.

In the 1960s, Dallas (and the rest of the country) built elevated highways that ripped through neighborhoods, destroying communities and separating our city. Dallas is segregated by its highway system. We can use bikes to bridge the gap, because bikes are flexible, adaptable and able to penetrate the concrete that divided us.

The percentage of Dallas children living in poverty is 30.6. We have more than 10,000 homeless. We're a city of haves and havenots. None of this is news. But one way people can be slightly less burdened is through better transportation options. According to Nerdwallet, it cost about \$8,469 a year to own and maintain a car in 2017. The average operating cost of a bicycle is \$308. No insurance. Little maintenance. Big savings.

Bicycling also addresses health. There are countless stats from Peopleforbikes.org highlighting the health benefits of bicycling, including lower obesity rates in kids who bike to school and the effects of long commutes in vehicles for adults. If we better connect our neighborhoods so bicycling is an option, we can literally change people's lives.

The biggest complaint I hear about bike share is that it's an eyesore. I recently had the privilege of going to Copenhagen, the epitome of good urban design. Bicycles were everywhere — piled on top of each other and jammed into every corner. And those bicycles are part of the Danish capital's charm for visitors and resident.

I understand that we're not Copenhagen. And to go from zero to thousands of bicycles in the matter of a couple months was quite jarring. But I think there are a few lessons we can learn from Copenhagen. While Dallas was building highways, Copenhagen in the '60s placed an emphasis on bicycling. In the past 20 years, bicycle traffic has risen 68 percent, according to The Guardian, even as the population continues to grow.

Copenhagen took small steps to make these changes, and we can apply some of their lessons here in Dallas. That's why I'm not bothered by the brightly colored bikes lining our sidewalks. And when I see one that has fallen down? I pick it up.

I've been impressed with our city council's willingness to let the free market play out. It has taken a hands-off approach, allowing the data to drive decisions. This was another part of Copenhagen's success: it listened to its citizens. It learned that by building bicycling

infrastructure with input from surveys, more and more people were willing to ride bikes. I believe the data will echo what I'm hearing about bike share among my peers, and not necessarily what's being said on social media.

It appears Dallas views bicycling in three ways — for the poor, for the hipsters and for exercise — whereas many parts of the world view cycling as a form of transportation. Dallas was built for and around the car, but it has since become a city of transplants. People are moving in from cities where bicycling is accepted, and they expect it here.

I live downtown, and I see the bikes in use all the time. The thing that I find most interesting: most are being ridden on the sidewalks and not the streets. Getting the bikes is just the first step. Now, we must make it irresistible for people to use them. We must build beautiful and robust bicycling infrastructure that dignifies the bicyclist, then we'll have healthier, happier residents who can use bicycling as a viable means of transportation.

So, yes, bike share is all we're talking about, and I hope we don't stop anytime soon.

Krista Nightengale is the managing director of Better Block Foundation in Dallas. She wrote this column for The Dallas Morning News. Email: krista@betterblock.org

<https://www.dallasnews.com/opinion/commentary/2018/01/02/dallas-finally-talking-bicycles>

Rep. Bill Shuster, powerful transportation chairman, will retire from House

January 2 at 3:21 PM
By Mike DeBonis
Washington Post

Rep. Bill Shuster (R-Pa.), the chairman of the House Transportation and Infrastructure Committee, said Tuesday that he will not seek reelection, ending his congressional career after nine terms.

Had he returned next year, Shuster would have lost his committee gavel because of House GOP rules that impose a three-term limit for chairmen. He joins three other outgoing House chairmen who have chosen to retire rather than return to the House without a gavel: Bob Goodlatte (R-Va.) of the Judiciary Committee, Jeb Hensarling (R-Tex.) of the Financial Services Committee and Lamar Smith (R-Tex.) of the Science, Space and Technology Committee.

“It was a difficult decision because of my love of this Nation and the people I serve,” Shuster said in a statement. “Rather than focusing on a reelection campaign, I thought it wiser to spend my last year as Chairman focusing 100% on working with President Trump and my Republican and Democratic colleagues in both Chambers to pass a much needed infrastructure bill to rebuild America.”

Shuster has met on several occasions with Trump, most recently last month, to discuss infrastructure plans. Trump has embraced one of Shuster’s pet proposals: privatizing the national air traffic control network — a proposal that is supported by major airlines but opposed by many small-scale aviators and consumer advocates.

Shuster faced difficult primary races in 2014 and 2016 against conservative businessman Art Halvorson, and Halvorson had threatened a third challenge this year.

Pennsylvania’s 9th Congressional District is solidly Republican, having favored Trump over Democrat Hillary Clinton by 43 points in the 2016 election. The nonpartisan Cook Political Report rates the district as having a 19-point GOP lean.

The retirement will end a 46-year run for the Shuster family representing that district. Bud Shuster held the seat from 1973 until he resigned in 2001, setting up a special election won by Bill, his son.

<https://www.washingtonpost.com/news/powerpost/wp/2018/01/02/rep-bill-shuster-powerful-transportation-chairman-will-retire-from-house/>

Editorial: Freeways aren't free, and Texas politicians don't want to pay

Our state GOP leadership needs to find a way to fund highways

January 3, 2018
Houston Chronicle

Just after the end of World War I, a young Army officer who was born in Denison, Texas, was assigned to accompany an expedition of military vehicles driving across America. The mission was to determine the difficulties the nation might face moving an entire army across the continent.

Lucky thing the country was no longer at war. The convoy constantly ground to a halt on unpaved roads, sinking into mud, slipping into ditches and sliding into quicksand. The cross-country journey took 62 days, averaging about six miles an hour, something close to the speed of a leisurely walk.

The lessons of that ordeal stuck in the young officer's mind. A generation later, former Lt. Col. Dwight D. Eisenhower cited his 1919 convoy experience as a reason for Congress to authorize construction of the Interstate Highway System. The commander-in-chief also proposed paying for the new freeway system with revenues from federal excise taxes on gasoline and lubricating oil.

President Eisenhower knew not only how to get freeways built, but also how to pay for them. We could sure use his help today in Austin. Instead, we're stuck with state leaders who can't figure out how to perform the basic governmental function of paying for highway projects. Our state's political leadership needs to quit dodging this issue and make some tough decisions about how Texas will finance its future roadways.

The problem is that freeway projects cost a lot of money, but the Republicans running the show in Austin don't have the political courage to pass the cost onto taxpayers. Take, for example, what recently happened to a couple of highway expansions proposed for the Dallas and Austin areas. The Texas Transportation Commission removed them from its ten-year plans because both of those projects rely partly on revenue from toll roads.

Conservative elected officials once embraced toll roads as a way to bankroll increasingly expensive highway projects without raising taxes. But the proliferation of these pay-for-play roadways has triggered a tea party style backlash. So state lawmakers faced with a prairie fire of popular opposition have flip-flopped from toll road champions to toll road critics.

So it has come down to this: Our state's Republican leaders won't raise taxes to raise money for highways, but now they're also against toll roads. How in the world do they propose to pay for new road projects?

That's a serious concern for pragmatic local elected officials. As the Chronicle's Dug Begley reports ("Toll road pushback worries area leaders," Monday, Page 1A), government leaders in the Houston area are fretting about what this means for the future of highway construction here. The massive redesign of the freeway system around downtown Houston was included in the state's latest plan, but some local transportation officials worry about the next step in that huge undertaking.

And make no mistake, Texas needs more money for highways. The American Society of Civil Engineering considers at least 38 percent of Texas roads to be in fair or poor condition, and the Federal Highway Commission rates nearly one in five bridges in our state as either structurally deficient or functionally obsolete. Meanwhile, TXDOT reported that between 2002 and 2014, highway construction costs rose 80 percent. At the same time, cars and trucks are becoming more efficient, so they're burning less gasoline and the state is collecting less in tax revenues.

Texas can't make concrete and asphalt out of fairy dust. No matter how low our taxes go, no major corporation like Amazon will want to move into a state that doesn't have decent roads. Our state's elected leaders should follow Ike's example. They should face the unavoidable truth that Texas needs to raise a lot more money for transportation projects, and they need to devise a plan to get the job done.

<https://www.houstonchronicle.com/opinion/editorials/article/Freeways-aren-t-free-and-Texas-politicos-don-t-12472088.php>

State sales tax revenue surges

Increase lessens bind, but comptroller says challenges still loom

Jan. 5, 2018
By ROBERT T. GARRETT Austin Bureau Reporter
Dallas Morning News

AUSTIN — Surprising recent strength in the Texas economy has eased if not eliminated concern that next year's budget-writing task for state lawmakers will be awful.

With one-sixth of the new two-year cycle behind them, officials are seeing big gains in collections of the state's revenue workhorse, the 6 1/4-cent sales tax.

A combination of higher oil prices, strong retail sales before Christmas and a spurt of construction activity along the hurricane-damaged Texas Gulf Coast has raised the enticing possibility that sales tax revenue could grow this year nearly twice as much as expected.

That would help lessen a bind state GOP leaders find themselves in: They've bowed to voters' anger about clogged highways in Texas' biggest cities by shifting existing tax money over to roads. But they've also saluted Republican activists who insist that taxes shouldn't be raised, nor should state savings be more than lightly used.

In the past four months, the state collected more than \$10.3 billion in sales tax, figures released this week show.

That's an increase of more than 10.2 percent over the same four months of 2016.

Comptroller Glenn Hegar acknowledged Thursday it's a good start to the cycle and his official estimate that sales tax receipts would grow by 5.5 percent this fiscal year may turn out to be too low.

The state still faces uphill fiscal sledding, he said in an interview. Last year, budget writers used various accounting maneuvers to help balance the budget, he noted. Analysts agree that most won't be available for repetition.

That means keeping current programs going will be a stretch, requiring robust revenue growth — at least, if state GOP leaders continue to wall off much of the state's rainy day fund from use, as seems likely.

Hegar, the state's chief tax collector, studiously avoids political predictions, saying he merely provides facts and analysis to Gov. Greg Abbott and lawmakers as they make tax and spending decisions.

He said the rosier sales tax picture is welcome — though not yet cause for celebration.

"There are a lot of bills that need to be caught up before extra money begins to show positive results," he said.

State government relies heavily on the sales tax, which accounts for 58 percent of all tax collections, he has noted.

Never have sales tax dollars been in more demand.

In 2015, the Republican-controlled Legislature won voters' permission to redirect sales tax revenue from the general fund, which pays for everything from schools to prisons, to the State Highway Fund at the Texas Department of Transportation.

The shift — \$3.1 billion in the current cycle — will increase to \$5 billion in 2020-21.

It would've been \$4.7 billion this cycle, had Lt. Gov. Dan Patrick and the Senate not insisted on deferring \$1.6 billion of it so as to lessen the severity of spending cuts. That's one of the "bills" Hegar was referring to, though only one.

"Assuming the [sales tax collections] trend continues, which is a big assumption, then the first \$300 million in sales tax dollars go to TxDOT and then the [\$1.6 billion] deferral of last session starts getting bought down," Hegar explained.

Slender cushion

One reason for caution is lawmakers' virtual exhaustion of available cash last year as they wrote the current budget.

It took effect Sept. 1. They tapped only about one-tenth of about \$10 billion of savings stashed in the rainy day fund.

The 2018-19 budget was balanced — but barely.

In many cycles since Republicans cemented their political control of state government in 2002, their leaders have left budget surpluses in the billions. However, Hegar said in an October "certification revenue estimate" that he expects a general fund balance of just \$94 million when the current cycle ends in August 2019. That's a slender cushion — less than one-tenth of 1 percent of the \$107.3 billion in general purpose revenue Hegar has said will be available.

Also suppressing the enthusiasm of veteran budget watchers is the volatility of the oil industry. Between 2007 and 2014, a "fracking" boom in Texas' oil patch swelled state coffers. But it collapsed with world oil prices. By January 2016, the price of West Texas Intermediate, the desirable low-sulfur form of crude oil, dipped below \$30 a barrel.

Bubbling crude

Since early last year, though, prices and activity have been on the rise.

That's crucial to Texas' pocketbook because sales tax is paid on many of the materials and much of the equipment used in drilling. Last month's sales tax receipts increased by 12.3 percent over December 2016 levels. At the same time, the benchmark price for crude shot well above \$55 a barrel. This week, oil climbed to nearly \$62 a barrel. That's far in excess of the \$50 a barrel average Hegar has forecast for this fiscal year.

There are also state severance taxes on both oil and gas. Last month, they yielded \$396.4 million, up 73.4 percent from December 2016, Hegar noted. Energy companies also pay a lot in local property taxes, which in recent cycles has helped the Legislature to reduce the state's

share of the tab for public schools, said Dale Craymer, president of the business-backed Texas Taxpayers and Research Association

Christmas and Harvey

Retailers have reported strong holiday sales in recent weeks. In a press release about December tax collections, Hegar singled out retail trade and restaurants as well as oil and gas as bright spots.

Craymer, though, said part of the recent spurt in sales tax collections, from post-Harvey reconstruction, could be ephemeral.

Craymer has said lawmakers face a potential “structural deficit” of about \$7.5 billion when they return to Austin early next year. Recent revenue gains are helpful but “we’ll need billions of dollars in the bank to take the pain out of the next budget, and even if current trends hold, we’re not likely to get there,” he said.

Budget expert Eva DeLuna Castro of the Center for Public Policy Priorities, which advocates higher state taxes to boost spending on schools, colleges and health care, agreed.

But she noted that if sales tax receipts keep growing as they did in September through December, they’ll generate nearly \$1.4 billion more this fiscal year than the \$30.5 billion Hegar projected three months ago.

That would help offset a huge Medicaid IOU left when budget writers last year underfunded the health insurance program for the poor, she said.

The state also may have to shell out hundreds of millions to help school districts cope with lower property values after Harvey’s ravages trigger reappraisals, DeLuna Castro said.

“Highways are first in line,” she said, referring to any sales tax gains that exceed Hegar’s estimates. “Anything else that comes in just gives the Legislature a little more breathing room.”

Sidebar: Texas Legislature’s accounting gimmicks will complicate 2020-21 budget

Last year, lawmakers balanced the 2018-19 state budget without raising taxes. But they used a host of accounting tricks. Legislators delayed shifting some sales tax money to highways, tapped money raised for specific purposes but unspent through a “funds consolidation” bill and let Comptroller Glenn Hegar sell unclaimed securities and create a tax amnesty program.

The use of one-time “savings” means that continuing current programs in the next cycle would require substantially more revenue. It’s unclear, though, where the money will come from.

Next session, a 2015 constitutional amendment will take even more out of general revenue from two types of sales tax — the regular one and the one on motor vehicles — and shift the money into roads. The amendment’s prescribed formulas determine the amounts. Also, lawmakers will have to patch the current cycle’s Medicaid budget, which they underfunded. In effect, they left a \$7.5 billion “structural gap” in the next cycle’s budget, according to a respected research group.

City of Dallas chooses Ericsson for smart cities traffic solution

By Shawn Shinneman
Dallas Business Journal
Jan 8, 2018, 2:10pm

Some Dallas intersections will soon be equipped with technology to automatically notify 911 of accidents and allow dispatchers to watch live video of the scene before selecting the appropriate response, Ericsson's Brenda Connor told the Dallas Business Journal.

The city on Monday selected Ericsson (Nasdaq: ERIC) to install a smart cities traffic management system that will allow for better sharing of data and video across city agencies, and eventually, across municipalities. It will also give the city the ability to analyze data in real-time and use the information to control traffic lights, school flashers and message signs.

The system will have a central dashboard and allow those with access to log in remotely.

Dallas is the first North Texas municipality to sign onto Ericsson's Connected Urban Transport Solution. Connor, head of Smart Cities and Intelligent Transport System for Ericsson, said the company is in talks with others who have expressed interest.

The more that sign on, the more benefit to the area, she added, because municipalities can drive efficiencies by linking up their traffic systems. One example: Drivers who experiences three straight green lights before hitting what feels like an out-of-place red could have crossed over a municipal boundary, where one traffic system is out of touch with the other.

She said the first step for some municipalities in the area is to connect their intersections.

"It's good, but it's not as good as if you're able to connect those islands together to have an efficient ecosystem," Connor said.

For Dallas, it's the latest in an ongoing effort to make the city smarter, in line with initiatives in major cities across the country. Companies like Ericsson and AT&T are lining up to get a piece of what could be a \$1.5-trillion market by 2020.

The Dallas Innovation Alliance, a public-private partnership in charge of setting a smart cities plan for Dallas, is overseeing phase one of the city's multi-pronged plan. The first phase, launched in March 2017 with AT&T as a partner, focuses on using Dallas' West End as a case study.

The West End "Living Lab" includes two blocks of smart streetlights, a digital kiosk and environmental sensors that measure air quality and allergens.

With the Ericsson news, Dallas' Chief Information Officer Bill Finch said in a statement that the "smart way" to become a smart city "is the intentional focus on making data actionable."

"Ericsson's solution offers a lot of potential through the modernization our traffic management technology (sic)," Finch said. "It is from this technology that we will derive more robust data, that leads to greater business intelligence, which in turn enhances our application."

<https://www.bizjournals.com/dallas/news/2018/01/08/city-ofdallas-chooses-ericsson-for-smart-cities.html>

DART's plan to add security to every train earns praise

City Hall extends rare plaudits after agency's effort to increase safety

Jan. 9, 2018
By TRISTAN HALLMAN
Dallas Morning News

For once, Dallas City Council members are pleased with Dallas Area Rapid Transit's plans.

DART's plans to bolster security on its trains won plaudits Monday from the City Council's Public Safety Committee.

The agency's efforts include more security cameras and putting some kind of officer — police, security guards or unarmed fare enforcement officers — on every train.

"It's really a step in the right direction," said council member Sandy Greyson, a frequent critic of DART leadership.

Major crimes have ticked up on DART since dipping to 566 Part I offenses — the most serious crimes, including robbery, rape, theft and aggravated assault — in 2014, according to the department's statistics.

Through October, the latest numbers available, the department recorded 688 Part I crimes.

Much of the system's crime is concentrated downtown near the West Transfer Center, Rosa Parks Plaza and the West End Station.

But safety on DART trains came into focus during the summer after a video captured a group beating a man on a green line train at Deep Ellum Station. Three people were later arrested and charged with the attack.

In December, DART's board of directors approved spending \$1.7 million for 30 security guards from Walden Security.

Those security guards will wear DART passes to prevent confusion over other private security officers riding DART.

DART, which already has cameras on all 600 of its buses, is adding more cameras to its trains.

DART Police Chief James Spiller said 39 of the first 48 camera are installed. The agency's goal is to have those cameras installed by the end of March and install another 50 or more in the year after that.

"We're well on track to having those cameras in place," Spiller said.

In November, the agency also launched a "See Something, Say Something" app, which allows passengers to submit anonymous tips to DART police.

And, Spiller said, the agency is working with Dallas police to chase off loitering homeless people and panhandlers at stations, as well as those who are riding trains without paying a fare.

The update was welcome news for council members, who routinely have taken shots at DART for its bus service, safety, expenditures and efficiency.

Last year, the frustration boiled over when the council replaced almost all of its DART board appointees.

But on Monday, the committee's members took turns praising DART and Spiller.

Council member Philip Kingston made a public plea for DART to consider installing turnstiles rather than relying on passengers to prove they paid after they've already hopped aboard.

But Kingston, who represents a portion of an increasingly residential downtown area, lauded DART for taking safety seriously.

"DART is really, really important, and for too long, DART has been an avenue for criminal activity," Kingston said.

"And seeing DART renew its commitment to making that experience safe for the riders is really important for those of us who live in and around transfer stations."

Committee chairman Adam McGough said he hoped DART officials will stay in touch with Dallas leaders about their efforts.

"It just sounds like you're listening," McGough told Spiller.

"And that's the important part here."

Editorial: Don't let the bike disaster in Dallas happen here

BY THE EDITORIAL BOARD
FORT WORTH STAR-TELEGRAM
JANUARY 08, 2018 06:13 PM

Bikes are everywhere in Dallas. One would think this is a positive development.

No fewer than five companies — VBikes, Ofo, Spin, LimeBike and MoBikes — are offering bike-share services in the city.

But those bikes used by well-intentioned riders are not being returned properly. In fact, the Dallas Morning News reports Highland Park has decided rent-a-bikes abandoned on public property overnight will be impounded.

City leaders don't want Fort Worth to become overrun with bikes, like our neighbors to the east.

Our 46 BCycle stations, which are home to 250 bikes, saw 59,280 trips (up from about 56,000 in 2016) and fewer overall miles, at 266,648 (down from 286,000 in 2016).

Meanwhile, a recent city report here in Fort Worth demonstrates our bike usage rates are holding steady from 2016 to 2017.

Modest growth is a good thing.

But we think there's opportunity here, to continue a thoughtful discussion about the kinds and patterns of cycling on our streets.

But we also need to think about alternative modes of transportation as we look to attract a creative class to our city that will diversify our economic base.

The city's recent economic study highlighted a need to incentivize new types of business and business owners -- to bring more high-paying jobs to the region. The city's study calls for nearly 10,000 housing units within one mile of downtown and 25,000 within two miles.

Wouldn't it be great if those folks living in and near downtown felt comfortable riding their bikes to and from work? And for others, who live farther away, to do the same?

Each new city street that is laid down is striped for bike lanes. This is a constructive step in the right direction, as evidenced by the fact that bike lanes serve more of the city than they ever have.

But, some bike lanes and sidewalks in newer neighborhoods seem to start and stop with some degree of inconsistency.

And what about existing streets?

Signs that encourage cyclists to use the full lane may make sense for the expert rider, but those looking to battle rush hour traffic that's in our downtown are less comfortable in the saddle, so to speak.

Crossing East 7th Street in downtown is a nightmare for anyone. Then there are those lanes, like on 10th Street, where bikes travel in two directions in the same lane.

Clearly delineated, safe lanes for cyclists have been incorporated into cities as large as New York. We can make it happen here.

The city's taken a positive step recently, in partnering with Strava, which is a web-based platform that charts riders' routes. It could use the data to prioritize where bike lanes should be added.

And then it can commit to a plan that makes it easier for us all to get around town on two wheels instead of four, if we are so inclined.

Just keep in mind, that more bike systems doesn't necessarily equal a more bike-friendly city. We need to make sure what happened in Dallas doesn't happen here.

<http://www.star-telegram.com/opinion/editorials/article193648849.html>

Column: Managed lanes can reduce traffic congestion in Texas

By Robert Krol
Houston Chronicle
January 8, 2018

Over the last 10 years the Texas economy has grown twice as fast as the U.S. economy. But with prosperity comes greater urban congestion. Texas will have to build more roads, but that is no silver bullet for congestion problems in Houston or Dallas.

There is a promising solution to relieve congestion that has been used in parts of Texas, as well as in Florida, Virginia and Utah: Adding more lanes to urban highways with tolls that vary based on the volume of traffic.

Highway congestion is costly. Drivers waste time and fuel. As deliveries take longer, congestion drives up the cost of doing business. Inrix Research estimates that over the next 10 years, congestion costs in Dallas and Houston will equal about \$28 billion and \$24 billion, respectively. It will cost drivers in Austin almost \$8.5 billion in wasted time and fuel. These estimates include the related environmental damage caused by vehicles sitting in traffic.

Congestion occurs because drivers don't pay to use limited highway space - resulting in overuse. The solution is to charge a toll for using the road, or better yet, for an under-used carpool lane. The toll should be highest during peak drive times and lower the remainder of the day. Electricity users in some areas are familiar with similar pricing schemes that apply higher rates during peak energy consumption times.

Gov. Greg Abbott and groups such as "Texans Uniting for Reform and Freedom" recently came out against the use of tolls to reduce urban congestion. They argue that tolling represents double taxation, because drivers also pay fuel taxes to fund highways. This opposition led the Texas Transportation Commission to vote in December to exclude any project that uses tolls from the state's Unified Transportation Program.

However, those concerned with "double taxation" would be well advised to consider lowering the fuel tax and instead expanding tolls on selected highway lanes. Most taxes discourage economic activity, reducing efficiency and prosperity. Tolls have just the opposite effect: By reducing congestion, they result in a more efficient use of highways and, therefore, a more prosperous community.

With time-of-use tolls, drivers shift less-essential trips to off-peak driving times. In addition, tolls increase carpooling and encourage the use of public transit. This pulls cars off the highways during rush-hour, resulting in faster travel times for everyone. Tolls may even end up reducing the number of new lanes the state must build.

Variable tolls can be levied to optimize driving speeds to maximize the number of cars that can pass in a specific amount of time. This means more cars can get through on the same number of lanes.

Some people worry that tolls take a larger percentage of a low-income driver's budget than that of a high earner. But this is also true of the fuel and sales taxes currently used to fund highways. Toll tax credits can also help offset costs for the poor.

The downside? People hate paying tolls. Some may not even notice if their fuel taxes go down to make up the difference.

That's where adding managed lanes, as opposed to toll roads, comes in. Adding them to existing highways is cost-effective and fair. They allow drivers to pay to use a faster lane, while still allowing free use of the road. Every driver who chooses tolled lanes means one fewer clogging traffic in regular lanes.

As fuel economy continues to improve, Texas gasoline tax revenues will shrink. Politicians will face difficult choices - either raise the fuel tax or find money elsewhere. A better approach is to charge drivers for using roads or lanes. If done right, it's a win-win situation: less congestion and a much more sustainable source of highway revenue, all for about what we already pay in fuel taxes.

Krol is a professor of economics at California State University, Northridge and a senior affiliated scholar at the Mercatus Center at George Mason University. He is the author of the recent study "How Congestion Pricing Influences Equity."

http://www.houstonchronicle.com/opinion/outlook/amp/Krol-Managed-lanes-can-reduce-traffic-congestion-12482672.php?_twitter_impression=true

North Texas transit leaders say tolls are a matter of choice, necessity in plans for LBJ East improvements

Jan. 14, 2018

Written by Ray Leszcynski, Communities
Dallas Morning News

ARLINGTON — Regional transit leaders recently met to finalize their pitch to the Texas Transportation Commission to sell tolled, managed lanes as the best way to build large-scale highway projects, starting with Interstate 635 East through Lake Highlands, Garland and Mesquite.

The members of the Regional Transportation Council, which allocates federal and state funding, also talked about the pitfalls of state leaders' suggested track — to make the improvements to 10.8 miles of I-635, also called LBJ Freeway, without borrowing and recapturing money through tolls.

Nobody in Austin disagrees with the regional council's assessment that LBJ East is the region's most needed project. Ten lanes currently handle more than 200,000 cars per day between Central Expressway and Interstate 30.

But at the request of Texas' top elected officials, state commissioners took LBJ East and I-35 in Austin off their 10-year funding plan last month because the highway plans included tolled, managed lanes. The elected officials, including Gov. Greg Abbott and Lt. Gov. Dan Patrick, oppose using toll lanes to fund highway projects.

The local authorities say the \$1.8 billion project would drain the region's transit resources if not tolled.

"We need to start talking about what projects we would pull off the table," said Douglas Athas, Garland's mayor and Regional Transportation Council representative. "What I don't think a lot of people understand is all the projects that we wouldn't be picking and how many people would be impacted."

'Still be waiting in line'

RTC members will plead directly to the state commission when it meets Jan. 25. That meeting will serve as a follow-up to letters the RTC sent Jan. 3 to the Texas Transportation Commission, as well as Patrick and Abbott.

"The transportation needs of a rapidly growing region and state far outpace the available revenue," states the letter, which is signed by Rob Franke, the RTC chairman and Cedar Hill mayor. "The RTC has successfully utilized innovative finance tools such as tolled managed lanes to complete a dozen projects worth over \$12 billion since 2005. These are projects that would still be waiting in line for pay-as-you-go funding to be made available."

At Thursday's meeting here, RTC members were told that without tolls, by 2040, the region would see an 80 percent increase in travel time, a 44 percent decrease in average speeds and a \$50 billion annual increase in the cost of congestion.

RTC members including a Colleyville City Council member point to individual choice as an important difference between the managed lanes and a toll road, one the state leaders don't always acknowledge. Freeways built with tolled, managed lanes, like LBJ Freeway from Central Expressway to Interstate 35E, also have free lanes.

"I'm seeing a tremendous disconnect between our Legislature, leadership, the party in power and the people that are actually out there driving," Taylor said. "People are driving on toll lanes, and those numbers are growing."

Michael Morris, transportation director for the North Central Texas Council of Governments, said the former HOV lane on LBJ East has seen greatly increased use since it was converted to a tolled lane two years ago.

The stalled plan for LBJ East calls for two tolled, managed lanes in each direction. It would also include five highway lanes and frontage roads in each direction, without tolls.

Addressing a safety issue

Updating the freeway is a safety issue as well as a mobility issue, Morris told RTC members.

"We know that by using modern geometrics, especially with all the skewed ramps on 635, and put the interchanges at appropriate locations and put adequate capacity and reliability with continuous frontage roads, we can address that safety issue," he said.

Morris also said there were positive results last week when regional officials hosted a tolled, managed lane workshop in Washington, D.C.

"Everyone in the United States knows exactly where we are on this particular topic in our region," Morris told the RTC. "They're supporting us and watching us nationwide with regard to continuing to have these conversations and carrying out this particular initiative."

<https://www.dallasnews.com/news/transportation/2018/01/13/north-texas-transit-leaders-say-tolls-matter-choice-necessity-plans-lbj-east-improvements>

With Gas Taxes in Peril, More States Study Alternatives

The idea of charging drivers for the miles they drive instead of the gas they burn is not new. But states are still sorting out how it might work.

BY DANIEL C. VOCK
GOVERNING MAGAZINE
JANUARY 16, 2018

After more than a decade of watching Oregon and a handful of other states test alternatives to traditional gasoline taxes, more states, with the help of federal money, are now joining the quest.

Their goal is to devise an easy way to tax motorists for the number of miles they drive, instead of the amount of gas they buy. Oregon, California and other states have proved that it can be done, at least on a small scale. But there are still a lot of questions that must be addressed.

The work comes as the per-gallon gas tax has become a less reliable source of funding for transportation projects. Cars have become more fuel-efficient, and some don't use gasoline at all. Meanwhile, raising fuel taxes on gasoline or diesel can be politically dicey, especially in Congress, where lawmakers haven't raised the federal government's 18.4-cent-per-gallon gas tax since 1993.

"There's a growing understanding that we're going to have to move to a mileage-based system at some point," says Lee Munnich, a senior fellow at the State and Local Policy Program at the University of Minnesota. "The questions are: How do we do it? How do we phase in to it? How do we fund transportation during this period when gas tax is less and less viable as a source of funding?"

To help answer those questions, Congress included \$95 million in grants in its last five-year highway funding law for states to study mileage-based fees and other alternatives to the gas tax. States must match the federal grants 50-50. In the first two years of the program, the Federal Highway Administration has doled out money to eight states, but two of those grants were actually on behalf of regional coalitions, each with more than a dozen states.

"The next stage of this is: How could you ultimately get to a national system?" says Jack Basso, the chair of the Mileage-Based User Fee Alliance. It's a pressing question, because, barring any major new money from a new infrastructure push from the Trump administration, the country's major transportation programs are only funded through 2020, and gas taxes don't bring in nearly enough money to pay for the current level of spending.

Mileage-based fees likely won't be ready for widespread adoption by 2020, Basso says, "but I think we can darn well lay the foundation and get moving fast if we get national leadership to take off after this [idea]."

So state researchers are trying to figure out how to make the systems easy to use, cheap to administer, effective across state lines and acceptable to a public that's concerned about privacy.

The states' work varies greatly. Minnesota is exploring the idea of imposing taxes on transportation companies like Uber and Lyft, rather than individual drivers, with the idea that individuals may be less likely to own their own vehicles as ride-hailing, car-sharing and autonomous vehicles become more common. Colorado, where gas tax rates have remained the same for 22 years, recently wrapped up a four-month test with 150 drivers that explored

different ways of tracking mileage for motorists. Missouri explored adjusting its vehicle registration fees to reflect their fuel efficiency, and it is now getting public feedback on equity and data security issues.

Some of the most intriguing work comes from California. The state conducted its own test-run of 5,000 vehicles a year ago, the largest experiment of its kind in the country. Its test run lasted for nine months through March 2017, and it included trucking companies along with motorists from every county in the state.

California gave participants seven ways to track their mileage, including odometer checks, permits for a set number of days, permits for a certain allotment of miles, plug-in devices, smartphones and in-vehicle telematics like OnStar or Acura Link. The various methods were meant to give users options that protected their privacy – one of the biggest stumbling blocks in selling the mileage-charge systems to the public. But 62 percent of the participants in California's study chose options that tracked their location anyway.

The state's report on the pilot found that the options with the best privacy protections – like odometer checks – would also be the hardest to enforce. The most reliable methods for tracking mileage were plug-in devices (that fit into a ports in vehicles that are often used by mechanics to diagnose mechanical problems). But those devices are also likely to be obsolete by the time any widespread mileage fee could be imposed.

“Nothing is as easy as what we have today,” says Norma Ortega, the chief financial officer for the California Department of Transportation.

So, while a separate agency comes up with policy recommendations based on the pilot project, Caltrans is using federal grants to explore how to charge the mileage fees at fueling stations (regardless of the type of fuel) or other connected infrastructure.

One idea is to have connected vehicles pay the fees through a “wireless handshake,” when the vehicle pulls up to get gas, an idea that Honda and Visa have explored for traditional gas purchases. But the agency wants to do it without having to retrofit every vehicle or every fuel station in the state. The agency has put out a request for information to get ideas on how that could work. Then the agency wants to test the idea in a small area of the state.

California is also part of a group of 14 western states that are collaborating on how to charge mileage fees for out-of-state drivers. Eleven of the states are helping to plan a regional pilot program to figure out ways to address that problem. They hope to start with a pilot that includes California and Oregon in 2019, although other states may join, too. (A coalition of East Coast states along the I-95 corridor also received federal funding for its own project.)

“It's not only dealing with a system within your state, but you're looking at states that may have multiple systems with different [per-mile] rates with residents that are traveling back and forth across those states,” says Brady Tacdol, Caltrans' road charge project manager.

Cooperation among the states could even make it possible to determine where drivers put on their miles, and split the mileage fee revenues accordingly, he says.

“I have to say,” adds Ortega, “having 14 states to join together, even to talk about it is a pretty remarkable achievement. We get a lot of attention.”

<http://www.governing.com/topics/transportation-infrastructure/gov-gas-tax-oregon-california-mileage.html>

DART to roll out electric buses

Vehicles bought through federal grant, travel 30 miles per charge

Jan. 19, 2018
By DANA BRANHAM
Dallas Morning News

A fleet of seven electric buses will arrive in downtown Dallas by the end of March.

The quiet, battery-powered buses will be painted pink for DART's free downtown D-Link service and roll out on March 25.

A prototype of the bus arrived last week in Dallas for testing.

"We're testing it, suggesting changes, and the contractor's with us as we're doing all that. Ultimately we'll agree to it, change the color and put it in service," DART spokesman Mark Ball said.

DART was able to purchase the buses through a \$7.6 million grant in 2015 from the Federal Transit Administration.

Initially, the buses were expected in 2016. Ball said he wasn't sure what caused the delay.

"Typically, it's politics, but exactly what happened, I couldn't tell you," he said. "It's just one of those things where we're just happy it all came about."

Each bus will cost about \$971,000, and chargers for the buses will total about \$810,000.

To charge, the buses will pull into the station at the Dallas Convention Center, where batteries on the tops and bottoms of the buses will be recharged, Ball said.

Charging will take about 10 minutes, and a charge will last for 30 miles.

D-Link riders will notice a few differences in the buses the Proterra company is specially making for the city.

They'll be much quieter, Proterra CEO Dale Hill said. From the outside, the buses' noise will be about 68 decibels — about the same sound level as people talking in a meeting room.

Passengers also will notice the buses emit no odor because they don't have engines.

DART is getting Proterra's first 35-foot buses — smaller than DART's typical 40-foot buses to help them navigate downtown city streets more easily. They'll seat 27 and have standing room for 30 more people, Hill said.

If the electric buses are a success, Ball said, DART will consider expanding electric transportation options.

"It just so happened that we did have the D-Link available to us, which seemed to fit the requirements to this type of bus operation perfectly," he said. "The fact that it is a green opportunity makes us happy as well."

Over the 12-year lifetime of one of the electric buses, DART can expect to save \$300,000 to \$400,000 on fuel.

“We used to say that we were doing battery-powered electric buses for the sake of sustainability.

I tell people today that we’re not here to talk about sustainability — we’re giving you that for free,” Hill said. “We’re here to talk about saving money.”

9.7-mile Texas 360 toll road should open in spring, state says

BY BILL HANNA
Fort Worth Star-Telegram
January 22, 2018 07:05 AM

MANSFIELD – The new Texas 360 extension is still a busy construction zone, but the 9.7-mile toll road is closer to completion than it appears.

The Texas Department of Transportation said the \$340 million project should open sometime this spring. The road will run through parts of Arlington, Grand Prairie and Mansfield from just south of Interstate 20 to U.S. 287.

Mansfield Mayor David Cook said he was told the goal is to finish by April 2. When the extension opens, it will be a huge benefit for southeastern Tarrant County.

“I think this is certainly connects the southern part of Metroplex to the rest of DFW,” Cook said. “It’s going to help commute times and allow people to become more productive.”

Arlington Mayor Jeff Williams said the new toll road will be a boost for his city.

“It really enlarges the area from where we can draw skilled workers for Arlington,” Williams said. “That 30-minute travel window to Arlington really expands. You’re talking places like Lancaster, DeSoto and Cedar Hill.”

The project is being built by the Texas Department of Transportation but will operate as a toll road and be run by the North Texas Tollway Authority.

The project stretches from South Green Oaks Boulevard in Arlington to U.S. 287 in Mansfield. To drive the entire toll road will cost \$3.15 with a TollTag and \$4.85 without one, with drivers billed by mail.

The Texas Department of Transportation’s traffic counts say more than 55,000 vehicles travel the route a day. It will grow to 174,000 vehicles per day to travel this corridor by 2030. The frontage roads will remain free.

This is not to be confused with two other Texas 360 projects.

Construction is underway to rebuild the Interstate 30 interchange with Texas 360. That \$233 million project is scheduled to be completed in 2020.

Another project to ease gridlock on Texas 360 between I-20 and Division Street will be awarded to a contractor next month.

That project, estimated to cost \$60 million, will add a north and southbound lane (taking it from its current six main lanes to a total of 8). Work could begin on the 5.4-mile project by late spring or early summer and take 2 1/2 years to complete.

Traffic counts taken in 2016 along Texas 360 from just south of Texas 183 through the heart of Arlington remain high. At FAA Boulevard, counts were 152,901 per day. At Arkansas Lane, they were even higher with 172,834 vehicles per day.

“There are still going to be problems, but once the the connector at I-30 and 360 opens, that will bring some relief and [Texas] 161 has also provided some relief,” Cook said. “You just have to be an educated driver. We all use our devices to get around.”

<http://www.star-telegram.com/news/local/community/arlington/article195878559.html>

Editorial: Here's the carrot that might bring public transit to Arlington

January 19, 2018
FORT WORTH STAR-TELEGRAM

For years, Arlington has simply said no to real public transportation.

The city has tried several pilot projects offering limited bus service to help residents get around town, commute to Fort Worth or make a connection to DFW Airport and Dallas. In the past year Arlington started two innovative but limited transit programs, one of them using a futuristic autonomous vehicle.

None of these efforts, no matter how noble, have changed the fact that Arlington is the largest city in the nation without mass transit. It is a moniker that should haunt an "American Dream City" with a world-famous football stadium, a bustling entertainment district and a growing, top-tier research university that attracts students from around the world.

Now Arlington has an opportunity to redeem itself and tap into one of the state's most exciting transportation projects — it wants a stop on the proposed high speed rail line between Fort Worth and Dallas that would connect with another line between Dallas and Houston.

But to play Arlington has to pay.

The first thing Arlington needs to do is spend what it will take to join or contract with one of the local transit organizations, either the Fort Worth Transportation Authority or Dallas Area Rapid Transit. Arlington has worked with both, most recently on the discontinued MAX bus service that connected downtown to CentrePort and the Trinity Railway Express station.

The North Central Texas Council of Governments, the agency coordinating the DFW corridor portion of the high speed rail project, has already asked Arlington to take this exact step, saying it is crucial if Arlington wants to be included in the high speed rail project's \$5 million environmental impact study.

If Arlington takes this critical step, it has a chance to go from being "worst to first" in public transportation, said Michael Morris, director of transportation for the Council of Governments. Morris made the request of Arlington in mid-December and asked for a decision by Feb. 1.

Arlington Mayor Jeff Williams said city staff is looking at the issue but doesn't know of any deadline. He said the city is "going to proceed with caution" and make sure it has citizen support.

It is easy to understand William's reluctance to commit. Arlington voters have repeatedly rejected paying for public transportation since 1980, despite the fact that the city's population has grown by about 145 percent since then to about 400,000.

But getting a high speed rail station would also force the city to develop a system within the city to get that wave of commuters to their next destination.

Williams and the City Council already knows something more must be done, which is why they formed a 31-member Transportation Advisory Committee that studied the issue and produced a report looking at the city's needs. Their report stressed innovative approaches such as Milo, a

free autonomous shuttle that is operating in the entertainment district during Texas Rangers and Dallas Cowboy games.

Another innovative idea was Via, the app-based rideshare pilot program that started in December and works much like Uber and Lyft, but uses a fleet of 10 black Mercedes Benz vans and charges a flat \$3 fee per ride. It recently announced that it is expanding its territory from downtown and the entertainment district to include other parts of the city.

Add to all that the gee-whiz vision Morris has for creating an elevated transit system along Texas 360 using autonomous vehicles to carry people and cargo from Arlington to DFW Airport and beyond. The Regional Transportation Council this month reaffirmed development of a test track at Arlington's General Motors plant.

Doing all of this, however, begins with Arlington joining or contracting with an existing transit agency. An opportunity to have a stop on the high speed rail line might just be the carrot for the city that's said no to mass transit, to say yes.

<http://www.star-telegram.com/opinion/editorials/article195685349.html>

State commissioners to reconsider LBJ East upgrades, but not as a tolled project

JAN. 19, 2018

Written by Ray Leszcynski, Communities
Dallas Morning News

LBJ East, North Texas' most-needed freeway project, has a chance to get back on the to-do list when state transportation officials meet Thursday in Austin.

"Subject to removing any tolling elements," the agenda says, the Texas Transportation Commission will consider reinserting improvements to the 10.8-mile stretch of Interstate 635 between Central Expressway and Interstate 30 into the state's 10-year plan.

It's a bit of a different conversation than members of the Regional Transportation Council sought to have in Austin. They just last week had called on members to attend the state meeting as advocates of paying for LBJ East by using tolled, managed lanes.

But a week ago, they weren't even sure LBJ East would be formally reconsidered at the state-level meeting.

The state commission took LBJ East off the 10-year plan in December because tolls were part of the project financing.

"We worked hard to try and get the item put on the agenda and it is on the agenda," said Michael Morris, transportation director for the North Central Texas Council of Governments. "We're happy."

With TTC approval, the Texas Department of Transportation will have the go-ahead to secure bids from contractors and proceed to a "shovel-ready" stage.

'Still have a problem to solve'

Other than the tolls, there's no difference between the regional vision for LBJ Freeway and that which is described in the TTC agenda item. Both call for five freeway lanes in each direction and continuous frontage roads. Two other lanes on the interstate are called "managed" in the RTC plan and "express" in the TTC agenda.

LBJ Freeway in its current state has four lanes and a tolled lane in each direction. Its frontage roads are not continuous; only one side has them near major intersections with State Highway 78 and Interstate 30.

The state go-ahead would keep LBJ East in motion until about the same time the 2019 legislature convenes. The task in the meantime will be to solve the question that has plagued the project the last three sessions — if not with tolls, how does Texas come up with the \$1.8 billion needed to build the freeway?

"We've taken tolls off the table. We still have a problem to solve," said State Sen. Bob Hall, R-Edgewood. "We know there are options. Which is the best one or what is the best combination of options to move this forward?"

Hall, whose district includes much of the LBJ East corridor, has opposed building any roads with tolls in testimony to the TTC and in legislative committees. That opposition was fortified in late 2017 when Gov. Greg Abbott and Lt. Gov. Dan Patrick directed the TTC to not use toll revenue to fund public roadway projects statewide.

Morris said the LBJ East agenda item also includes an opportunity for Dallas' Skillman Street and Audelia Road project to move forward. TxDOT asked that \$65 million project be bid simultaneously with LBJ East to keep multiple contractors from working the same areas.

The state-prescribed framework also retains a reworked interchange at Interstate 30 — an upgrade that represents more than a quarter of the overall cost for LBJ East. But Morris, Hall and Garland Mayor Douglas Athas all said Thursday that a funding solution was secondary to getting the project back on the board.

"We will be able to pick a design-build contractor for the entire corridor, including the interchange," Morris said. "We're very appreciative that at least we're going to be able to proceed."

<https://www.dallasnews.com/news/transportation/2018/01/19/state-commissioners-reconsider-lbj-east-upgrades-not-tolled-project>

How can Dallas win Amazon HQ2? Stay unified and be audacious

Jan. 21, 2018

Written by Mitchell Schnurman, Business columnist
Dallas Morning News

The region that works together wins together.

That's one of the foundational principles in Dallas' bid for Amazon's HQ2, and the area's team approach will become even more important as it moves to the next round of the Amazon sweepstakes.

So far, local cities have largely remained united and their regional bid was strong enough to make the first cut last week. Amazon named 20 finalists, including Dallas, after receiving 238 bids to host its second headquarters.

Amazon plans to eventually hire up to 50,000 workers and invest \$5 billion, making this one of the biggest economic prizes ever.

A regional approach may make the most sense in North Texas, but competition is usually the rule in economic development. Over a dozen local cities regularly try to woo new employers and investment, sometimes from each other.

But to win HQ2, the region has to demonstrate that it can cooperate and collaborate, and that it's not just for show.

If Amazon picks Dallas, the region may have to work together to assemble land, improve infrastructure and pull together enough incentive dollars. Amazon will be looking for signs of our commitment to each other and to working with the company.

"Across the region, you've got to show that you can get it together to really make this deal happen," said Gene DePrez, a site selection expert at Global Innovation Partners in the New York area.

Some metros submitted a small number of potential sites, but the Dallas bid includes dozens of potential locations from across the region. As the number of sites is winnowed down, will cities stay with the program?

"Everyone recognizes that we're all gonna benefit if we get HQ2," said Brandom Gengelbach, who heads economic development for the Fort Worth Chamber of Commerce. "We're already benefiting from Toyota and AT&T," whose headquarters are in Plano and Dallas, respectively.

The top strengths of the Dallas bid are also regional, local officials said. That includes a large labor force, housing supply and transportation network, led by two busy airports.

"If we don't work together, all that scale and strength would be impacted in a negative way," said Mike Rosa, who leads economic development for the Dallas Regional Chamber.

The united front has to extend to the business community, especially senior executives. Amazon has encouraged bidders to include testimonials from large companies, and their input carries particular weight now because Texas politics is chipping away at the state's pro-business image.

Last year, the debate over a bathroom bill prompted a strong response from many CEOs, including Amazon's. In a May letter to Gov. Greg Abbott, they warned that discriminatory legislation "would deeply tarnish Texas' reputation as open and friendly to businesses and families."

The bathroom bill was blocked in the House, but it passed the Senate twice and Abbott, who said he supported it, added the bill to last summer's special session.

More recently, state officials have opposed toll roads, and that led to scrapping improvements planned for major corridors in Dallas and Austin. Last week, Abbott called for a 2.5 percent cap on annual property tax increases. Big metro areas, including Dallas, have opposed such constraints because they limit their ability to deal with rapid population growth.

In North Texas, businesses are joining together to amplify their voice in Austin and build on the momentum of last summer's bathroom bill fight. This month, they launched the North Texas Advocacy Coalition with an initial goal of boosting voter turnout in the March primary — and electing more business-friendly candidates.

Such activism offers a counterpoint to potential concerns about the shift in Texas politics, and it was part of Dallas' proposal to Amazon.

"We didn't shy away from these issues," Rosa said. "We made it very clear that we had a unified business community" that was on the case.

On Friday, Abbott appeared on CNBC and touted Dallas and Austin for making Amazon's list of finalists. He emphasized the state's "top-notch workforce," a recognition that Amazon is focusing on cities that can develop and attract talent.

Abbott hasn't been upfront in lobbying Amazon, not in the high-profile way that former Gov. Rick Perry used to promote Texas. But Rosa said the state has been supportive and participated in the Amazon bid. The state's deal-closing fund is expected to contribute major financial incentives if Dallas or Austin lands the deal.

"We're still business-friendly," Rosa said, noting that the number of potential deals for relocations and expansions continues to be strong here.

He plans to talk with Amazon next week and learn about the next steps. He may have to answer questions about the bid or provide more data, he said, and he's not sure whether the 20 metros would be reduced to a smaller list of contenders.

At some point in the process, Amazon may give the region a chance to stretch, and leaders should be audacious, said Bill Sproull, CEO of the Richardson Chamber of Commerce.

Perhaps Amazon will express a strong interest in the bullet train to Houston or the progress of research universities or a faster build-out of mass transit.

"If Amazon identifies a real weakness or opportunity, we should attack it," Sproull said. "We gotta be willing to move mountains."

<https://www.dallasnews.com/business/amazon/2018/01/21/win-amazon-hq2-stay-unified-times-right-audacious>

Chamber of Commerce to call for gas tax hike to pay for infrastructure

JAN. 16, 2018
BY MALLORY SHELBOURNE
THE HILL

The U.S. Chamber of Commerce will advocate for a hike to the gas tax to fund plans for a massive infrastructure package, the organization's president said in a recently published interview.

"I've been pushing this for a long, long time, but now gangs of people are pushing it," Tom Donohue told The Washington Post.

The Chamber, which has for years backed an increase to the federal gas tax, will reportedly press for a 25-cent-per-gallon hike, an effort that comes ahead of the Trump administration's long-awaited infrastructure plan. The business group will unveil its strategy for the effort this week, the Post said.

"We just got a new tax bill for the first time in 31 years," Donohue told the newspaper.

"We're making some significant changes in regulatory reform. We've got a president — everybody's got all their own views about him and what he stands for and all that — but the guy's getting stuff done ... and he's a builder. I think we can get some help here."

The Chamber previously campaigned for an increase to the gas tax to fund projects aimed at rebuilding the nation's infrastructure, even partnering with the AFL-CIO in 2011 to press Congress on the subject. In 2015, the Chamber, along with the American Trucking Association and AAA auto club, pushed Congress to up the gas tax in order to finance the Highway Trust Fund.

The renewed push comes as the Trump administration's infrastructure package may not come until February, despite prior plans to release "detailed legislative principles" on a proposal in January.

The White House last year was contemplating a potential gas hike, a move that is deeply unpopular among Republican lawmakers.

But a bipartisan group of House lawmakers last week provided a list of detailed policy suggestions for a potential plan to modernize U.S. infrastructure, which includes "an immediate or phased in modernization of the federal gasoline user fee" to fund the Highway Trust Fund.

The White House said last week that it was "encouraged" by the report, which was released by the congressional Problem Solvers Caucus.

Among other suggestions in the report is for Congress to make the permit procedure more efficient, which Donohue said the Chamber also hopes to achieve.

<http://thehill.com/policy/transportation/infrastructure/369179-us-chamber-of-commerce-to-advocate-for-gas-tax-to-pay>

Dallas to get money to extend Bishop Arts streetcar to downtown Omni Hotel

JAN. 23, 2018

Written by Tristan Hallman, Dallas City Hall Reporter
Dallas Morning News

Dallas will soon have the money to send its streetcar to the front doors of the downtown Omni Hotel.

The City Council is scheduled to vote Wednesday to accept \$8 million in state funds to complete a long-planned streetcar extension. The money is left over from the McKinney Avenue trolley extension and the Dallas streetcar's construction.

Currently, the Oak Cliff streetcar runs from the Bishop Arts District to Union Station. City officials hope to break ground on the latest streetcar extension within about a year and hope to cut the ribbon sometime in the summer of 2019.

Council member Lee Kleinman, who chairs the mobility committee, said he's "excited to see the streetcar developed."

The extension would run along Young Street in front of the former *Dallas Morning News* office complex — which is vacant and for sale — and WFAA-TV (Channel 8)'s downtown studios. Dallas Transportation Department Assistant Director Tanya Brooks said the streetcar might operate on a single track for now. And Frank Honeycutt, a transportation senior program manager, said the city might also have to relocate some utilities in the area.

Eventually, the streetcar line would link to the new \$92 million line that is likely to run on Elm and Commerce streets downtown. That project is scheduled to be completed by 2023 and will link the Oak Cliff streetcar and the McKinney Avenue trolley.

By then, the streetcar might no longer be free to ride. City officials also plan to conduct a fare study with Dallas Area Rapid Transit in the coming months.

Ridership on the Oak Cliff streetcar is about 450 riders daily, according to DART.

Assistant City Manager Joey Zapata, who oversees the convention center, said in an email that the streetcar's presence along Young Street — it's currently tucked away next to the Houston Street Viaduct — will increase its ridership.

"We know one of our greatest opportunities to attract more people, meetings and conventions is by improving easier access to destinations in Dallas, such as Bishop Arts and surrounding areas," he said.

Downtown Dallas Inc. CEO Kourtny Garrett said the extension is an important part of the plans.

Conventiongoers have access to DART's light-rail station and D-Link, a free downtown circulator bus that starts and ends at Kay Bailey Hutchison Convention Center. Garrett said the D-Link data shows that visitors like to board at the convention center, at least a 10-minute walk from most downtown attractions, restaurants and shops.

"We know there's demand," Garrett said. "That's just giving conventioners and visitors one more option."

<https://www.dallasnews.com/news/transportation/2018/01/23/dallas-get-money-extend-bishop-arts-streetcar-downtown-omni-hotel>

Officials confident Dallas can compete in Amazon incentives arms race

By Bill Hethcock
Dallas Business Journal
Jan. 24, 2018

Amazon is chasing a huge, taxpayer-funded incentive package for its proposed second headquarters, or "HQ2," but Dallas-Fort Worth officials are confident the region can compete in the high-stakes giveaway game.

Specifics of the Dallas-Fort Worth bid for HQ2 have not been released, but economic development officials say North Texas' won't be blown out of the water by financial incentives of as much as \$7 billion from New Jersey or \$5 billion from Maryland.

DFW has advantages such as low costs of doing business, no state income tax and a relatively low cost of living, so it doesn't have to offer as much in other incentives, said Mike Rosa, senior vice president of the Dallas Regional Chamber's economic development program.

"We compete very effectively, I believe," Rosa said. "Incentives are offered off of a base business case. So in Texas, and in Dallas-Fort Worth, we've got a very low-cost business case upon which to add incentives and other inducements as we see fit to encourage the location here."

The regional chamber hasn't released its proposal or details about incentives that various cities have offered Seattle-based Amazon (Nasdaq: AMZN), but Rosa said that an incentive package for each community was included in the regional response. More than 30 locations in over a dozen North Texas cities are packaged together in the regional chamber's pitch.

The goal of the unified pitch is to win the Amazon project for North Texas, then let the individual cities and developers make their best case for specific sites.

The Dallas Regional Chamber's bid also presumably contains an incentive offer from the state through the Texas Enterprise Fund. The number could be a big one, although it almost certainly would top out in the hundreds of millions and not the billions of dollars being offered by some other states and cities.

The most the TEF has ever doled out to land a project is \$50 million. The relocation of Toyota's North American headquarters to Plano, for instance, is the third largest Texas Enterprise Fund grant ever, at \$40 million. The city of Plano also kicked in a \$6.75 million incentive package to entice the automaker into relocating out of Torrance, California.

While the Toyota incentive was big, a TEF offer to Amazon would likely be bigger, based on the jobs and investment promised in the deal. Toyota promised 3,650 jobs (later raised to over 4,000 jobs) and \$40 million in facilities investment. Amazon says HQ2 will bring a whopping 50,000 jobs with six-figure salaries and \$5 billion in investment.

Amazon late last year launched an open call for proposals detailing why the e-commerce giant should bring its business to town. The Seattle-based online retail giant received 238 bids. Last week, Amazon narrowed the list to 20, including Dallas and Austin in Texas.

New Jersey's offer of \$7 billion, primarily in tax credits, appears to be the most generous set of inducements among the 20 locations on Amazon's shortlist. Newark, N.J., is one of the 20 still in the running for HQ2.

Unlike the case in Texas, some incentive offers have become public, either through government or local media accounts.

Another HQ2 contender, Montgomery County, Md., is offering a package totaling \$5 billion — more than \$3 billion in incentives and an additional \$2 billion minimum for road, transit and other infrastructure improvements. Maryland Gov. Larry Hogan called HQ2 “the single greatest economic development opportunity in a generation.”

Critics, however, view Amazon's unveiling of the shortlist as a way for the corporation to extract another round of incentive offers, essentially fanning the flames of the cities and states on the list.

Richard Florida, a University of Toronto professor who studies urban policy, has suggested that the rival cities pledge to compete on the merits of their cities and refuse to fork over incentives.

“The truly progressive thing to do is to forge a pact to not give Amazon a penny in tax incentives or other handouts, he wrote in a CNN column.

Incentives are just one in a long list of factors Amazon says it will consider in its decision for HQ2. Others include a strong labor force, strong university system, proximity to a major airport, a population of more than 1 million people, “stable and business-friendly” regulations and tax structure, and on-site access to mass transit — train, subway, or bus.

Incentives may be the icing on the cake, but business basics frame the foundation of companies' relocation and expansion decisions — and that's where North Texas shines, Rosa said.

“A company like Amazon is going to look from the bottom up,” he said. “They're going to look at everything for years and years to come.

“Our real sweet spot is for companies like Amazon that need scale, that need growth, that need sanctuary in terms of a business climate that is going to remain stable and productive and business friendly for years to come, and a place that can attract talent.”

<https://www.bizjournals.com/dallas/news/2018/01/24/officials-confident-dallas-can-compete-in-amazon.html>

Texans are sick of toll lanes and the backlash is delaying Fort Worth's I-35W project

BY GORDON DICKSON
Fort Worth Star-Telegram
January 23, 2018 11:34 AM

It's no secret Texans are sick of toll roads.

But that anti-toll sentiment now threatens to delay the final piece of Interstate 35W expansion in Fort Worth.

Members of the Tarrant Regional Transportation Coalition, a group of Fort Worth-area business and political leaders that for more than a decade has pushed for I-35W improvements, are calling for supporters to write Gov. Greg Abbott and other elected leaders and demand a quick resolution of the dispute.

The area in question is about a six-mile stretch of I-35W from U.S. 287 (the "Decatur Cutoff") to Eagle Parkway, which is near the main entrance to Alliance Airport. The project calls for existing lanes to be rebuilt, and toll express lanes added, at a total estimated cost of \$762 million. The idea is to build a road that gives motorists the option of driving toll-free, or paying a toll to go around congestion.

The current expansion of I-35W from U.S. 287 south to downtown Fort Worth, which has been underway for several years, would not be affected by the delays. That project, which also includes a combination of toll and toll-free lanes, is scheduled for completion later this year.

More than two-thirds of that \$762 million (\$520.9 million) would come in the form of federally-backed loans and private activity bonds. A deadline is looming to secure those loan funds or risk losing them, said Vic Suhm, coalition executive director.

The state's private partner, North Tarrant Express Mobility Partners, plans to build the project with those loans and private equity, as well as a relatively small contribution of \$18 million in state tax dollars, which typically include gasoline and diesel taxes and annual vehicle registration fees.

"I think it's all private funding and some federal loans," Suhm said. "The problem is, those loans are going to expire fairly soon."

But even though almost no public money is directly involved, the loans and bonds can't be secured without the Texas Department of Transportation's signature. And that agency, which is under pressure from state Legislators not to build any more toll roads, has not acted.

Supporters of the I-35W expansion say the agreement to rebuild this last piece of I-35W goes back to 2009, before anti-toll sentiment reached its current levels in the state.

At the state transportation department's Fort Worth district office, officials are deferring to the wishes of the Texas Transportation Commission, which is based in Austin and sets the department's budget and political direction. The commission is sticking to the notion that state funds should not be used for projects with toll lanes.

“Staff have been working with NTE Mobility Partners on the final contract for this next phase of work on I-35W. During this process, state leadership has provided some initial guidance to the Texas Transportation Commission on the use of tolling,” transportation department spokeswoman Jodi Hodges said in an email. “For this particular project, we will look to further policy direction from our Commission along with future conversations with local partners to help guide us on some possible ways to move forward with the project.”

But locally, government agencies, businesses and several hundred residents are speaking in favor of finishing the I-35W project. On Tuesday morning, the Tarrant County Commissioners Court approved a resolution asking the state to speed up the completion of the I-35W project, which is often cited on government documents as I-35W Segment 3C.

<http://www.star-telegram.com/news/traffic/your-commute/article196144154.html>

With LBJ East ready for a green flag, state transportation officials throw up stop sign

JAN. 25, 2018

Written by Ray Leszcynski, Communities
Dallas Morning News

AUSTIN — The much-anticipated \$1.8 billion LBJ East freeway project was finally in a position to get the green light Thursday from the Texas Transportation Commission. But caution over how the massive project will be funded stalled it once again.

Despite the urging of the regional transportation director, state and local elected officials and residents who are daily users of the freeway dubbed the No. 1 transportation priority in North Texas, none of the five state commissioners supported putting the 10.8-mile stretch of Interstate 635 between Central Expressway and Interstate 30 up for bids.

Texas Department of Transportation officials had showed how the core of the project could be built first, and built with the \$832 million currently available in the budget. But commissioners wanted a longer look at the full funding plan for the freeway that will go through Lake Highlands, Garland and Mesquite.

TTC members did not commit to a specific timeline to bring LBJ East back for consideration.

"We know it's important. We know it's important to move on it," TTC chairman J. Bruce Bugg said during Thursday's meeting. "But \$1 billion is the gap. It's not dotting I's and crossing T's."

It was more frustration for North Texans who contributed two hours of testimony Thursday and have watched the project become the line in the sand on Texas' toll road debate. The freeway had been removed from the state's 10-year plan by the TTC in December because it called for two tolled lanes in each direction.

Last month, at the request of Gov. Greg Abbott and Lt. Gov. Dan Patrick, tolls had been removed as a potential funding tool for building the freeway. With an agenda item that underscored that point, gaining the commission's approval to secure bids seemed a formality.

"I'm terribly disappointed," said Dallas Council Member Lee Kleinman, who attended the Austin meeting. "Actions speak louder than words. They tell us they want to move the project forward and don't move it forward."

Kleinman was not alone in his sentiment.

"Disappointed but not surprised," said Garland Council Member B.J. Williams, who was also at the meeting. "It's been a long journey. For the people of Garland, the question is 'When?'"

Now is time to act

Since December, when the funding mechanism included two tolled lanes in each direction, TxDOT officials put a new plan in motion to do the work without tolls. The \$832 million available for the project now could build five free lanes in each direction between Central Expressway and Centerville/Ferguson roads, plus add frontage roads.

The core could be contracted in early 2019, TxDOT said, and completed in 2022-23.

Then, as more money became available, TxDOT's other proposed elements would be built in stages. First would be Centerville/Ferguson to I-30 at a cost of \$430 million. Next would be rebuilding the I-30 interchange for \$340 million. The final phase would be the filling in of two express lanes in each direction for the full length of the project at a cost of \$200 million.

"We've moved pretty quickly," Bugg said, noting that the agenda called for the TCC to put the bidding process in action. "But we'll defer from taking actions because a number of us have questions."

But that didn't sit well with some of the North Texas residents who traveled to Austin for the meeting. Susan Morgan of Lake Highlands told the commission said that she had been pushing for LBJ improvements for 17 years and the time to act, she said, is now.

"What you're talking about doesn't meet our needs," Morgan said, referring to the core five lanes being built now and the express lanes that would be added later.

'Somebody's going to be a loser'

Some of the members of the Regional Transportation Council pressed for immediacy or at least a new date for consideration, but while acknowledging the importance of the project, the commissioners wouldn't say if LBJ East would be brought back next month or six months down the road.

Michael Morris, regional transportation director for the North Central Texas Council of Governments tried to assuage the commission's doubt that the funds would fall into place — to the point of saying he'd put other North Texas projects aside to get LBJ East done, if necessary.

"Somebody's going to be a loser in all this," commissioner Jeff Austin said. "It's a real concern."

But Morris wouldn't commit to naming any projects that might be cut. He said once the bids come in, LBJ East could come in hundreds of millions cheaper than currently estimated. But not without the TTC's permission to let TxDOT go get the bids in the first place.

<https://www.dallasnews.com/news/texas-legislature/2018/01/25/lbj-east-ready-green-flag-state-transportation-officials-throwup-stop-sign>

Arlington Pedaling Forward With Fort Worth to Dallas Bike Trail Connector

Jan 28, 2018
By Tim Ciesco
NBC5

For years, the leaders of five North Texas cities have shared their dreams of a bike trail system that would connect downtown Fort Worth to downtown Dallas.

But with a price tag of \$16 million and a lot of other projects competing for public funds, there hasn't been a whole lot of visible progress on it — that is, until now.

In the coming weeks, construction will ramp up on a \$1.3 million trail extension in Arlington.

There are currently seven miles of continuous trail through the city's River Legacy Park, but as riders head east towards Texas 360, it eventually comes to a stop.

This new construction will pick up at the 7-mile marker on the trail, then head north, where it will curve around Riverside Golf Club and go all the way to Texas 360.

Eventually it will connect to new sections of trail the cities of Fort Worth and Grand Prairie are planning.

The extension is expected to be complete in mid-September. When it opens, Arlington will have finished its entire portion of the Fort Worth to Dallas trail system.

"This is a great feeling," said Eric Seebock, the Project Manager for Arlington's Parks & Recreation Department who has overseen the extension. "It's taken a long time. We didn't think we'd finally get here, but we started last Thursday, so we're ready to go."

There are approximately 34 miles of existing trail between Fort Worth and Dallas. The two cities, as well as Arlington, Grand Prairie and Irving, have been working since 2013 to figure out how they can fill the 30 or so miles of gaps that remain.

Many of those projects are in the planning phase — and several of them are simply waiting for funding so that construction can begin. The North Central Texas Council of Governments, which is helping to spearhead the project, has said it believes the entire system can be completed within the next five years.

<https://www.nbcdfw.com/news/local/Arlington-Pedaling-Forward-with-Fort-Worth-to-Dallas-Bike-Trail-Connector-471532564.html>

Bike companies respond to Dallas' ultimatum

Jan. 27, 2018
By ROBERT WILONSKY
Dallas Morning News

LimeBike and Ofo, the leading bike-share operators in Dallas, have two very different responses to Dallas City Hall's clean-up-or-else demand letter sent last week.

In a missive sent this week to Dallas City Manager T.C. Broadnax, LimeBike CEO Toby Sun and other officials vowed that the company would begin changing how and where it distributes its green-and yellow two-wheelers. The company said it's working to make sure its buck-an-hour rentals are "better spread throughout the city," as opposed to, say, crammed along downtown sidewalks and the Katy Trail.

Sun also vowed to stop dropping LimeBikes in Dallas, at least for now. But that promise comes only after the California-based company rolled 10,000 bikes into the city, a number confirmed by company officials Friday morning.

Beijing-based Ofo offered no such promise, and instead shifted blame for all the bike clutter on its competitors.

"It was with considerable relief that we received your letter ... calling for an end to bad behavior and repercussions for those dockless bike share operators who have flouted generally accepted operational standards," Ofo's Dallas-based general manager Everett Weiler told Broadnax. "While we take issue with the failure to differentiate between the various bike share companies, we confess that the behavior of some of our fellow operators worries us deeply and tarnishes the reputation of the industry that Ofo created."

Ofo launched in Dallas with 1,100 bikes, then upped that number "because of the demand," said a spokesperson Friday. Ofo says the number of bikes it has here is "proprietary information."

Broadnax believes there are 20,000 bikes total in Dallas.

Dallas Mayor Mike Rawlings said the companies are clearly trying to arms-race each other out of the market.

Broadnax said Friday only one other company has so far responded to his demand letter, which, among other things, told operators to remove their bikes from sidewalks narrower than 10 feet in width and from trails, where there have been constant complaints of clutter and vandalism.

Failure to comply, Broadnax and Rawlings said last week, could result in the city collecting bikes left in the right of way and taking them to the city pound.

Shawn Ho, the operation and logistics manager for Garland-based VBikes, sent the city manager a short email in which he insisted the company's already doing what Broadnax requested. Ho said VBikes is doing its best to create "a useful tool" rather than the "eyesore" bike-share has become in some parts of the city.

"As a local business," Ho told Broadnax, "Dallas is our home and we are responsible to our hometown and people."

Broadnax and Rawlings have said the City Council will begin looking at bike-share rules by no later than March, seven months after dockless bike-sharing pulled into town despite the lack of substantial infrastructure and regulations.

Among the possible rules: limiting the number of bikes allowed per square mile and, perhaps, even the number of companies allowed to operate in the city limits. San Francisco has done just that much to the chagrin of Ofo, which is protesting that city's permitting process.

This week, the council in Sacramento, Calif., passed a bike-share ordinance that could hint at Dallas' future.

It requires that bikes parked in the right of way or deemed inoperable must be removed within two hours. Failure to comply could result in fines or having a company's permit revoked.

Initially Dallas officials had hoped the marketplace would sort itself out, with one or two bike providers emerging victorious.

Instead, Ofo, LimeBike, Spin, VBikes and Mobike kept dropping bikes in Dallas, and more are likely on the way, among them Zagster's dockless spin-off Pace and U-Bicycle.

LimeBike officials told Broadnax the company has more than 50 staffers on the ground to keep track of complaints.

They also hinted at a forthcoming "embedded gyroscopic sensor" that would notify HQ when a bike had been knocked over.

LimeBike's Sun suggested some regulations Dallas might want to consider, among them ensuring bikes can be tracked in real time in order to expedite clean-up. But the operator doesn't want a cap on the number of bikes allowed. In fact, quite the opposite: The letter recommends "a minimum number of bikes to operate in order to ensure a company has the scale to support operations and bike management."

Ofo, on the other hand, appears to be against rules altogether.

In his letter to the city manager, Weiler wrote that "our greatest concern is that regulation will impair the ability of responsible operators to provide a much needed service to residents and visitors but fail to prevent damage caused by the less conscientious among us."

North Texas suburbs cautious about bike-share programs after watching Dallas

Jan. 27, 2018

Written by Nanette Light and Elvia Limon
Dallas Morning News

Some North Texas suburbs have their eyes on Dallas and its bike-rental litter.

They don't want to clean up the same problem.

For a couple years, McKinney officials have talked about a bike-share program. Carrollton city leaders are considering it, too. What they eventually decide is still up in the air.

But officials in both cities are proceeding with caution after seeing dozens of the ubiquitous bikes lined up on downtown Dallas street corners, others tangled on a sidewalk in a heap like a football pileup and even a couple floating in White Rock Lake.

"That has had a cooling effect on our process in McKinney," said Michael Kowski, director of parks and recreation for the city, during a McKinney Community Development Corporation meeting Thursday. "What we are doing now is stepping back, looking at the market, looking at options to make sure we are fortified against some of those challenges we are seeing in Dallas and across the country."

Learning important lessons

Kowski said the technology behind bike shares has evolved since McKinney officials began discussing such a program a couple years ago when the inventory of bikes was smaller and bike rentals with docking stations dominated the scene. Now, as in Dallas, you can ride a brightly-colored bike anywhere and ditch it wherever.

"We know that people bicycle in McKinney. We see people do it," Kowski told members of the community development corporation at its December meeting. "So it was important for us to consider bike share across our community."

Unlike more dense urban areas such as Dallas, he doesn't envision hundreds of these bicycles in McKinney, where public transportation is limited to a subsidized taxi voucher program for the elderly and disabled.

He sees it more for recreational use for people who do not own bicycles, for example, to explore the city's trails. Already, the McKinney Community Development Corporation has set aside \$60,000 for the initiative.

"We're studying it more and not moving forward with anything until we have a full grasp of all the options, and some of the lessons learned from our sister cities," Kowski said in a phone interview.

Moving slowly

Carrollton is also moving slowly with regard to starting a bike-sharing program. Mayor Kevin Falconer said Friday that city staff has discussed ways to introduce rent-a-bikes for the past

several months. He said Carrollton's proximity to Dallas and other cities with existing bike programs makes it difficult for Carrollton to outlaw the bikes.

"We are in a metropolitan area — what we call the Metroplex — where we don't technically have or know where city boundaries are or begin, so if you get on a bike in downtown Dallas you can very well end up in Carrollton," Falconer said. "Obviously, if another city has another bike program and that person happens to ride their bike into Carrollton, we don't want to prohibit that."

Kowski said McKinney residents also have spotted a few of these bikes trickling here and there into their city limits at times, though the problem isn't widespread. He said the city still is developing its response to those situations.

Falconer said Carrollton is considering adopting a bike-sharing ordinance with some type of permitting with the bike companies or a combination of both to help prevent any clutter.

He wants to find a happy medium between Dallas' initial approach of allowing the companies to park lines of bikes throughout the city and Highland Park's strict ordinance that outlaws leaving any rent-a-bikes overnight, before moving forward into a rent-a-bike contract with a company.

He pointed to Plano, which plans to present its bike-sharing ordinance to its city council in late February, as an example of what Carrollton may end up doing.

"They are a neighboring suburb just like us," Falconer said. "We feel like that would be a good city to partner with to see how they are dealing with [the bikes] because they share some of the same opportunities and concerns."

Permitting bikes

Peter Braster, director of special projects for Plano, said the city has shared its proposed bike-sharing ordinance with Carrollton and other neighboring cities to promote a unified stance on the regulation of the bikes.

He said three bike-sharing companies currently operate in the city. VBikes, LimeBikes and Ofo first rolled out in Plano last November.

Plano's proposed ordinance would mandate permits for all rent-a-bikes, he said.

The permits would require bike-sharing companies to put a phone number on each bike so residents can call to report any issues. The companies would also have to respond to any complaints within two hours or the next business day if a complaint is made after hours. Plano officials will also have a say where the bikes can be placed in the city.

Braster said the ordinance and permits would help the rent-a-bikes become successful.

"We know it's not the bike-sharing companies' fault," Braster said. "That being said, we need to have a bike-sharing program in place that makes them aware the bikes are not being treated well and gives them the opportunity to fix it."

<https://www.dallasnews.com/news/collin-county/2018/01/26/north-texas-suburbs-cautious-bike-share-programs-after-watching-dallas>

Texas Commuter Train Slow To Install Required Life-Saving Technology

January 26, 2018 at 10:23 pm
By Brian New
CBS11

DALLAS – The most-riden commuter rail line in Texas still does not have a life-saving braking device Congress ordered all trains to install nearly a decade ago.

The Trinity Railway Express (TRE), which takes on average 8,000 passengers between Fort Worth and Dallas daily, is in the process of installing the safety technology called positive train control.

The TRE plans to have the technology installed by the end of 2018 but it will likely not be in use until 2020, according to train officials.

In the National Transportation Safety Board's preliminary crash report on the deadly December Amtrak train derailment in DuPont, Washington, federal investigators noted the accident would have been prevented had the train had positive train control technology.

A positive train control system would have automatically slowed down the speeding Washington train. Investigators said the train derailed because it was going too fast on a curve in the track.

Since 2008, according to the NTSB, there have been 23 train crashes, resulting in 52 deaths, that could have been prevented if the trains had this technology.

The way the technology works is computers installed on the trains and along the tracks notify the engineer, using way satellites and radio signals, if the train is going too fast or if there is a problem with the track ahead. If the engineer does not slow down, the system automatically stops the train.

The CBS 11 I-Team has found for the past decade the TRE has been slow to implement this technology.

Weeks after the 2008 train collision in Chatsworth, California that killed 25 people, Congress passed a law requiring positive train control technology to be installed in all commuter trains by 2015.

The TRE, which is a partnership between Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority, sent out a memo in December 2009 writing it is taking steps to implement positive train control systems with the plan to have it done by December 2015.

Then just months before that 2015 deadline, a speeding commuter train in Philadelphia jumped the tracks. Dozens were injured. Eight people were killed.

The federal accident report from the Philadelphia derailment noted the crash could have been prevented by a positive train control system.

However, after the fatal crash in Philadelphia, instead of making sure all commuter rails had the life-saving technology, Congress gave railroads three more years to install the technology. Lawmakers pushed back the deadline for positive train control technology to 2018.

Nine years ago, the TRE said it would have positive train control up and running by 2015. The technology has yet to be installed.

“We are putting it in on the TRE right now,” said Reed Lanham, operations manager for the Fort Worth Transportation Authority.

Lanham said the safety technology is needed on the TRE but added it has been difficult finding the money to pay for it.

“While safety is the top priority and we always want it to be, it was an unfunded mandate so for smaller commuter line agencies it’s tough to come up with that funding,” Lanham said.

The technology will cost the TRE \$45 million.

Lanham said there has also been technical challenges that have slowed down the process.

“We were hoping to have it sooner but, right now, no later than the final deadline which is December 31st, 2020.”

While the federal deadline for this technology is this year, Congress has given the TRE, along with others, an extra two-year extension for testing and implementing the system.

TRE officials say there has not been a single accident in its 22 years of operation that could have been prevented with this new safety system.

The TRE is one of several rail systems across the country that has not yet installed positive train control technology.

The Denton County Transportation Authority, which runs the 21-mile A-train commuter rail from Carrollton, up through Lewisville and Denton, has already installed all of the positive train control equipment and is in the process of training all of its employees on how to use the technology.

The new TEXRail, which will run from downtown Fort Worth up through northeast Tarrant County, will have the technology already installed in the trains when it begins operations later this year.

DART is a light rail system. The law requiring positive train control only pertains to commuter railroads and freight train systems.

<http://dfw.cbslocal.com/2018/01/26/texas-commuter-train-required-life-saving-braking-device/>

What Trump's Solar Tariffs Mean for Texas

Some observers fear the tariffs could slow the industry's rapid growth.

JAN 26, 2018
BY SONIA SMITH
TEXAS MONTHLY

During the last several years, the solar industry in Texas has grown at a rapid pace. Large-scale solar farms have popped up across the state, and just last week, a South Korean energy company broke ground in Pecos County on what will become the largest solar project in Texas.

But beginning next month, imported solar panels and energy cells—the building blocks of such projects—will be subject to high tariffs. Earlier this week, the Trump administration announced the new tariff, which will start at 30 percent and will drop down to 15 percent over a four-year period.

“We’ll be making solar products now much more so in the United States,” Trump said at the White House ceremony where he signed the executive action. “Our companies have been decimated, and those companies are going to be coming back strong.”

Trump added that the tariffs will “create jobs in America for Americans.”

But solar industry experts worry the move is more likely to do the opposite, killing American jobs and hurting solar energy's competitiveness with other energy sources. The Solar Energy Industries Association, a nationwide trade organization, did not mince words about its opinion on the move, calling it “a loss for America” that will cost an estimated 23,000 jobs in 2018, as well as raising prices and cancelling billions in planned solar projection.

Currently, “solar voltaic installer” topped the Bureau of Labor Statistics' occupations that are forecast to see the fastest growth through 2026, followed only by “wind turbine service technician.” And according to 2016 statistics from the Texas Solar Power Association, some 9,396 people work in the solar industry in Texas, an increase of 127 percent over a three-year span.

The two domestic solar manufacturers who pushed for the change, Georgia-based Suniva Inc. and Oregon-based SolarWorld Americas, however, argued that the tariffs will lead to a boom in domestic solar manufacturing and create jobs in that sector. (It's worth noting, however, that both companies are foreign-owned.)

What does all this mean for the future of the solar industry in Texas? “It's a setback for solar in Texas but we're still very optimistic that the industry will still continue to grow,” Charlie Hemmeline, executive director of the Texas Solar Power Association, said in a phone call. “In the near term this may lower demand as prices are forced up, which has a potentially negative impact in terms of investment and jobs.”

Texas currently has 1,800 megawatts of installed solar, and an additional 27,000 megawatts—enough to power some 5.4 million homes—in “some stage of development,” Hemmeline said, citing figures from the electricity market analysis firm, GTM Research. “I have no doubt we'll build out a lot of that,” he said. “Texas has all the fundamentals you're looking for in a solar market.”

The tariff is more likely to have a direct impact on 2019 solar projects than on those already in progress this year, Hemmeline added. “Projects that are already underway will have likely already secured their supply,” he said

<https://www.texasmonthly.com/news/trump-solar-tariffs-texas/>

Most Americans wary of self-driving cars: Reuters/Ipsos poll

Jan. 23, 2018
By Paul Lienert
Reuters

Two-thirds of Americans are uncomfortable about the idea of riding in self-driving cars, according to a Reuters/Ipsos opinion poll, underscoring one of many challenges for companies spending billions of dollars on the development of autonomous vehicles.

While 27 percent of respondents said they would feel comfortable riding in a self-driving car, poll data indicated that most people were far more trusting of humans than robots and artificial intelligence under a variety of scenarios.

The Reuters/Ipsos poll found a wide disparity of opinion by gender and age, with men generally more comfortable than women about using self-driving vehicles and millennials more comfortable than baby boomers.

Among men, 38 percent said they would feel comfortable riding in a self-driving car and 55 percent said they would not. Among women, only 16 percent said they would feel comfortable and 77 percent said they would not.

Among those skeptical of driverless cars was California resident Phoebe Barron. "I don't want to be the first guinea pig," she said in an interview.

Colorado resident Sonja Coy told Reuters she had a more positive view. Self-driving cars "are a great innovation and technology with a lot of potential," she said.

"However, I'm concerned with how liability will fall in the case of accidents, where there are both self-driving and regular cars on the road," Coy said.

Like most people, she said she had not yet ridden in a self-driving vehicle. Companies testing the vehicles in the United States and elsewhere have provided limited public access so far.

"We're talking about abstract things that many people have not experienced firsthand," said Jeremy Carlson, principal automotive analyst with IHS Markit.

Automotive and technology industry executives are pushing U.S. lawmakers to pass legislation that would loosen restrictions on testing and deploying self-driving cars. However, the legislation is currently stalled in the Senate.

In the meantime, companies from General Motors Co to Alphabet Inc's Waymo are planning to deploy the first wave of self-driving vehicles over the next three years. Industry officials and analysts have said providing convincing reassurances about safety is an urgent task for advocates of autonomous vehicle technology.

The Reuters/Ipsos poll was conducted in mid-January and collected responses from 2,592 adults. Other recent surveys have also highlighted widespread doubts among U.S. consumers about self-driving cars, in the absence of any direct experience with them.

<https://www.reuters.com/article/us-autos-selfdriving-usa-poll/most-americans-wary-of-self-driving-cars-reuters-ipsos-poll-idUSKBN1FI034>

Texas Central picks downtown Dallas station site for its \$15 billion high-speed rail proposal

Jan. 29, 2018
Written by Ray Leszcynski
Dallas Morning News

Texas Central Partners announced Monday that a 60-acre tract southeast of the Interstate 30-35E interchange will be the site of the Dallas passenger station for the company's planned \$15 billion high-speed rail line to Houston.

Texas Central Partners released maps and conceptual renderings that show a multilevel station between South Riverfront Boulevard and Austin Street, built to link with nearby roadways and proposed traveler-friendly connections with Dallas Area Rapid Transit light-rail and buses.

The news met with the approval of Dallas city leaders.

"The city is obviously more than supportive. We're completely behind this project," said Lee Kleinman, a Dallas City Council member and chair of the council's mobility committee. "We're excited about the economy for both Dallas and Houston and the congestion it's going to relieve."

Texas Central officials said they'd break ground on the rail line in late 2019 at the earliest. But for Roger Reyna, who has been trying to sell his land on Riverfront Boulevard for four years, the economic benefits of being near the station site were immediate.

"I just got two calls about my property this morning as soon as the news came out," he said at a Monday night open house to unveil the plans for the Dallas-to-Houston line. "I was already for it. This super bullet train is going to save a lot of money and time."

'Magnet for economic activity'

A major project on the site, like the rail station, has the potential to carry the momentum of downtown across I-30, Dallas officials said.

The city put itself in position to develop the largely vacant site when it took land out of the flood plain with the \$68.6 million Able pump station built with funds from its 2006 and 2012 bond elections.

"The new property taxes we're going to get off this station will more than offset the \$60 million we put into this," Kleinman said.

But, Kleinman added, Dallas officials still have work to do. It will be up to the city to use 15 acres it owns north of I-30 and bridge the rail station to the Kay Bailey Hutchison Convention Center directly to the north and to all of downtown Dallas.

"This station will be a magnet for economic activity in an area ripe for development. And it will connect seamlessly with local roads and public transit," Texas Central CEO Carlos Aguilar said in a news release.

DART officials on Monday confirmed that the site three blocks from its Cedars light-rail station will provide a convenient plug-in to DART's multi-modal network.

"Connectivity to local transit is essential to the success of high-speed rail anywhere in the world," DART spokesman Morgan Lyons said. "Transit customers here will have lots of new options in the coming years, and that's very exciting."

90 minutes to Houston

Texas Central Partners is promising a 90-minute trip to Houston with a midrange stop in the Brazos Valley. A major Federal Railroad Administration hurdle was cleared last month with the release of a 1,200-page Draft Environmental Impact Statement.

Public input on the high-speed rail line is open until Feb. 19. In addition to public meetings Monday night in Dallas and Navarro counties, a meeting is scheduled from 5 to 9 p.m. Tuesday at Ennis High School, 2301 Ensign Road. There are 10 such meetings in all, each in a county that would be affected by the proposed project.

Dallas resident Vernon Johnson came to the meeting at Wilmer-Hutchins High School on Monday night looking for a job.

"I'm an old railroad man," said Johnson who has worked as a switchman and brakeman on freight and passenger lines. "And I don't know what kind of crew they're going to have."

Another Dallas resident, Temeckia Derrough, paused at the information chart from Texas Central that claimed two to four jobs would be created outside the line for every full-time position with the carrier.

"I'm always skeptical with the economic claims," she said. "Then also with the property assessment values. Is it going to improve property values right there around the train?"

She was particularly concerned for where the train would pass near Joppa, her neighborhood close to Interstate 45.

Ellis County resident Bruce Moore was happy to learn the line was 800 feet from his home -- far enough, he believes, for noise not to be a factor -- and not between the home and his workplace a mile away.

Moore said he understood the fears of farmers in his area, but felt that with an elevated track, the land could be used for both the rail and rural purposes.

"If they both have the same purpose in mind, of using the property the way they want to use it, it's good," he said.

'Just can't be profitable'

But fellow Ellis County resident Ronny Caldwell said that Texas Central wanted to take his land forcibly.

"We welcomed the lawsuit," he said. "It cuts our county and all the other counties in half."

Other opponents say the project is not economically feasible and that the company is threatening to use eminent domain to take land but hasn't secured those powers legally.

"They have overstated ridership and underestimated costs," said Patrick McShan, special litigation counsel for Texans Against High-Speed Rail. "Someone's going to get left footing the bill."

"It just can't be profitable," Caldwell agreed. "Our county has a right to grow. We have a right to achieve. Don't take that away for something that might not be profitable."

McShan also said that the plan to build the train mostly above-grade on berms will hamper landowners' access to emergency services and the ability to move cattle in cases where the land is cut in half.

'It's for real'

Dallas officials envision economic development near the stations and the promise of getting some of the highway traffic off the Dallas-to-Houston route.

"It's for real," Kleinman said. "They're well-funded and well-connected. They've survived two legislative sessions when there were rural opponents to the plan and they're making good on their promises, including land acquisition."

The project has also overcome obstacles in Dallas County, where initial plans had the rail line stopping short of downtown.

"A lot of people worked very hard to get it to downtown," said Michael Morris, transportation director for the North Central Texas Council of Governments.

He hopes the station will help attract more development across I-30, just as the lowering of Woodall Rodgers Freeway created on the north side of the central business district.

"High-speed rail is a land use game-changer. You could wake up in Dallas and go eat dinner in Houston," Morris said. "And the footprint is much different from an airport. It's so pedestrian-driven."

<https://www.dallasnews.com/news/transportation/2018/01/29/texas-central-announces-downtown-dallas-high-speed-rail-passenger-station-site>



North Central Texas
Council of Governments

PRESS RELEASE

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Public to Receive Update on Mobility 2045 Plan

Long-range plan seeks to meet mobility needs with comprehensive strategy

Jan. 4, 2018 (Arlington, Texas) – North Central Texas Council of Governments staff will present an update on Mobility 2045, Unified Planning Work Program modifications and SolSmart designations during public meetings in January.

Residents can provide input on Mobility 2045, the long-range transportation plan for North Central Texas, and work program modifications at public meetings on Jan. 9 (Carrollton), Jan. 10 (Arlington) and Jan. 16 (Fort Worth).

Mobility 2045 will define a long-term vision for the region's transportation system and guide spending of federal and state transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs that can reduce congestion and improve air quality. Draft recommendations are expected to be available in spring 2018 with RTC action to follow in the summer.

North Texas is one of the fastest-growing regions in the nation and is expected to see its population swell to approximately 11.2 million by 2045. Employment will rise to about 7 million by the same year. A comprehensive strategy, which includes embracing new technologies, will be relied on to meet the needs of the expanding region.

In addition to developing a long-range transportation plan, NCTCOG staff also creates a Unified Planning Work Program. The UPWP for regional transportation planning provides a summary of transportation and related air quality planning tasks to be conducted by the metropolitan planning organization over a two-year period. Proposed modifications to the FY 2018 and FY 2019 UPWP will be presented.

Staff will also present the benefits of solar power and showcase participating cities and their solar-friendly efforts. NCTCOG has served as a SolSmart adviser to North Texas for the past year by hosting trainings and webinars and working with individual cities to make the region more solar friendly.

Finally, AirCheckTexas Drive a Clean Machine will be highlighted. AirCheckTexas provides financial assistance to qualifying motorists to repair or replace vehicles.

Watch the Arlington meeting in real time by clicking the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Public Meeting Details		
<p>Tuesday, Jan. 9, 2018 6 p.m. Crosby Recreation Center 1610 E. Crosby Road Carrollton, TX 75006</p>	<p>Wednesday, Jan. 10, 2018 2:30 p.m. North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011</p>	<p>Tuesday, Jan. 16, 2018 6 p.m. Ella Mae Shamblee Library 1062 Evans Ave. Fort Worth, TX 76104</p>

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

###



North Central Texas
Council of Governments

PRESS RELEASE



Dallas-Fort Worth
CLEAN CITIES

Contact: Brian Wilson
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Bailey Muller
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bmuller@nctcog.org

DFW Clean Cities Recognizes Leaders in Fuel Efficiency

Winners contribute to savings of over 25 million gallons of gas in 2016

Jan. 11, 2018 (Arlington, Texas) – Public-sector fleets are taking steps toward cleaner, more efficient operations, and the Dallas-Fort Worth Clean Cities Coalition is highlighting the efforts of many of the top performers.

DFW Clean Cities recently recognized 19 partners for their work to embrace alternatives to traditional gasoline as part of the third annual Fleet Recognition Awards. Three levels of awards – Gold, Silver and Bronze – were possible.

The cities of Carrollton, Denton, Euless, Grapevine, Lancaster, Richardson and Southlake, as well as the Town of Addison, earned Silver awards.

Eleven entities, the cities of Allen, Coppell, Fort Worth, Lewisville, North Richland Hills, Plano, Rockwall and Wylie, along with Dallas Area Rapid Transit, Denton ISD, and the Town of Flower Mound, were awarded Bronze status.

Participating governing bodies were required to provide information on their progress via the DFW Clean Cities Annual Report. Entities were scored on a 100-point scale based on their work to embrace clean vehicle technologies, partner with the North Central Texas Council of Governments and DFW Clean Cities, and educate their drivers. A maximum of 30 points were awarded for emissions reduction, 30 for fuel consumption, 20 for partnering with NCTCOG and DFWCC, and 20 for educating drivers and operators.

Fleets earning Silver status scored 70-84 points, while Bronze winners received 55-69 points. There were no Gold awardees in Dallas-Fort Worth.

The winners contributed to the region-wide reduction of more than 25 million gallons of gasoline in 2016, which represented the largest savings on record. Alternative fuel vehicles accounted for the vast majority of gallons (97 percent) and greenhouse gas emissions (75 percent) reduced, according to the report. Other contributors were: electric and plug-in vehicles, improvements to fuel economy, hybrids, idle reduction, off-road vehicles and a reduction in vehicle miles traveled.

Recognized winners can now advertise their accomplishments with window stickers for their fleets' vehicles, while their websites display electronic versions advertising Silver or Bronze status.

For information on how your fleet may qualify for recognition, visit www.dfwcleancities.org.

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About Clean Cities:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally-based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector.

###

2017-2018 BLUE-GREEN-GREY EVALUATION SUMMARY

Project	Summary	
	Total	Ranking
City of Southlake Burney Lane Biofiltration	90.50	1
City of Farmers Branch - Green Bus Stop Design Guidelines	83.00	2
DART - Community Gardens Hatcher Station Pilot	82.50	3
Huitt Zollars - Micro Detention Storage System	82.00	4
UNT - LLELA Restoration Efforts	81.00	5
David Marquis - Big Picture for S.E. Dallas	79.50	6
Studio Outside - Reparking the Lot	79.50	6
Building Community WorkshopTOD	78.00	8
Robert Kent - Cedar Crest Gateway Park	78.00	8
City of Garland - Spring Creek Preserve Crossing	77.00	10
Greater Dallas Planning Council - Stream Daylighting for Greener Mobility	77.00	10
Community Resource & Economic Development Creating Oasis in South Dallas	76.50	12
Kevin Sloan - Branch Water Network	73.00	13
Building Community Workshop LID Strategies Toolkit	73.00	13
City of Fort Worth Horne Street Complete Streets	73.00	13
NCTCOG E&D - Trash Free Adopt a Spot GIS Tool	73.00	13
Texas Trees Foundation Partnership for Dallas Urban Forest	73.00	13

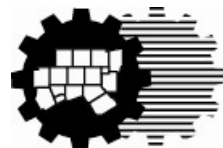
Project	Summary	
	Total	Ranking
David Marquis - Maintaining & Sustaining	73.00	13
SMU - Engineering on Call	73.00	13
NCTCOG E&D - Regional Low Water Crossing	72.00	20
NCTCOG E&D - Green Stormwater Infrastructure	68.50	21
City of Dallas Pioneer Plaza	68.50	21
David Marquis - Future for S.E. Dallas County	68.50	21
John Bunker Sands Wetland Center	66.75	24
NCTCOG E&D - DFW Metroplex Scrap Tire Recycling	66.50	25
Huitt Zollars - CDC Water Quality Initiative	65.50	26
City of Cedar Hill Regional Detention Facility Hike and Bike	65.50	26
City of Garland - Sustainable Tiny House	65.50	26
Studio Outside - Education and Activation	65.00	29
Streams & Valleys as Confluence	64.00	30
City of Farmers Branch - Brookhaven E. Trail	63.75	31
Robert Kent - The Elm Fork Greenbelt Trail	63.50	32
City of Pilot Point Historic Downtown Square	63.00	33
David Marquis - Edify & Amplify	62.50	34
Urban EcoPlan - DFW International Airport	62.50	34

Project	Summary	
	Total	Ranking
SMU - Green Engineering as Educational Driver	62.00	36
GroundWork Dallas - Frasier Dam Recreation Area	61.00	37
Hayden Consultants - City of Dallas	60.75	38
Urban Ecoplan - Dutch Branch Eco Village	60.00	39
Studio Outside - Deep Ellum Public Realm	57.50	40
Robert Kent - Prairie Creek Trail	57.25	41
Awakening West End Plaza	57.00	42
Institute for Local Innovations - Mi Rialiti	55.50	43
City of Duncanville Shared Use Ten Mile Creek	55.00	44
Urban Ecoplan - Royse City_City Center Revital	53.25	45
Urban Ecoplan - Identify Green Infrastructure Interventions	52.75	46
Institute for Local Innovations - Urban Agriculture Soil Strategy	51.00	47
Protect & Connect the Irving Canals	49.25	48
Streams & Valleys Trinity	47.50	49
The Bomber Spur Rails to Trails Conversion	46.50	50
Philomena Jones - River Ranch Tx Horse Park Connects	36.50	51
UTA - Lot49 Greenbelt @ Johnson Creek	34.15	52
City of Venus Trail System	34.00	53

2017-2018 BLUE-GREEN-GREY APPLICATION FOR NEW IDEAS

**Regional Transportation Council
February 8, 2018**

Emily Beckham, Grants & Contracts Supervisor



**North Central Texas
Council of Governments**

Purpose of Initiative

Focus on 3 Elements:

Blue – Water

Green – Environment

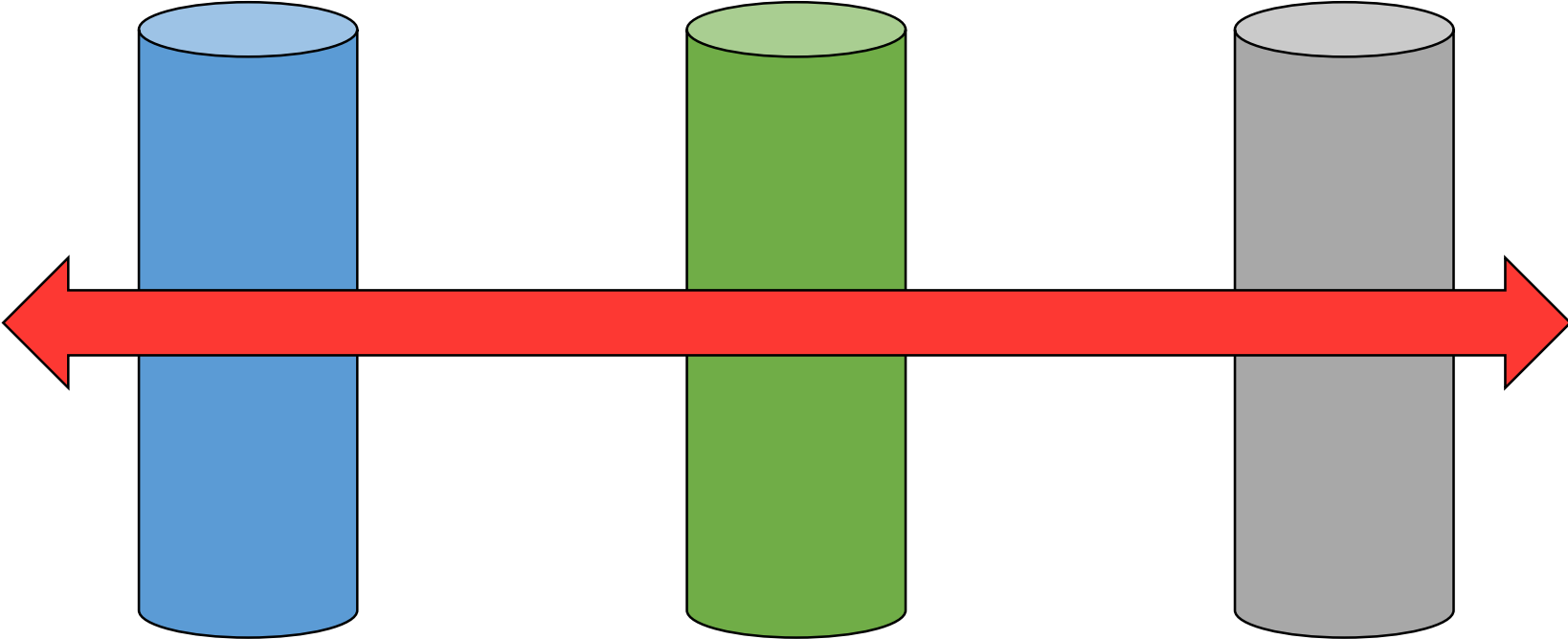
Grey – Transportation Infrastructure

Advance Projects or Programs with Innovative Outcomes

Seed Money to Develop Ideas for Full Funding/Implementation

Leverage Funding Available

Silo Busting



Water (Blue)

Environment
(Green)

Transportation
Infrastructure
(Grey)

Project Eligibility

Eligible Applicants

Universities, Cities, Counties, Transit Authorities,
Private Firms, Non-Profits, and Individuals

Project or Program Should be Located in 12-County
Metropolitan Planning Area

Awarded Projects or Programs Must be Submitted to
Implementing Agency or Fully Implemented within 12
months of Notice to Proceed

Evaluation and Scoring Criteria

Category	Scoring (points)	Description
Team Qualifications	10	Team includes the correct mix of experience and expertise.
Impact	30	Project has a long-term effect and ability to change future designs.
Innovation/Significance	30	Project shifts current designs/practices by utilizing new approaches, design, or methodologies. Project addresses three elements (water, environment, transportation infrastructure). Project address an important problem or challenge.
Applicability, Adaptation, Transferability, and Practicality	30	Project could be used in other communities or settings. Project is realistic. Program is consistent with eligible funding programs and Regional Transportation Council objectives.

Recommended Projects

Entity	Project Name	Recommended Funding
City of Southlake	Burney Lane Biofiltration System	\$50,000
City of Farmers Branch	Green Bus Stop Design Guidelines	\$30,000
Dallas Area Rapid Transit	Community Gardens Hatcher Station Pilot	\$29,170
Total		\$109,170

Schedule

Milestone	Estimated Timeframe
Announced at Irving Summit	August 2017
Application Published	October 4, 2017
Pre-Application Meeting	October 17, 2017
Final Questions Due	October 20, 2017
NCTCOG Responds to Questions	October 23, 2017
Applications Due	November 3, 2017
Review/Scoring of Applications	November – December 2017
STTC Approval of Awards	January 25, 2018
RTC Approval of Awards	February 8, 2018
Executive Board (Agreement Approval)	February 22, 2018

Action Requested

Approval of Blue-Green-Grey Awards using Regional Transportation Council Local funds to:

City of Southlake in the amount of \$50,000

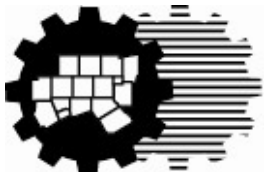
City of Farmers Branch in the amount of \$30,000

Dallas Area Rapid Transit in the amount of \$29,170

Ability to Administratively amend the TIP/STIP and UPWP as appropriate to include Blue-Green-Grey awards.

For More Information

Emily Beckham
Grants & Contracts Supervisor
(817) 608-2308
ebeckham@nctcog.org



**North Central Texas
Council of Governments**

**PROPOSED FUNDING PARTNERSHIP TO ADVANCE DESIGN BUILD PROCUREMENT ON
IH 635 EAST PHASE 3**

	Project Cost:	\$1,800 M	
1.	Current Commitment:		
	CAT 2 (Includes Skillman/Audelia)	\$100 M	
	CAT 4	\$175 M	
	CAT 12	<u>\$442 M</u>	
		\$717 M	
2.	Additional Partnership Commitment:		
	Category 2 (Already Approved by RTC)	\$115 M	
	CMAQ/STBG/State Match	\$100 M	
	Trinity (Currently RTR)	\$ 50 M	
	Federal INFRA	<u>\$165 M</u>	
		\$430 M	
3.	Revenue from Toll Elements: (No Toll Elements)	\$ 0	
4.	Projects Placed as Collateral ¹ :	\$653 M	\$1,800 M
5.	Other Possibilities:		
	Texas Transportation Commission Funds (Decided by Commission)	\$300 M	
	Private Sector/Unsolicited/Pass-through	TBD	
	Other	TBD	
6.	Alternative Design Concepts (Project Savings)	TBD	

¹ IH 30 from Bass Pro Drive to Dalrock Road \$128 M
IH 35E from IH 635 to Denton County Line \$262 M
US 80 East of Town East Blvd. \$263 M

TBD: To be Determined

NCTCOG 2/1/2018

2017-2018 CMAQ/STBG Funding Program
Sustainable Development Phase 4: Turnback, Context-Sensitive, Transit-Oriented Development Program
Draft Recommendations

Partner(s)	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding							Total Proposed Funding	Selection Criteria Met	Notes/Partnership Details
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	Regional (RTR)	State	Local	Other	TDCs			
City of Crowley	Main Street	From Beverly St. to Crowley Rd. (FM 731)	Reconstruct from 3 to 2 lanes, add bicycle lanes, widen/expand sidewalks, add on-street parking, and construct two roundabouts	2017	ENG	\$0	\$0	\$0	\$0	\$719,336	\$0	0	\$719,336	Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes	TxDOT will implement an additional project on FM 1187 as in-kind compensation for the City of Crowley taking that facility off-system. This in-kind project is in place of the rehabilitation of the roadway that typically comes with a Turnback agreement. CMAQ/STBG funding amounts will be adjusted to maximize the use of CMAQ funds.
				2018	ROW	\$0	\$0	\$0	\$0	\$8,525	\$0	0	\$8,525		
				2018	UTIL	\$0	\$0	\$0	\$0	\$300,000	\$0	0	\$300,000		
				2020	CON	\$0	\$4,500,000	\$0	\$0	\$5,642,051	\$0	0	\$10,142,051		
City of Ennis	UPRR Safety Zone	Bus 287/Ennis Avenue at UP Railroad	Construct grade separation at the intersection of Bus 287/Ennis Avenue and the Union Pacific Railroad line in order to facilitate a Sustainable Development project on Ennis Avenue	TBD	ENG	\$0	\$0	\$0	\$0	\$4,000,000	\$0	0	\$4,000,000	Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes	"Other" funding proposed to be contributed by Union Pacific; RTC share will increase if TxDOT and UP contributions are lowered
				TBD	CON	\$0	\$9,000,000	\$0	\$5,000,000	\$0	\$3,000,000	0	\$17,000,000		
City of Irving	SH 356/Irving Blvd.	From O'Connor Rd. to Strickland Plaza	Reconstruct from 3 to 2 lanes with a bicycle lane, sidewalk improvements, and on-street parking from O'Connor to Britain	2018	ENG	\$0	\$0	\$0	\$0	\$1,787,410	\$0	0	\$1,787,410	Turnback, Redevelopment opportunities, Payback, Context-sensitive design, pedestrian-friendly streetscapes	RTR 161 DA-1 funds to be used; Irving to repay the RTC using TIF funds; The repayment timeline is still under discussion
				2019	ROW	\$0	\$0	\$0	\$0	\$400,000	\$0	0	\$400,000		
				2020	UTIL	\$0	\$0	\$0	\$0	\$5,118,640	\$0	0	\$5,118,640		
				2020	CON	\$0	\$0	\$12,000,000	\$0	\$3,000,000	\$0	0	\$15,000,000		
City of Lewisville	College Street	From Mill St. to Railroad St.	Reconstruct from 2 to 2 lanes, add bicycle lanes, widen/expand sidewalks, and add on-street parking	2018	ENG	\$0	\$0	\$0	\$0	\$600,000	\$0	0	\$600,000	Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscape	The City of Lewisville is utilizing Transportation Development Credits earned via the MTP Policy Bundle initiative.
				2019	CON	\$605,000	\$2,395,000	\$0	\$0	\$0	\$0	600,000	\$3,000,000		
DCTA	DCTA Intermodal Transit Center	At E. College St. and N. Railroad St.	Construct DCTA Intermodal Transit Center, bus lanes, and park and ride to enhance and expand transit service	2019	TRANS	\$11,301,056	\$0	\$0	\$0	\$0	\$0	2,260,211	\$11,301,056	TOD, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscape	DCTA is utilizing Transportation Development Credits earned via the MTP Policy Bundle initiative.
City of Weatherford	US 180 (Northern Loop)	From FM 2552 to Alamo St.	Reconstruct 2/4 lane roadway to 4 lane roadway including a roundabout at the intersection of US 180, new bicycle lanes, new sidewalks, and intersection improvements at FM 51	2019	ENG	\$0	\$1,584,000	\$0	\$0	\$396,000	\$0	0	\$1,980,000	Turnback, Redevelopment opportunities, Context-sensitive design, pedestrian-friendly streetscapes	Project may involve a loan to Weatherford; Details are still being finalized
				2020	ROW	\$0	\$0	\$0	\$0	\$2,150,000	\$0	0	\$2,150,000		
				2022	CON	\$680,800	\$9,287,200	\$0	\$0	\$2,492,000	\$0	0	\$12,460,000		
Total						\$12,586,856	\$26,766,200	\$12,000,000	\$5,000,000	\$26,613,962	\$3,000,000	2,860,211	\$85,967,018		



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transportation

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- FTA Funding Call for Projects
- Regional Coordination Plan
- Related Links >
- Transit Planning
- Transportation Provider Inventory
- Transportation Home



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Access North Texas

Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas region.

Since August 2016, staff has coordinated with a wide range of stakeholders, transit customers, and the public to document the transportation needs of older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges. Access North Texas outlines strategies to address these needs and serves as a guide for agencies that will implement these strategies to improve access to work, medical appointments, education, and the community during the next four years.

Please review the following draft documents:

[Access North Texas](#)
[Appendix B – Regional Reports](#)
[Appendix C – County-by-County Supplemental Information](#)

Join us at one of three public meetings (details below). The Arlington meeting will be live streamed at www.nctcog.org/video (click on the “live” tab). A video recording of this meeting will also be posted online at www.nctcog.org/input. If you can’t attend a meeting, you can submit a comment by March 6, 2018 using the online form at www.nctcog.org/input.

Monday, Feb. 5
 2:30 pm
 North Central Texas Council of Governments
 616 Six Flags Drive
 Arlington, TX 76011

Wednesday, Feb. 7
 6:00 pm
 Haltom City Public Library
 4809 Haltom Road
 Haltom City, TX 76117

Tuesday, Feb. 13
 6:00 pm

Richardson Civic Center
 411 W. Arapaho Road
 Richardson, TX 75083

For special accommodations due to a disability or language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made. Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

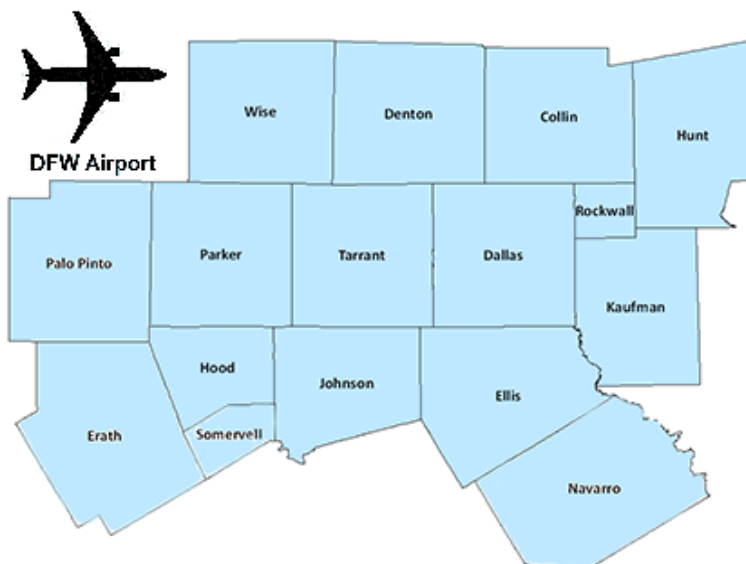
To request a free, roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the Feb. 5 meeting: 817-608-2365 or cbaylor@nctcog.org.

ACCESS NORTH TEXAS MEETING MATERIALS		
Meeting	Date/Location	Meeting Materials
Collin County Outreach Meeting	Monday, July 10, 2017 Allen, TX	Presentation <small>pdf</small> Minutes <small>pdf</small>
Denton County Outreach Meeting	Wednesday, April 26, 2017 Denton, TX Wednesday, April 19, 2017 Lewisville, TX	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>pdf</small>
Rockwall County Outreach Meeting	Tuesday, March 21, 2017 Rockwall, Texas	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>pdf</small>
Kaufman County Outreach Meeting	Monday, March 13, 2017 Terrell, Texas	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>pdf</small>
Parker and Palo Pinto Counties Outreach Meeting	Tuesday, February 21, 2017 Weatherford, Texas	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>pdf</small>
Hood, Somervell, and Erath Counties Outreach Meeting	Wednesday, February 15, 2017 Granbury, Texas	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>pdf</small>
Wise County Outreach Meeting	Thursday, January 19, 2017 Decatur, Texas	Flier <small>pdf</small> Presentation <small>pdf</small> Minutes <small>[pdf]</small>
	Wednesday, January 11, 2017 UNT at Dallas	

<p>Dallas County Outreach Meetings</p>	<p>Dallas, Texas Thursday, January 12, 2017 DART Headquarters Dallas, Texas Wednesday, January 25, 2017 Richland College - Garland Campus Garland, Texas</p>	<p>Flier <small>[pdf]</small> Presentation <small>[pdf]</small> Minutes <small>[pdf]</small></p>
<p>Ellis and Navarro Counties Outreach Meeting</p>	<p>Wednesday, November 9, 2016 Waxahachie, Texas</p>	<p>Flier <small>[pdf]</small> Presentation <small>[pdf]</small> Minutes <small>[pdf]</small></p>
<p>Johnson County Outreach Meeting</p>	<p>Monday, October 24, 2016 Cleburne, Texas</p>	<p>Flier <small>[pdf]</small> Presentation <small>[pdf]</small> Minutes <small>[pdf]</small></p>
<p>Hunt County Outreach Meeting</p>	<p>Tuesday, September 20, 2016 Greenville, Texas</p>	<p>Flier <small>[pdf]</small> Presentation <small>[pdf]</small> Meeting Minutes <small>[pdf]</small></p>
<p>Kick Off Meeting</p>	<p>Friday, August 19, 2016 Fort Worth, Texas</p>	<p>Flier <small>[pdf]</small> Presentation <small>[pdf]</small> Meeting Minutes <small>[pdf]</small></p>

If any questions, please contact Kelli Schlicher, Transportation Planner III, at (817) 695-9287 or kschlicher@nctcog.org

For county-specific information please click below:



Click on a county name below to learn more.

Collin County
Dallas County
Denton County
DFW Airport
Ellis County
Erath County
Hood County

Hunt County
Johnson County
Kaufman County
Navarro County
Palo Pinto County

Parker County
Rockwall County
Somervell County
Tarrant County
Wise County

Plan Requirements

A coordinated public transit-human services plan is required by the Fixing America's Surface Transportation Act (FAST) the current federal transportation bill. Furthermore, coordination is mandated in Texas among transportation providers, health and human service agencies, and workforce boards by Texas Administrative Code Chapter 461. In North Central Texas, NCTCOG is the designated lead entity responsible for preparing and maintaining the region's public transportation coordination plan

2013 Access North Texas Plan

[Click here](#) to download the previous Access North Texas plan.

If you have questions, please contact Kelli Schlicher, Transportation Planner III, (817) 695-9287, kschlicher@nctcog.org

Last Updated January 2018

1/25/2018 tmb %Trans

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

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

Draft Regional Traffic Signal Retiming Program - Master Table

Subregion	Corridor ID	O & M Agency	City	Agency Priority	Corridor Name	Number of intersections		Total Signals	Eligibility Requirements					Evaluation Criteria							
						On -System	Off-System		Local Match	Not Retimed After 2013	Traffic Signals on ROS	8 or More Signals	Pass (P) / Fail (F)	Mobility Benefit/Cost Ratio (Max 35 Pts)	Air Quality Benefits/Cost (Max 35 Pts)	TMC & GPS (Max 10 Points)	EJ (Max 5 Pts)	Multi-Modal Operations (Max 5 Pts)	Multi-jurisdictional (Max 5 Pts)	Data Cloud (Max 5 Points)	Total (Max 100 Pts)
Eastern	43	Richardson	Richardson	3	Spring Valley Rd	2	15	17	Yes	Yes	Yes	Yes	Pass	35	16	10	3	5	5	5	79
Eastern	58	TxDOT Dallas	Murphy/Wylie	3	FM 544	13	0	13	Yes	Yes	Yes	Yes	Pass	35	22	10	2	0	5	5	79
Eastern	41	Richardson	Richardson	1	Renner Rd	14	21	35	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	5	79	
Eastern	44	Richardson	Richardson	4	Belt Line Rd	2	21	23	Yes	Yes	Yes	Yes	Pass	35	14	10	3	5	5	77	
Eastern	30	Garland	Garland	1	NW Garland Group	21	57	78	Yes	Yes	Yes	Yes	Pass	35	12	10	5	5	5	77	
Eastern	59	TxDOT Dallas	Wylie/Sasche	4	SH 78	11	0	11	Yes	Yes	Yes	Yes	Pass	35	14	10	2	5	5	76	
Eastern	45	Richardson	Richardson	5	Arapaho Rd	2	19	21	Yes	Yes	Yes	Yes	Pass	35	18	10	2	5	0	75	
Eastern	16	Dallas	Dallas	7	Midway/Frankford	0	21	21	Yes	Yes	Yes	Yes	Pass	35	20	10	5	0	0	75	
Eastern	14	Dallas	Dallas	5	LBJ	17	0	17	Yes	Yes	Yes	Yes	Pass	35	22	10	3	0	5	75	
Eastern	42	Richardson	Richardson	2	Campbell Rd	2	22	24	Yes	Yes	Yes	Yes	Pass	35	18	10	1	0	5	74	
Eastern	12	Dallas	Dallas	3	Forest/Abrams	4	14	18	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	0	74	
Eastern	21	Dallas	Dallas	12	Webb Chapel	2	6	8	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	0	74	
Eastern	31	Garland	Garland	2	SW Garland Group	4	21	25	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	0	74	
Eastern	19	Dallas	Dallas	10	Walnut Hill	5	22	27	Yes	Yes	Yes	Yes	Pass	35	16	10	2	5	0	73	
Eastern	11	Dallas	Dallas	2	Hampton	4	24	28	Yes	Yes	Yes	Yes	Pass	35	12	10	5	5	0	72	
Eastern	15	Dallas	Dallas	6	Greenville	2	13	15	Yes	Yes	Yes	Yes	Pass	35	18	10	3	0	5	71	
Eastern	20	Dallas	Dallas	11	Royal	5	20	25	Yes	Yes	Yes	Yes	Pass	35	12	10	3	5	0	70	
Eastern	6	Carrollton	Carrollton	2	Belt Line Road	2	14	16	Yes	Yes	Yes	Yes	Pass	35	20	10	3	0	0	68	
Eastern	22	Dallas	Dallas	13	Hillcrest	2	18	20	Yes	Yes	Yes	Yes	Pass	35	16	10	1	0	5	67	
Eastern	17	Dallas	Dallas	8	Marsh	2	7	9	Yes	Yes	Yes	Yes	Pass	35	14	10	2	0	5	66	
Eastern	5	Carrollton	Carrollton	1	Hebron Pkwy	5	15	20	Yes	Yes	Yes	Yes	Pass	35	18	10	2	0	0	65	
Eastern	13	Dallas	Dallas	4	Forest West	2	16	18	Yes	Yes	Yes	Yes	Pass	35	12	10	2	0	5	64	
Eastern	33	Garland	Garland	4	SE Garland Group	4	36	40	Yes	Yes	Yes	Yes	Pass	30	8	10	5	5	0	63	
Eastern	38	Irving	Irving	4	Walnut Hill Lane	2	9	11	Yes	Yes	Yes	Yes	Pass	30	6	10	5	5	0	61	
Eastern	7	Carrollton	Carrollton	3	Trinity Mills Road	14	4	18	Yes	Yes	Yes	Yes	Pass	35	4	10	3	5	0	57	
Eastern	34	Garland	Garland	5	Firewheel Pkwy	4	6	10	Yes	Yes	Yes	Yes	Pass	30	2	10	5	5	0	57	
Eastern	18	Dallas	Dallas	9	Davis	2	10	12	Yes	Yes	Yes	Yes	Pass	30	6	10	5	0	5	56	
Eastern	10	Dallas	Dallas	1	Illinois Ave	3	20	23	Yes	Yes	Yes	Yes	Pass	25	4	10	5	5	0	54	
Eastern	32	Garland	Garland	3	PGBT Corridor	12	5	17	Yes	Yes	Yes	Yes	Pass	30	6	10	2	0	5	53	
Eastern	1	McKinney	McKinney	1	Eldorado Parkway	1	12	13	Yes	Yes	Yes	Yes	Pass	30	6	10	2	0	5	53	
Eastern	36	Irving	Irving	2	MacArthur Boulevard	2	13	15	Yes	Yes	Yes	Yes	Pass	25	2	10	5	5	0	52	
Eastern	56	TxDOT Dallas	Waxahachie	1	Dallas Hwy	10	0	10	Yes	Yes	Yes	Yes	Pass	25	4	10	3	0	5	47	
Eastern	57	TxDOT Dallas	Cedar Hill/DeSoto	2	FM 1382	23	0	23	Yes	Yes	Yes	Yes	Pass	25	4	10	3	0	5	47	
Eastern	35	Irving	Irving	1	Irving Boulevard	12	9	21	Yes	Yes	Yes	Yes	Pass	20	2	10	5	5	0	47	
Eastern	37	Irving	Irving	3	Shady Grove Road	2	9	11	Yes	Yes	Yes	Yes	Pass	20	2	10	5	5	0	47	
Eastern	60	TxDOT Dallas	Celina/Prosper	5	Preston Rd	10	0	10	Yes	Yes	Yes	Yes	Pass	20	4	10	2	0	5	41	
Eastern	9	Coppell	Coppell	2	Belt Line Road	0	4	4	Yes	Yes	Yes	No	Fail	Did not meet eligibility requirements							
Eastern	8	Coppell	Coppell	1	MacArthur Blvd	0	6	6	Yes	Yes	Yes	No	Fail	Did not meet eligibility requirements							
Western	2	Arlington	Arlington	1	S Cooper St	30	1	31	Yes	Yes	Yes	Yes	Pass	35	16	10	3	5	0	74	
Western	3	Arlington	Arlington	2	S Collins St	17	8	25	Yes	Yes	Yes	Yes	Pass	35	12	10	5	5	0	72	
Western	4	Arlington	Arlington	3	Pioneer Parkway	20	0	20	Yes	Yes	Yes	Yes	Pass	35	16	10	5	0	5	71	
Western	51	TxDOT Fort Worth	Watauga	6	US 377	11	0	11	Yes	Yes	Yes	Yes	Pass	35	16	10	3	0	0	64	
Western	49	TxDOT Fort Worth	Burleson	4	SH 174	11	0	11	Yes	Yes	Yes	Yes	Pass	35	12	10	1	0	0	58	
Western	46	TxDOT Fort Worth	Southlake	1	Southlake Boulevard	15	0	15	Yes	Yes	Yes	Yes	Pass	35	20	0	1	0	0	56	
Western	54	TxDOT Fort Worth	Lake Worth/Fort Worth	9	SH 199	19	0	19	Yes	Yes	Yes	Yes	Pass	30	6	10	3	0	5	54	
Western	52	TxDOT Fort Worth	Watauga/Keller/Westlake	7	US 377	13	0	13	Yes	Yes	Yes	Yes	Pass	30	8	10	1	0	5	54	
Western	23	Fort Worth	Fort Worth	1	Belknap Street	4	9	13	Yes	Yes	Yes	Yes	Pass	25	6	10	2	5	0	53	
Western	24	Fort Worth	Fort Worth	2	Weatherford St	3	10	13	Yes	Yes	Yes	Yes	Pass	25	6	10	1	5	0	52	
Western	48	TxDOT Fort Worth	Benbrook	3	US 377	8	0	8	Yes	Yes	Yes	Yes	Pass	30	10	10	1	0	0	51	
Western	40	Keller	Keller	2	Main Street	9	0	9	Yes	Yes	Yes	Yes	Pass	30	8	0	2	5	0	50	
Western	29	Fort Worth	Fort Worth	7	University Dr	1	14	15	Yes	Yes	Yes	Yes	Pass	25	2	10	2	5	0	49	
Western	39	Keller	Keller	1	Keller Parkway	8	0	8	Yes	Yes	Yes	Yes	Pass	30	8	0	0	5	0	48	
Western	25	Fort Worth	Fort Worth	3	Henderson St	6	2	8	Yes	Yes	Yes	Yes	Pass	25	2	10	0	5	0	47	
Western	55	TxDOT Fort Worth	NRH/Hurst/Colleyville	10	SH 26	18	0	18	Yes	Yes	Yes	Yes	Pass	25	2	10	2	0	5	44	
Western	27	Fort Worth	Fort Worth	5	Summit Ave	2	7	9	Yes	Yes	Yes	Yes	Pass	20	2	10	0	5	0	42	
Western	26	Fort Worth	Fort Worth	4	W. Lancaster Ave	1	8	9	Yes	Yes	Yes	Yes	Pass	20	2	10	0	5	0	42	
Western	53	TxDOT Fort Worth	Westworth Village/ F. Worth	8	SH 183	17	0	17	Yes	Yes	Yes	Yes	Pass	20	2	10	3	0	5	40	
Western	28	Fort Worth	Fort Worth	6	Downtown CBD	2	89	91	Yes	Yes	Yes	Yes	Pass	15	2	10	0	5	0	37	
Western	50	TxDOT Fort Worth	Haltom City	5	US 377	13	0	13	Yes	Yes	Yes	Yes	Pass	15	2	10	5	0	0	32	
Western	47	TxDOT Fort Worth	Azle	2	FM 730	9	0	9	Yes	Yes	Yes	Yes	Pass	10	2	10	1	0	0	23	
Total						461	657	1118													

Note: Highlighted projects are recommended for selection

Draft Minor Improvement Program - Master Table

Subregion	Project ID	O & M Agency	City	Agency Priority	Corridor Name	Project Cost	Eligibility Requirements						Evaluation Criteria					
							20% Local Match	Along ROS	No Construction	Not more than \$50k	Eligible Project	Pass (P) / Fail (F)	Mobility Benefit/Cost Ratio (Max 35 Pts)	Air Quality Benefits/Cost (Max 35 Pts)	Recommended Improvements (20 Points)	Additional Local Match (5 Points)	EJ (Max 5 Pts)	Total (Max 100 Pts)
Eastern	102	Dallas	Dallas	43	Greenville @ IH 635 (LBJ)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	30	0	0	5	70
Eastern	13	Richardson	Richardson	3	Coit Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	35	30	0	0	2	67
Eastern	147	Allen	Allen	2	System Wide Communication	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	6	20	5	0	66
Eastern	77	Dallas	Dallas	18	Forest @ Greenville	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	35	25	0	0	5	65
Eastern	93	Dallas	Dallas	34	Greenville @ Forest	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	35	25	0	0	5	65
Eastern	83	Dallas	Dallas	24	Forest @ IH 635 (LBJ)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	22	0	0	5	62
Eastern	92	Dallas	Dallas	33	Greenville @ Walnut Hill	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	35	22	0	0	5	62
Eastern	14	Richardson	Richardson	4	Plano Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	35	25	0	0	2	62
Eastern	94	Dallas	Dallas	35	Greenville @ Amberton	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	32	22	0	0	5	59
Eastern	105	Dallas	Dallas	46	Frankford @ George Bush	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	32	22	0	0	5	59
Eastern	99	Dallas	Dallas	40	Greenville @ Park	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	31	22	0	0	5	58
Eastern	20	Richardson	Richardson	10	East Campbell Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	35	22	0	0	0	57
Eastern	95	Dallas	Dallas	36	Greenville @ Royal	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	30	20	0	0	5	55
Eastern	84	Dallas	Dallas	25	Abrams @ IH 635 (LBJ)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	29	20	0	0	5	54
Eastern	66	Dallas	Dallas	7	Illinois @ Zang	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	28	20	0	0	5	53
Eastern	21	Richardson	Richardson	11	East Arapaho Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	31	20	0	0	2	53
Eastern	88	Dallas	Dallas	29	Forest @ Hillcrest	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	27	20	0	0	5	52
Eastern	73	Dallas	Dallas	14	Hampton @ Leath	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	27	20	0	0	5	52
Eastern	19	Richardson	Richardson	9	West Spring Valley Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	28	18	0	0	5	51
Eastern	36	Garland	Garland	1	Forest Lane	\$17,200	Yes	Yes	Yes	Yes	Yes	Pass	21	20	0	3	5	49
Eastern	12	Richardson	Richardson	2	East Renner Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	26	18	0	0	5	49
Eastern	71	Dallas	Dallas	12	Hampton @ Dennison	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	26	18	0	0	5	49
Eastern	15	Richardson	Richardson	5	Jupiter Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	29	18	0	0	2	49
Eastern	142	Carrollton	Carrollton	2	Hebron/Beltline/Luna	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	25	18	0	3	2	48
Eastern	87	Dallas	Dallas	28	Forest @ Webb Chapel	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	25	18	0	0	5	48
Eastern	69	Dallas	Dallas	10	Illinois @ I 35 (RL Thorton)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	24	18	0	0	5	47
Eastern	96	Dallas	Dallas	37	Greenville @ Whitehurst	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	24	18	0	0	5	47
Eastern	78	Dallas	Dallas	19	Forest @ Schroedor	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	24	18	0	0	5	47
Eastern	16	Richardson	Richardson	6	West Campbell Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	27	18	0	0	2	47
Eastern	90	Dallas	Dallas	31	Forest @ SH 289 (Preston)	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	23	18	0	0	5	46
Eastern	24	McKinney	McKinney	1	US 380 & FM 2478	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	32	8	0	3	2	45
Eastern	18	Richardson	Richardson	8	West Belt Line Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	28	14	0	0	2	44
Eastern	103	Dallas	Dallas	44	Frankford @ Vail	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	23	16	0	0	5	44
Eastern	17	Richardson	Richardson	7	West Arapaho Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	26	16	0	0	2	44
Eastern	107	Carrollton	Carrollton	1	Old Denton Road @ Rosemeade	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	24	14	0	3	2	43
Eastern	70	Dallas	Dallas	11	Hampton @ Twelfth	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	22	16	0	0	5	43
Eastern	98	Dallas	Dallas	39	Greenville @ Markville	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	22	16	0	0	5	43
Eastern	38	Garland	Garland	3	Plano Road	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	16	18	0	3	5	42
Eastern	65	Dallas	Dallas	6	Illinois @ Sierra Vista	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	21	16	0	0	5	42
Eastern	106	Coppell	Coppell	1	Citywide	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	4	0	0	2	41
Eastern	27	McKinney	McKinney	4	Eldorado Parkway / Virginia	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	29	6	0	3	2	40
Eastern	101	Dallas	Dallas	42	Greenville @ Fire Station 28	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	21	14	0	0	5	40
Eastern	11	Richardson	Richardson	1	West Renner Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	21	14	0	0	5	40
Eastern	39	Garland	Garland	4	Buckingham Road	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	15	16	0	3	5	39
Eastern	22	Richardson	Richardson	12	East Belt Line Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	23	14	0	0	2	39
Eastern	60	Dallas	Dallas	1	Illinois @ Edgefield	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	20	14	0	0	5	39
Eastern	80	Dallas	Dallas	21	Forest @ Oakshire	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	20	14	0	0	5	39
Eastern	100	Dallas	Dallas	41	Greenville @ Meadow	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	20	14	0	0	5	39
Eastern	67	Dallas	Dallas	8	Illinois @ Westmoreland	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	19	14	0	0	5	38
Eastern	74	Dallas	Dallas	15	Hampton @ Davis	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	19	14	0	0	5	38
Eastern	68	Dallas	Dallas	9	Illinois @ Cockrell Hill	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	16	12	0	0	5	33
Eastern	79	Dallas	Dallas	20	Forest @ Meadowknoll	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	16	12	0	0	5	33
Eastern	26	McKinney	McKinney	3	Citywide (Software)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	26	2	0	5	0	33
Eastern	23	Richardson	Richardson	13	Centennial Boulevard	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	18	12	0	0	2	32
Eastern	146	Allen	Allen	1	Various Intersections	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	22	2	0	3	2	29
Eastern	82	Dallas	Dallas	23	Forest @ TI Blvd	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	14	10	0	0	5	29
Eastern	89	Dallas	Dallas	30	Forest @ Midway	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	14	10	0	0	5	29
Eastern	91	Dallas	Dallas	32	Greenville @ Phoenix	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	14	10	0	0	5	29
Eastern	41	Garland	Garland	6	First Street	\$4,500	Yes	Yes	Yes	Yes	Yes	Pass	8	10	0	3	5	26

Draft Minor Improvement Program - Master Table

Subregion	Project ID	O & M Agency	City	Agency Priority	Corridor Name	Project Cost	Eligibility Requirements						Evaluation Criteria						
							20% Local Match	Along ROS	No Construction	Not more than \$50k	Eligible Project	Pass (P) / Fail (F)	Mobility Benefit/Cost Ratio (Max 35 Pts)	Air Quality Benefits/Cost (Max 35 Pts)	Recommended Improvements (20 Points)	Additional Local Match (5 Points)	EJ (Max 5 Pts)	Total (Max 100 Pts)	
Eastern	97	Dallas	Dallas	38	Greenville @ Twin Hills	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	12	8	0	0	5	25	
Eastern	25	McKinney	McKinney	2	SH 121/ US 75 / SH 5 / SPUR 399	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	20	2	0	0	2	24	
Eastern	85	Dallas	Dallas	26	Forest @ Cromwell	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	11	6	0	0	5	22	
Eastern	104	Dallas	Dallas	45	Frankford @ Appleridge	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	11	6	0	0	5	22	
Eastern	72	Dallas	Dallas	13	Hampton @ Perryton	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	11	6	0	0	5	22	
Eastern	37	Garland	Garland	2	Belt Line Road	\$4,500	Yes	Yes	Yes	Yes	Yes	Pass	6	6	0	3	5	20	
Eastern	63	Dallas	Dallas	4	Illinois @ Denley	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	9	6	0	0	5	20	
Eastern	75	Dallas	Dallas	16	Hampton @ IH 635 (LBJ)	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	8	4	0	0	5	17	
Eastern	81	Dallas	Dallas	22	Abrams @ Meadowknoll	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	8	4	0	0	5	17	
Eastern	35	Irving	Irving	1	Citywide	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	4	6	0	3	2	15	
Eastern	42	Garland	Garland	7	Miller Road	\$6,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	3	5	14	
Eastern	40	Garland	Garland	5	Northwest Highway	\$1,500	Yes	Yes	Yes	Yes	Yes	Pass	3	2	0	3	5	13	
Eastern	76	Dallas	Dallas	17	Abrams @ Flickering Shadow	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	6	2	0	0	5	13	
Eastern	61	Dallas	Dallas	2	Illinois @ Beckley	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Eastern	62	Dallas	Dallas	3	Illinois @ Overton	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Eastern	64	Dallas	Dallas	5	Illinois @ Linfield	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Eastern	86	Dallas	Dallas	27	Forest @ Josey	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Western	28	Mansfield	Mansfield	1	FM 157 -Tanglewood Drive	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	35	10	20	0	0	65	
Western	29	Mansfield	Mansfield	2	Broad Street - Walnut Creek	\$15,000	Yes	Yes	Yes	Yes	Yes	Pass	35	8	20	0	2	65	
Western	145	Arlington	Arlington	5	Pioneer Parkway (SPUR 303)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	18	0	0	5	58	
Western	43	Fort Worth	Fort Worth	1	Jacksboro Highway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	16	0	0	5	56	
Western	4	TxDOT-FW	Watauga	4	US377	\$32,500	Yes	Yes	Yes	Yes	Yes	Pass	35	16	0	0	2	53	
Western	2	TxDOT-FW	Benbrook	2	US377	\$10,500	Yes	Yes	Yes	Yes	Yes	Pass	31	10	0	0	2	43	
Western	7	TxDOT-FW	Lake Worth	7	SH 199	\$12,500	Yes	Yes	Yes	Yes	Yes	Pass	31	6	0	0	2	39	
Western	5	TxDOT-FW	Keller	5	US 377	\$39,000	Yes	Yes	Yes	Yes	Yes	Pass	29	10	0	0	0	39	
Western	34	Keller	Keller	1	North Tarrant Parkway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	33	2	0	3	0	38	
Western	143	Arlington	Arlington	3	S Cooper St (FM 157)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	24	6	0	0	5	35	
Western	48	Fort Worth	Fort Worth	6	Angle at Long	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	22	6	0	0	5	33	
Western	45	Fort Worth	Fort Worth	3	N. Tarrant Parkway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	26	2	0	0	2	30	
Western	144	Arlington	Arlington	4	Collins St (FM 157)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	23	2	0	0	2	27	
Western	8	TxDOT-FW	North Richland Hills	8	SH 26	\$10,500	Yes	Yes	Yes	Yes	Yes	Pass	22	2	0	0	2	26	
Western	30	Mansfield	Mansfield	3	Main Street	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	20	2	0	0	2	24	
Western	46	Fort Worth	Fort Worth	4	Trinity Boulevard	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	19	2	0	0	2	23	
Western	44	Fort Worth	Fort Worth	2	Heritage Trace Parkway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	16	2	0	0	2	20	
Western	6	TxDOT-FW	Westworth Village	6	SH 183	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	14	2	0	0	2	18	
Western	31	Mansfield	Mansfield	4	Broad Street	\$2,500	Yes	Yes	Yes	Yes	Yes	Pass	15	2	0	0	0	17	
Western	51	Fort Worth	Fort Worth	9	Carroll St at White Settlement Rd	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	10	2	0	0	5	17	
Western	3	TxDOT-FW	Haltom City	3	US377	\$31,500	Yes	Yes	Yes	Yes	Yes	Pass	9	2	0	0	5	16	
Western	33	Mansfield	Mansfield	6	Main Street	\$14,000	Yes	Yes	Yes	Yes	Yes	Pass	9	2	0	0	2	13	
Western	49	Fort Worth	Fort Worth	7	Avenue J at S. Beach St	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Western	53	Fort Worth	Fort Worth	11	IH-30 at Bridgewood Dr (S)	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Western	54	Fort Worth	Fort Worth	12	IH-820 at Quebec St	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11	
Western	56	Fort Worth	Fort Worth	14	IH-820 E at Trinity W	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	6	2	0	0	2	10	
Western	47	Fort Worth	Fort Worth	5	E. Berry Street	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	3	2	0	0	5	10	
Western	52	Fort Worth	Fort Worth	10	W. Long Ave at Clinton Ave	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	3	2	0	0	5	10	
Western	55	Fort Worth	Fort Worth	13	IH-820 E at Trinity E	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	5	2	0	0	2	9	
Western	50	Fort Worth	Fort Worth	8	E. Berry St at Old Mansfield Rd	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	2	2	0	0	5	9	
Western	58	Fort Worth	Fort Worth	16	Oakhurst Scenic Dr at Yucca Ave	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	1	2	0	0	5	8	
Western	59	Fort Worth	Fort Worth	17	E. Seminary Dr at Mansfield Hwy	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	0	2	0	0	5	7	
Western	57	Fort Worth	Fort Worth	15	S. Jennings Ave at Pennsylvania Ave	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	0	2	0	0	5	7	
Western	1	TxDOT-FW	Azle	1	US 377	\$10,500	Yes	Yes	Yes	Yes	Yes	Pass	5	2	0	0	0	7	
Western	10	Southlake	Southlake	2	Various Intersections	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	0	6	
Western	32	Mansfield	Mansfield	5	Matlock Road	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	0	2	0	0	0	2	
Western	9	Southlake	Southlake	1	FM 1709	\$50,000	Planning projects are ineligible for CMAQ Funding												

Note: Highlighted projects are recommended for selection

**Regional Transportation Council Attendance Roster
February 2017-January 2018**

RTC MEMBER	Entity	2/9/17	3/9/17	4/13/17	5/11/17	6/8/17	7/13/17	8/10/17	9/14/17	10/12/17	11/9/17	12/14/17	1/11/18
Douglas Athas (06/13)	Garland	P	E(R)	P	P	P	P	P	P	P	P	P	P
Tennell Atkins (09/17)	Dallas	--	--	--	--	--	--	--	A	P	P	P	P
Sara Bagheri (12/16)	Denton	P	P	P	P	E(R)	P	P	P	P	P	E(R)	P
Sue S. Bauman (10/17)	DART	--	--	--	--	--	--	--	--	P	P	P	A
Carol Bush (01/15)	Ellis Cnty	A	P	E	P	A	P	P	E	P	P	P	P
Loyl Bussell (05/17)	TxDOT, FW	--	--	--	P	P	E(R)	P	P	P	P	P	P
Rickey D. Callahan (09/17)	Dallas	--	--	--	--	--	--	--	A	P	E	P	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	P	P	P	P	A	E	P	P
David L. Cook (05/16)	Mansfield	P	P	P	E(R)	P	E	P	P	P	E(R)	P	P
Rudy Durham (7/07)	Lewisville	P	P	E(R)	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	P	E	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	--	--	--	--	--	P	P	P	P	P	A	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	E(R)	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	P
George Fuller (07/17)	McKinney	--	--	--	--	--	P	P	A	P	A	A	A
Sandy Greyson (11/11)	Dallas	P	A	P	P	P	A	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	P	A	P	A	P	P	P	P	A	A	P
Roger Harmon (1/02)	Johnson Cnty	E(R)	P	P	E	E	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	E	E	P	P	P	P	P	P	P	E	E	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	A(R)	E(R)	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	E(R)	P	P	E(R)	P
Lee M. Kleinman (09/13)	Dallas	P	E	P	E	P	A	P	P	P	P	P	E(R)
Harry LaRosiliere (06/17)	Plano	--	--	--	--	P	P	E(R)	P	E(R)	P	P	P
David Magness (06/13)	Rockwall Cnty	E	P	P	P	P	P	P	P	P	E	P	P
Scott Mahaffey (03/13)	FWTA	P	E(R)	P	P	P	P	P	P	E(R)	P	E(R)	P
B. Adam McGough (07/16)	Dallas	P	P	P	P	E(R)	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	E	P	P	P	P	E	A	P	A	P	E	A
Steve Mitchell (07/17)	Richardson	--	--	--	--	--	P	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	E(R)	P	P	P	A	P	P	E(R)	P	P	P
Stan Pickett (06/15)	Mesquite	P	E	E(R)	P	P	P	P	P	P	E	P	P
Mark Riley (1/09)	Parker Cnty	P	P	P	E(R)	P	P	E	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	P	P	E(R)	P	P	E(R)	P	P	P	P	P	P
Will Sowell (10/17)	Frisco	--	--	--	--	--	--	--	--	P	E(R)	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	E	E(R)	P	A	P	P	P	E(R)	E(R)
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	E(R)	P	P	E(R)	E(R)	P	P	E(R)

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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
February 2017-January 2018**

RTC MEMBER	Entity	2/9/17	3/9/17	4/13/17	5/11/17	6/8/17	7/13/17	8/10/17	9/14/17	10/12/17	11/9/17	12/14/17	1/11/18
William Tsao (3/17)	Dallas	--	P	P	P	P	P	E(R)	P	P	P	P	P
Oscar Ward (6/14)	Irving	E	P	P	P	P	P	P	E	E	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	E(R)	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	P	P	E(R)	P	P	A(R)	P	E(R)	E	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	E	P	P	P	P	P	P	E(R)	P	P
Ann Zadeh (06/17)	Fort Worth	--	--	--	--	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

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jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
December 2016-December 2017

STTC MEMBERS	Entity	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17	6/23/17	7/28/17	8/25/17	9/22/17	10/27/17	12/8/17
Antoinette Bacchus	Dallas County	A	P	P	P	P	A	P	A	P	A	P	A
Micah Baker	Dallas County	A	A	A	A	A	P	A	A	A	P	A	P
Bryan Beck	Fort Worth	--	--	--	--	--	--	--	--	--	--	P	P
Katherine Beck	Fort Worth	--	--	--	--	P	P	A	P	P	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	A	P	P	P
Keith Brooks	Arlington	P	P	A	R	P	A	P	P	P	A	A	A
Mohammed Bur	TxDOT, Dallas	P	P	P	P	P	A	P	P	A	P	P	P
Dave Carter	Richardson	A	A	P	P	P	A	P	P	P	P	P	P
Season Clemens	TxDOT, Dallas	--	--	--	--	--	--	--	--	P	A	P	P
Robert Cohen	Southlake	--	--	--	--	--	--	--	R	P	A	R	P
Kent Collins	Coppell	P	P	P	R	P	A	P	P	A	A	P	P
John Cordary, Jr.	TxDOT, FW	P	P	A	P	P	P	P	P	P	P	P	A
Hal Cranor	Euless	P	P	P	P	R	P	P	R	P	P	A	P
Jacqueline Culton	Duncanville	--	--	--	--	--	--	P	P	P	P	A	A
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	A	A	P	A	A	P	P	P	P	P	P
Greg Dickens	Hurst	R	A	R	R	R	R	R	R	R	A	R	R
David Disheroon	Johnson County	P	P	P	A	P	P	A	P	A	P	A	P
Phil Dupler	FWTA	--	--	--	--	--	--	--	--	--	--	P	P
Massoud Ebrahim	Greenville	P	A	P	P	P	P	A	P	P	P	P	P
Chad Edwards	DART	P	P	P	P	P	P	A	P	P	P	A	P
Claud Elsom	Rockwall County	P	A	P	P	P	P	P	A	P	P	A	A
Keith Fisher	Cleburne	--	P	R	P	P	P	P	P	A	R	P	P
Eric Fladager	Fort Worth	P	P	P	A	P	P	P	P	P	P	P	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	R	P	P	P	P	P	P	P
Gary Graham	McKinney	R	R	P	P	R	R	P	R	P	P	P	R
Tom Hammons	Carrollton	A	A	A	A	A	A	A	A	A	P	A	A
Ron Hartline	The Colony	P	R	A	R	R	R	R	A	R	A	R	R
Kristina Holcomb	DCTA	P	P	P	P	P	P	P	P	A	R	R	R
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	P	P
Kirk Houser	Dallas	P	A	P	R	P	P	P	P	P	P	P	A
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	A	P	P	P
Jeremy Hutt	Colleyville	P	A	P	P	P	P	P	A	R	P	P	P
Paul Iwuchukwu	Arlington	P	P	P	P	P	P	P	P	P	P	A	P
Kelly Johnson	NTTA	A	A	A	A	A	A	P	A	A	A	A	A
Tom Johnson	DeSoto	A	P	A	P	P	P	P	A	P	P	P	A
Sholeh Karimi	Grand Prairie	P	P	P	P	P	A	P	P	P	A	P	P
Paul Knippel	Frisco	P	A	A	A	A	A	A	A	P	P	P	A
Chiamin Korngiebel	Dallas	P	P	P	A	A	P	P	P	R	R	A	A
Alonzo Liñán	Keller	--	--	P	A	P	P	P	P	P	P	P	P
Paul Luedtke	Garland	P	P	P	P	R	P	P	P	P	P	P	P

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Surface Transportation Technical Committee Attendance Roster
December 2016-December 2017

STTC MEMBERS	Entity	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17	6/23/17	7/28/17	8/25/17	9/22/17	10/27/17	12/8/17
Stanford Lynch	Hunt County	A	R	P	A	P	P	P	P	P	P	R	R
Srini Mandayam	Mesquite	R	R	A	R	R	A	P	A	R	A	A	A
Alberto Mares	Ellis County	--	--	--	--	--	--	--	P	A	P	P	P
Laura Melton	Burleson	P	A	A	P	P	P	P	P	P	P	A	A
Brian Moen	Frisco	A	A	A	P	P	A	P	P	P	A	A	P
Cesar Molina, Jr.	Carrollton	P	A	P	A	P	A	P	R	A	A	P	P
Lloyd Neal	Plano	P	P	P	A	P	P	P	P	A	A	A	P
Mark Nelson	Denton	P	P	P	R	P	A	P	P	P	R	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	A	P	A
Kenneth Overstreet	Bedford	P	A	A	A	A	P	A	A	A	R	A	A
Kevin Overton	Dallas	P	P	P	P	P	P	A	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	P	P	P	P	P	P	P
Shawn Poe	Rowlett	P	P	P	P	P	P	P	P	P	P	P	P
John Polster	Denton County	P	A	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	A	P	P	P	P	P	P	P	P	P	P
Daniel Prendergast	Plano	P	P	P	P	P	P	P	P	A	A	P	P
Lisa Pyles	Addison	A	P	P	A	A	P	P	A	P	A	P	A
William Riley	Tarrant County	P	P	P	P	A	P	P	P	P	A	P	P
Greg Royster	DFW Int. Airport	P	A	A	P	A	P	A	A	A	A	P	P
Moosa Saghian	Kaufman County	P	P	P	P	P	P	A	A	P	P	P	P
David Salmon	Lewisville	P	R	P	P	P	R	A	P	P	P	A	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	A	P	P	P	A	P	A	P	A	P	A	A
Tom Simerly	Fort Worth	--	--	--	--	--	A	P	A	P	P	P	A
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	A	P	P	A	A	P	P	P	P	P	P	A
Chelsea St. Louis	Dallas	--	P	P	P	R	P	P	P	P	P	P	P
Caleb Thornhill	Plano	P	A	P	P	P	A	P	P	P	A	P	A
Dave Timbrell	Garland	--	A	A	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	P	P	P	P	P	P	P	P	A	P	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	A	P	P	R	P	P	P	P
Daniel Vedral	Irving	A	A	P	A	P	P	P	P	P	P	P	P
Caroline Waggoner	North Richland Hills	A	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	P	P	P	A	A	P	A	P	P	P	A	P
Bill Wimberley	Hood County	P	P	P	P	R	P	P	P	P	P	P	R
Robert Woodbury	Cedar Hill	--	--	--	--	--	--	--	--	--	--	P	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 8, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 8, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Micah Baker, Bryan Beck, Katherine Beck, David Boski, Mohammed Bur, Dave Carter, Ceason Clemens, Robert Cohen, Kent Collins, Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Massoud Ebrahim, Chad Edwards, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Matthew Tilke, (representing Gary Graham), Brian McNulty (representing Ron Hartline), Laura Mitchell (representing Kristina Holcomb), Matthew Hotelling, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Sholeh Karimi, Alonzo Liñán, Paul Luedtke, Rebecca Divney (for Stanford Lynch), Alberto Mares, Brian Moen, Cesar J. Molina Jr., Lloyd Neal, Mark Nelson, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Randy Skinner, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Jared White, and Robert Woodbury.

Others present at the meeting were: Nick Ataie, Lindsey Baker, Tom Bamonte, Berrien Barks, Natalie Bettger, Jason Brown, Ron Brown, John Brunk, Ken Bunkley, Angie Carson, Sarah Chadderdon, Jim Chin, Brian Crooks, Nathan Drozd, Brian Flood, Mike Galizio, Wade Haffey, Heather Haney, Sam Hedson, Victor Henderson, Rebekah Hernandez, Chris Hoff, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Sonya Landrum, April Leger, Mindy Mize, Michael Morris, Justin Nayluiz, Jeff Neal, Nick Page, Parans Palaniappan, Donald Parker, Chris Reed, Christina Roach, Rylea Roderick, Russell Schaffner, Mark Stephens, Mitzi Ward, Kathryn Welch, Brian Wilson, and Michael Zoawsky.

1. **Approval of October 27, 2017, Minutes:** The minutes of the October 27, 2017, meeting were approved as submitted in Reference Item 1. Lori Shelton (M); Cesar J. Molina Jr. (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program (TIP) was requested. February 2018 revisions to the 2017-2020 TIP were provided in Electronic Item 2.1 for the Committee's consideration.

A motion was made to approve the item on the Consent Agenda. Clarence Daugherty (M); Cesar J. Molina Jr. (S). The motion passed unanimously.
3. **Performance Measures: Safety and Transit Asset Management:** Dan Lamers presented a recommendation for Regional Transportation Council (RTC) approval of proposed regional targets for measuring and evaluating the performance of two aspects of the transportation system: roadway safety and transit asset management. Federal legislation has established quantitative performance measure requirements and targets that must be tracked and reported annually. Proposed targets were developed in conjunction with State and regional partners. Safety targets for number of fatalities, fatality rates,

number of serious injuries, serious injury rates, and non-motorized fatalities and serious injuries were highlighted. Adopted targets are the region's share of the Texas Department of Transportation's (TxDOT) target to reduce each of the measures by 0.4 percent every year until the end of five years, resulting in a 2 percent reduction. When presented to the RTC, members requested that staff add a regional, aspirational goal that even one death on the transportation system is unacceptable. North Central Texas Council of Governments (NCTCOG) safety projects and programs being implemented within the region that address TxDOT safety emphasis areas were highlighted. As staff continues to move forward with existing and new types of programs, safety benefits that help meet targets within the region will be tracked and reported back to the RTC. For transit asset management, there are two RTC emphasis area categories: rolling stock (transit vehicles) and infrastructure (rail track). Targets focus on the aging condition of assets with the benchmark that no transit asset exceeds the industry standard for maximum service or performance restrictions. In some instances, an individual transit agencies may have more stringent requirements. Since requirements among the transit agencies differ, further coordination is needed with the transit agencies to develop standardized performance measures. Staff will be working with each to identify a common useful life and metrics that can be tracked moving forward. The timeline for this effort was reviewed. Mr. Lamers noted that the target-setting deadline for transit asset management is December 27, 2017, and February 27, 2018, for roadway safety. The proposed regional targets for roadway safety and transit asset management were provided in Reference Item 3.1. Additional information on the NCTCOG programs and projects that address the Texas Department of Transportation Strategic Highway Safety Plan emphasis areas was provided in Electronic Item 3.2. A motion was made to recommend Regional Transportation Council approval of the regional targets for roadway safety and transit asset management as detailed in Reference Item 3.1 and to direct staff to continue coordination with transit providers to standardize a regional transit asset management approach. Action also included a recommendation for Regional Transportation Council approval of the aspirational goal for roadway safety that even one death on the transportation system is unacceptable. Daniel Vedral (M); Randy Skinner (S). The motion passed unanimously.

4. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges:** Brian Dell briefed the Committee and requested a recommendation for Regional Transportation Council (RTC) approval of the proposed list of projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program. As a reminder, the program is to increase the pool of regional revenues through the exchange of federal and local funding. This effort establishes the third phase of the RTC/Local program which is designed to fund various air quality projects, regional programs, and other projects that would be better suited for funding outside the federal process. A summary of the proposed funding exchanges was presented, and details on each of the projects were provided in Reference Item 4.1. Proposed projects for the Federal/Local Funding Exchanges include: 1) the Dallas Area Rapid Transit (DART) Transit Related Improvement Program (TRIP) (already approved by the RTC), 2) Glade Road in partnership with the Dallas Fort Worth International Airport, 3) the Trinity Railway Express (TRE) Local Swap, 4) FM 148 in partnership with the City of Terrell, and 5) Broadway Avenue in Haltom City. Mr. Dell noted that funds will not be added to the Transportation Improvement Program until an agreement is executed with partners. Staff proposed to use Transportation Development Credits in lieu of a local match to maximize the amount of local funds collected over time for the Glade Road and Broadway Avenue projects. For the TRE Local Swaps, staff is working with DART and the Fort Worth Transportation Authority to

determine what improvements will be funded with the federal funds. The local funding amount listed is the total to be paid by all six cities over three years (approximately \$560,325 annually). Funds for FM 148 will be repaid to the RTC over 15 years through the City of Terrell's pass-through finance agreement with the Texas Department of Transportation. Staff is working to finalize the details of the agreement with Haltom City, but anticipates the funds would be repaid to the RTC over a period of 15 years or less. Mr. Dell noted that staff received a last minute comment from representatives of the airport that it would like to add a note that the approval of Glade Road will be contingent on Dallas Fort Worth International Airport Board approval in January. The schedule for this effort was highlighted. Clarence Daugherty asked what determines the variation of payback among the different entities. Mr. Dell discussed the variations in payback. It was noted that each entity's situation may be unique. A motion was made to recommend Regional Transportation Council approval of the proposed list of funding exchanges and projects to fund through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Funding Federal/Local Funding Exchanges Program in Reference Item 4.1 and to direct staff to administratively amend the 2017-2020 Transportation Improvement Program /Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Cesar J. Molina Jr. (M); Mark Nelson (S). The motion passed unanimously.

5. **US 75 Technology Lanes Next Steps:** Michael Morris presented proposed improvements to US 75 technology lanes and proposed support to advance the improvements. The Regional Transportation Council (RTC) has approved funding for technology lanes on US 75 north of IH 635 to McKinney. Support is requested to continue a partnership with the Federal Highway Administration Division Office and explore policy, operational, and legislative relief to advance these improvements in the corridor. The improvements are modeled after similar improvements on SH 161 in Irving between SH 183 and Belt Line Road. Staff has developed a white paper outlining reasons the improvement are needed in the corridor. The project was previously approved by the RTC using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds that have associated constraints. Legislative relief has been used elsewhere in the country to modernize early implemented High Occupancy Vehicle (HOV) lanes that used CMAQ funds. Staff proposed correspondence to the North Texas legislative delegation requesting assistance with draft legislative language needed to advance the HOV lane improvements on US 75, distributed at the meeting in Reference Item 5. The US 75 improvements will include the use of shoulder lanes in the peak period. In addition, shoulder lanes in the off-peak period are proposed to mitigate non-recurring, incident-related congestion. A motion was made to recommend Regional Transportation Council approval for staff to move ahead with the tools necessary, including legislation, to advance technology lane improvements on US 75 in Dallas and Collin counties. Clarence Daugherty (M); Paul Luedtke (S). The motion passed unanimously.
6. **"Big Projects": IH 635 East Update and Communication Program with the Texas Legislature:** Michael Morris outlined elements of the Regional Transportation Council's (RTC) proposed position in December to advance IH 635 East, as well as a communication program with the Texas Legislature. Reference Item 6, distributed at the meeting, contained RTC correspondence to the Texas Transportation Commission (TTC) requesting it expedite the IH 635 East Phase 3 procurement process from US 75 to and including the IH 30 Interchange. The project is included in the approved long-range transportation plan, has received environmental clearance, and is ready to proceed. Funding for a majority of the staged constructed project is available, as well as multiple funding options. In addition, project costs are increasing at \$5 million per month. Mr. Morris discussed recent criticism by

some in the Legislature regarding the region's efforts. RTC successes were highlighted. Approximately \$28 billion in construction improvements have occurred in the Dallas-Fort Worth (DFW) region since 2000 in partnership with the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (NTTA). A graphic has highlighted showing how the region's congestion from 2013-2016 has been offset with transportation investments. In addition, the percentage of the 100 most congested corridors in the DFW region has dropped from 45 percent to 30 percent in the same timeframe, with remaining congestion supporting the continued needed for the fair share allocation of State/federal revenue. He also highlighted a graphic showing the relationship of transportation revenues versus needs, as well as the RTC's responsibilities regarding transportation. He noted the importance of reengaging the Texas Legislature to provide TxDOT the appropriate level of revenue. Mr. Morris highlighted 15 questions that will be presented to the RTC in December 2017 to engage the Legislature to potentially increase transportation revenue. The first group of questions addresses the local congressional delegation: 1) why are revenues not collected smarter, 2) why is Texas sending money to other states, 3) why is Texas being short changed using old formulas, 4) why is everyone not paying taxes, and 5) why can't the Dallas-Fort Worth region pilot test the new federal infrastructure program since it is one of the few donor states. The second group of questions addresses the Texas Legislature: 6) why are revenues not collected smarter, 7) why is Texas sending money to other states, 8) why can't TxDOT borrow funds when the cost of construction is greater than the cost of money, 9) why can't TxDOT use the credit rating of the State and pay lower interest, 10) why did the Legislature reduce TxDOT's construction revenue by changing TxDOT interest payments, 11) why can't the Legislature give TxDOT more reliable authority on new revenue sources, 12) why does the Legislature restrict transit choices that lower the need for freeway capacity, toll managed lanes, and toll road lanes, 13) why does Texas let tax dollars leak to neighboring states for entertainment choices, 14) why does Texas resist local option revenue generation, and 15) why can't the Legislature support new institutional structures to deliver next generation technology, rail, people mover, and transportation reward programs. Members discussed proposed correspondence, continued efforts with the TTC, and criticism by some in Austin of the region's efforts to implement important projects. STTC Chair Todd Plesko also added the importance of pursuing local option. Exploring formula allocation through legislation was also discussed. Mr. Morris noted that correspondence would encourage communication with the Texas Legislature and would likely be addressed to the chairs of the Senate and House Transportation Committees, the Governor's office, and chairs of the metropolitan planning organizations for Austin, Houston, and San Antonio.

7. **Mobility 2045 Update:** Kevin Feldt presented an overview of the progress to date as work continues on the region's next long-range transportation plan, Mobility 2045. The schedule for the effort was highlighted. Programs and policies will be presented to the Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) at their January meetings, with the draft final Plan presented in February. In addition, an RTC Workshop is scheduled for February 8. Final action is anticipated by STTC on May 25, and by RTC on June 14. Major transit projects were highlighted. Many are similar to Mobility 2040 recommendations and include rail corridors from Fort Worth to Denton and Fort Worth to Cleburne. Also included is the addition of express bus lanes on IH 30, as well as other corridors. The roadway project identification, selection, and prioritization process was highlighted. Recommendations are consistent with House Bill (HB) 20, consistent with federal regulations, and were developed through a coordinated, comprehensive, and continuous process. Major arterial recommendations are consistent with the 2019-2022 Transportation Improvement Program and were developed in coordination

with transportation partners and local governments. Staff developed criteria for arterial system needs based on changes in population, employment densities, arterial spacing, congestion on arterials, and connectivity. Draft major arterial recommendations were highlighted, many occurring at the periphery of the region. Mr. Feldt reviewed the process for major roadway project prioritization. Efforts include identifying needs based on Mobility 2040 and selecting corridors based on funding, feasibility, and consensus. The list of potential projects are then refined based on goals established by federal legislation. Draft proposed roadway recommendations were highlighted. Recommendations include asset optimization corridors to enhance portions of the existing facilities rather than building additional capacity, illustrative roadway corridors for future evaluation, major roadway corridors for new/additional freeway and tollway capacity, arterial capacity, and tolled/tolled managed lane facilities. Pending roadway recommendations were also highlighted. Staff is continuing efforts to finalize actual projects such as capacity needed as a result of removing the Trinity Parkway project, IH 30 between Arlington and Fort Worth, and others. Clarence Daugherty asked if maps would be available to members. Mr. Feldt indicated that maps would be available on the website following the meeting.

8. **Rise of Fraudulent Temporary Vehicle Registration Tags:** Shawn Dintino presented information on the increase in fraudulent and improper temporary vehicle registrations. In 2013, HB 2305 was passed by the Texas Legislature that created the single sticker program linking registration and inspection. The measure was successful in eliminating counterfeit inspection certifications, but caused a significant rise in counterfeit and improper temporary registration tags being used to avoid vehicle inspections. Numerous tag types with similar designs, different tag timeframes and placement requirements, and a lack of security features make fraudulent tags difficult to identify and enforce. In addition, fraudulent tags make it difficult to track witnesses to crimes and have been tied to more severe criminal activity. Funding of enforcement has also become limited due to the veto of Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) funding for FY2018 and FY2019, which help fund on-road enforcement task forces. Air quality is also impacted as a result of vehicles circumventing the emissions inspection process, as well as safety issues due to vehicles not receiving safety inspections. Funding for various entities is also impacted since counterfeit or improper temporary tags prevent billing for use of tolling facilities, lost revenue to inspection repair facilities, and lost revenues to state and local jurisdictions from lack of registration and inspection fees. Moving forward, staff will perform analyses to quantify the problem, look into what others states are doing to combat temporary tag fraud, seek opportunities for funding law enforcement training, and efforts for the upcoming legislative session to restore funding. Details were provided in Electronic Item 8.
9. **Air Quality Update:** Jenny Narvaez provided a summary of the 2017 ozone season activity for the Dallas-Fort Worth region, as well as information on the status of the 2015 National Ambient Air Quality Standards for Ozone and the 2016-2017 Air North Texas Partner Awards. The end of November concluded the 2017 ozone season, with the region experiencing 24 exceedance days. No level red days were experienced and the region's exceedances continue to trend downward. The design value at the end of the ozone season was 79 parts per billion (ppb), so the region did not reach the 75 ppb standard for attainment. Design values for the 85 ppb, 75 ppb, and 70 ppb standards were highlighted. Data showing the decreasing design value relative to the significant population growth in the region was highlighted. In addition, the ratio of nitrogen oxides (NO_x) and volatile organic compounds (VOC) was highlighted which indicate that NO_x emissions are decreasing faster than VOC emissions. Staff will send correspondence to the Texas Commission on

Environmental Quality (TCEQ) seeking its input which could result in different strategies moving forward to address air quality as a result of the converging NO_x/VOC ratio trends. Monitor exceedances for the 2008 ozone standard of 75 ppb were highlighted, with only one monitor out of 20 in the region exceeding the standard. The design value is the three-year average of the 2015, 2016, and 2017 season. In 2015, the region experienced a design value of 88 ppb. Next year's average will not include this 88 design value so the future design value is expected to continue to decrease. Looking at the 2015 standard of 70 ppb, half of the monitors did exceed the standard but no attainment designations have been made. However in November 2017, the Environmental Protection Agency (EPA) designated counties under the 2015 standard as attainment/unclassifiable or unclassifiable. Counties not part of the list are not necessarily designated as nonattainment. Hood and Hunt Counties were not included on the attainment list. The 2015 rule is expected to become effective in January 2018, and staff continues to await designations for nonattainment counties. Ms. Narvaez also noted that in November, the Regional Transportation Council presented the Air North Texas 2016-2017 Partner Awards. Details were provided in Electronic Item 9. The City of Grand Prairie received the Air North Texas Partner of the Year award. Staff will continue to monitor next steps associated with the region's design value being higher than the 75 ppb standard. In addition, staff will monitor the EPA's final designations and associated rules to the 70 ppb standard. Staff will also continue transportation conformity efforts on Mobility 2045. For the 2018 ozone standard, staff will work to enhance its communication plan for the region and continue to develop and implement mobile source emission reduction programs. As noted, staff will compose a letter to TCEQ on the future converging NO_x and VOC ratios. Details were provided in Electronic Item 9. John Polster discussed the NO_x/VOC ratios, and Lloyd Neal discussed transport issues from non-mobile sources. He asked if there has been any resolution. Ms. Narvaez noted that staff continues to monitor this issue and that as the standard lowers, more areas will be in nonattainment and held to the same requirements as the Dallas-Fort Worth region, which should also help lower background levels.

10. **Status Report on NTTA/TxDOT Toll Equity Loan Agreement (TELA) and Associated RTC/NTTA Agreement Concerning Return of TELA Fees:** Ken Kirkpatrick briefed the Committee on the Mutual Termination of the Regional Transportation Council (RTC)/North Texas Tollway Authority (NTTA) agreement concerning the return of Toll Equity Loan Agreement (TELA) fees to NTTA. In 2010, NTTA created a Special Projects system specifically for the financing, construction, and operation of the President George Bush Turnpike-Western Extension (SH 161) and the Chisholm Trail Parkway (CTP). In order to finance the two projects together outside of the regular NTTA system, the Texas Department of Transportation provided a TELA to enhance the credit rating of the system by using the State Highway fund as a financial backstop for the projects, lowering NTTA's financing costs. The TELA required NTTA to pay certain TELA fees beginning after ten years. As a result the RTC adopted policy position P10-05, provided in Electronic Item 10.1, that encouraged NTTA to retire the TELA as soon as financially feasible to reduce risk to the Dallas-Fort Worth region, and also supported either the waiver of the TELA fees or the return of any such fees to NTTA for NTTA selected projects. In addition, the RTC directed staff to develop an agreement to effectuate this policy. The resulting agreement was provided in Electronic Item 10.2. Since that time, NTTA has taken several actions to refinance due to favorable interest rates and has saved substantially. In November, NTTA refinanced the Special Projects system and merged it with the NTTA system, releasing TxDOT of the TELA commitment (provided in Electronic Item 10.3) and eliminating the need for the TELA support. A Mutual Termination of the agreement has been executed by NTTA and RTC staff, provided in Electronic Item 10.4. Correspondence from NTTA regarding the

bond refinancing for SH 161 and the Chisholm Trail Parkway was provided in Electronic Item 10.5. This initiative highlights the important partnership among TxDOT, NTTA, and the RTC to advance big projects in the region.

11. **Transportation Funding Categories Summary:** Michael Morris highlighted a summary table of transportation funding categories. This summary, provided in Electronic Item 11, was requested by Regional Transportation Council (RTC) Chair Rob Franke at the November 9, 2017, meeting.
12. **Fast Facts:** Nathan Drozd noted that in November 2017, the Texas Department of Transportation (TxDOT) issued a finding of no significant impact on the environmental assessment for Loop 9 from IH 35E to IH 45. The document covered construction of a six-lane frontage road facility and the purchase of right-of-way for a future limited access facility. TxDOT will continue to support the project by continuing on Phase 1 which will be a two-way, two-lane frontage road expected to let in March 2022.

Bailey Muller highlighted current air quality funding opportunities for vehicles. The Texas Emission Reduction Plan (TERP) Rebate Grant has opened for replacement and upgrade of diesel heavy-duty vehicles or equipment. The deadline for applications is February 13, 2018. In addition, the TERP Alternative Fueling Facilities Program Grant remains open with \$6 million available for electric infrastructure or natural gas projects. The deadline for applications closes January 18, 2018. Details were provided in Electronic Item 12.1.

Bailey Muller also highlighted upcoming Dallas-Fort Worth Clean Cities Events. The Annual Meeting is scheduled for December 13, 2017, from 11 am-1 pm at the North Central Texas Council of Governments (NCTCOG). In addition, an Idle Reduction Webinar is scheduled for January 30, 2018, Registration is free. Details were provided in Electronic Item 12.2.

Additionally, Bailey Muller provided an update on the Volkswagen settlement. On December 1, 2017, Governor Abbott submitted for Texas to become a beneficiary of the settlement to receive approximately \$209 million for vehicle and infrastructure updates. The governor designated the Texas Commission on Environmental Quality as the lead agency for the funds. Additional details were made available in Electronic Item 12.3.

Brian Wilson highlighted the Traffic County Fact Sheet provided in Electronic Item 12.4. Staff works with TxDOT and regional partners to gather this data that is used in the transportation planning process. Fact sheets are also available at www.nctcog.org/factsheets.

Carli Baylor noted October public meeting minutes were provided in Electronic Item 12.5.1 and November public meeting minutes in Electronic Item 12.5.2. The public meeting minutes are a compilation of the comments received for the October and November meetings, respectively.

Carli Baylor also referenced the December input opportunity notice distributed at the meeting in Reference Item 12.11. The online review and comment period will be opened December 11, 2017, through January 10, 2018. Members of the public can provide input on proposed modifications to the list of funded projects maintained in the Transportation Improvement Program.

In addition, Carli Baylor highlighted the public comment report provided in Electronic Item 12.6. The report contains general comments submitted by members of the public from October 20 through November 19, 2017.

Brian Crooks noted the second round of the Mobility Plan Policy Bundle effort is now open. Early submittals are due by March 2, 2018, and the final deadline is April 6, 2018. In addition, a Mobility Plan Policy Bundle Workshop is scheduled for January 26, 2018. Additional details are available in Electronic Item 12.7 and at www.nctcog.org/policybundle.

April Leger noted that the 2018 Surface Transportation Technical Committee and Regional Transportation Council meeting schedules were provided in Electronic Item 12.8.

The current Local Motion was provided in Electronic 12.9, and transportation partner progress reports were provided in Electronic Item 12.10.

13. **Other Business (Old and New):** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 26, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.



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

February 2018

Calendar

February 1, 10 am

DRMC-TRTC

Joint Meeting

Noah's

6101 Campus Circle Drive
Irving, TX 75063

February 5, 2:30 pm

Public Meeting

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

February 7, 6 pm

Public Meeting

Haltom City Library
4809 Haltom Road
Haltom City, TX 76117

February 8, 1 pm

Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

February 13, 6 pm

Public Meeting

Richardson Civic Center
411 W. Arapaho Road
Richardson, TX 75080

February 23, 1:30 pm

**Surface Transportation
Technical Committee**

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

DFW Clean Cities recognizes leaders in fuel efficiency

DFW Clean Cities recently recognized 19 partners for their work to embrace alternatives to traditional gasoline as part of the third annual Fleet Recognition Awards. Three levels of awards – Gold, Silver and Bronze – were possible.

The cities of Carrollton, Denton, Euless, Grapevine, Lancaster, Richardson and Southlake, as well as the Town of Addison, earned Silver awards. Eleven entities, the cities of Allen, Coppell, Fort Worth, Lewisville, North Richland Hills, Plano, Rockwall and Wylie, along with Dallas Area Rapid Transit, Denton ISD, and the Town of Flower Mound were awarded Bronze status.

Participating governing bodies were required to provide information on their progress via the DFW Clean Cities Annual Report. Entities were scored on a 100-point scale based on their work to embrace clean vehicle technologies, partner with the North Central Texas Council of Governments and DFW Clean Cities, and educate their drivers. A maximum of 30 points were awarded for emissions reduction, 30 for fuel savings, 20 for partnering with NCTCOG and DFWCC, and 20 for educating drivers and operators. Fleets earning Silver status scored 70-84 points, while Bronze winners received 55-69 points. There were no Gold awardees in Dallas-Fort Worth. The winners contributed to the region-wide reduction of more than 25 million gallons of gasoline in 2016, which represented the largest savings on record. Alternative fuel vehicles accounted for the vast majority of gallons (97 percent) and greenhouse gas emissions (75 percent) reduced, according to the report. Other contributors were: electric and plug-in vehicles, improvements to fuel economy, hybrids, idle reduction, off-road vehicles and a reduction in vehicle miles traveled. For information on how your fleet may qualify for recognition, visit www.dfwcleancities.org.

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



\$28 million immediately available for vehicle repairs, replacements



Approximately \$28 million is immediately available to help qualifying motorists repair or replace vehicles with emissions issues or older vehicles through the AirCheckTexas Drive a Clean Machine Program.

Applicants who meet income and vehicle guidelines may qualify for up to \$3,500 for a vehicle replacement or up to \$600 for vehicle repairs. Repair assistance may be available when a vehicle has failed an emissions inspection.

Replacement assistance may be available either following a failed emissions inspection or for a vehicle that is at least 10 years old. Plenty of funding is still available, but is set to run out if there is no further legislative action. Carryover funds of approximately \$28 million will allow the program to continue, but only until the end of August 2019.

The AirCheckTexas Drive a Clean Machine Program is designed to help vehicle owners comply with vehicle emissions standards by offering financial incentives to repair or replace vehicles, and allows local residents to contribute to the regional air quality solution.

Income and vehicle information can be found on the program's newly redesigned website, www.airchecktexas.org. Income requirements vary by household size. As an example, a family of four earning \$73,800 a year may qualify for assistance.



NCTCOG staff members are spreading the word about AirCheckTexas and how it can help improve air quality, at events throughout the region.

The program has helped repair more than 34,000 and replace over 33,000 vehicles since its inception in 2001. Vehicle repairs and sales help the local economy as well as the State treasury. An estimated \$38.25 million has been generated in motor vehicle sales tax from the replacement vehicles purchased.

High-emitting vehicles are a significant source of ozone precursors, and reducing the number of such vehicles is critical to the region's strategy to meet federal ozone standards. Lowering ozone levels also positively impact human health, especially for those suffering with respiratory illnesses, such as asthma.

ART CONTEST

Cedar Hill ISD students help illustrate report

The NCTCOG Transportation Department is partnering with Cedar Hill Independent School District on an art contest to determine the cover design of Progress North Texas 2018, the annual state of the region report.

Ten middle school students submitted artwork illustrating this year's theme of Healthy Communities: Transportation and the Natural Environment.

The theme will be carried through the document, which uses data to illustrate the performance of the region's transportation system and the state of its air quality.

This is the seventh year of the art contest, which seeks to involve younger North Texans, those who will be making decisions in 20-25 years, in the transportation discussion. The art contest is one of several NCTCOG efforts connected with schools.

A combination of NCTCOG staff, art teachers and Regional Transportation Council officers will be asked to help determine the winner of the competition. The report will be published this spring and available at www.nctcog.org/ourregion.

REGIONALNews

Comments sought on HSR draft EIS

The planned Dallas-to-Houston high-speed rail project continues to progress toward the goal of providing bullet train service between the State's two most populous regions.

The Federal Railroad Administration has been conducting public hearings on the Draft Environmental Impact Statement, including two in the 12-county Dallas-Fort Worth metropolitan planning area in January. There were hearings January 29 in Dallas and January 30 in Ennis. Public comments on the Draft EIS will be accepted until February 20.

The document lays out a preferred alignment with potential stations located in downtown Dallas, Grimes County and north Houston. Texas Central Partners plans to build the line, which would have no grade crossings and be at or above grade for the entire route.

Separate efforts to develop high-speed rail connections between Fort Worth and Dallas, and Oklahoma and South Texas are also underway as planners seek to develop a system of high-speed trains.

The draft EIS is available at www.fra.dot.gov/Page/P1078.

SolSmart making region solar ready

North Texas cities are continuing efforts to turn one of the region's most abundant resources — sunshine — into an electricity option for consumers. Congratulations to all the North Texas cities that have participated in SolSmart—a national designation and technical assistance program that works with cities to become more solar friendly.

NCTCOG is proud to recognize the cities of Cedar Hill, Kennedale, Denton, Plano, Lewisville and Corinth for participating in the program. The City of Cedar Hill obtained the highest designation of Gold, Kennedale obtained Silver, and Denton, Lewisville and Plano obtained Bronze. The commitment and effort shown by these cities is not only making the region more solar friendly, but is helping to improve air quality. For more about the program or to get involved, visit www.gosolartexas.org/solsmart.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

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

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

\$38.25 million

The amount generated in motor vehicle sales tax from the replacement vehicles purchased through AirCheckTexas.

PUBLIC *Involvement*

NCTCOG requests input on mobility plan, funding

NCTCOG staff will present an update on Mobility 2045 during public meetings in February. Residents can provide input on Mobility 2045, the Metropolitan Transportation Plan for North Central Texas, as well as several other transportation initiatives at public meetings on February 5 (Arlington), February 7 (Haltom City) and February 13 (Richardson).

Mobility 2045 will define a long-term vision for the region's transportation system and guide spending of federal and state transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that can reduce congestion and improve air quality. Draft recommendations are expected to be available this spring with RTC action to follow in the summer.

In addition to developing a Metropolitan Transportation Plan, NCTCOG staff is responsible for assisting with funding initiatives and identifying transportation needs. The Sustainable Development Phase 4 Program will be presented for public review and comment. This program awards funding to projects such as transit-oriented development elements and Access North Texas, which documents the transportation needs of older adults, individuals with disabilities and individuals with lower incomes.

Staff will also provide proposed modifications to the FY 2018 and FY 2019 Work Program. The UPWP for regional transportation planning provides a summary of transportation and related air quality planning tasks to be conducted by the metropolitan planning organization within a two-year period. Finally, modifications to the list of funded projects and the AirCheckTexas Program will be highlighted.

Watch the Arlington meeting in real time by clicking the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

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.